

**FEDERAL REGISTER NOTICE:
FEDERAL TRANSIT ADMINISTRATION
NOTICE AND REQUEST FOR COMMENTS REGARDING
NATIONAL TRANSIT DATABASE REPORTING**

DETAILS

Link to FR Notice: [2022-14502.pdf \(federalregister.gov\)](https://www.federalregister.gov/documents/2022/08/22/2022-14502)

COMMENTS DUE: September 7, 2022

HIGHLIGHTS OF NOTICE

FTA is seeking public comment on five proposed National Transit Database (NTD) reporting changes and clarifications. These proposals are based on changes to Federal transportation law made by the Bipartisan Infrastructure Law. The five proposed changes are: (1) New Sample-Based Monthly Data (WE-20); (2) General Transit Feed Specification (GTFS); (3) Collecting Geospatial Data for Demand Response Modes; (4) Emergency Contact Information and (5) Vehicle Fuel Type.

New Sample-Based Monthly Data

FTA proposes to collect additional data from a sample set of modal reports from across the universe of full, reduced, tribal, and rural reporters on a new form WE-20. The goal of the sample is to obtain a representative nationwide snapshot of transit ridership and transit service levels. The sampling methodology would use a stratified random sampling based on region, mode, and other factors. FTA would then make sampling adjustments as needed based on unavailable modes, reporters without weekly data access, or other factors. FTA envisions that larger service providers would be sampled more frequently. FTA proposes to collect four data points once each month:

- Weekday 5-day unlinked passenger trip (UPT) total for the reference week;
- Weekday 5-day vehicle revenue miles (VRM) total for the reference week;
- Weekend 2-day unlinked passenger trip (UPT) total for either the weekend preceding or following the reference week; and
- Weekend 2-day vehicle revenue miles (VRM) total for either the weekend preceding or following the reference week.

Under their proposal, these data will be

due three business days after the last day of the reference week. In general, FTA is proposing to designate the second full week of the month as the “reference week,” unless the reference week contains a Federal holiday. FTA plans to inform reporters for the selected modes of the precise dates of the reference week at least three months in advance and will list the precise dates of the reference week on the new WE-20 form.

General Transit Feed Specification

The Bipartisan Infrastructure Law amended 49 U.S.C. 5335(a) to require FTA to collect “geographic service area coverage” data through the NTD. Transit agencies have adopted the General Transit Feed Specification (GTFS) standard. The GTFS specification significantly increases the utility of transit service data, enabling current and accurate snapshots of transit service that support mobile applications such as mapping and routing services.

FTA proposes to require annual submissions of static GTFS data to the NTD. Currently, NTD reporters voluntarily submit web links to GTFS datasets for the National Transit Map. FTA proposes this requirement to enable consistent submissions of geographic service area coverage data. FTA believes that GTFS is the best way to collect geographic service area coverage data for fixed-route service because it is already widely used and meets specific, practical needs in communicating service information in a standardized format. FTA proposes to make GTFS reporting a mandatory requirement. NTD reporters with fixed route modes would create and maintain a public domain GTFS dataset that reflects their fixed route service. These NTD reporters would also maintain a web link from which the GTFS dataset can be collected. FTA proposes that agencies create and host one or more web links containing their GTFS data. If an agency demonstrates hosting a web link is not possible, FTA would accept GTFS zip archive file submission via email. FTA proposes to implement this reporting requirement in two parts. First, FTA is proposing that in RY 2023, applicable NTD reporters will be required to establish and submit a web-hosted GTFS dataset for their fixed route service. The dataset may have multiple links, such as one per mode. All links must be persistent (i.e., static), machine readable, and not password protected. FTA expects this to be a one-time requirement. Once an agency publishes the data, it can be maintained in that form at the persistent web link for subsequent reporting years. Second, beginning in RY 2024, FTA proposes that applicable NTD reporters certify annually via the D-10 certification form that their previously submitted web links are up to date. All fixed route service changes must be reflected in the previous weblink with the GTFS dataset. If there are changes to fixed routes, the reporter must update the GTFS dataset at the previously submitted web link.

Collecting Geospatial Data for Demand Response Modes

FTA proposes that beginning in RY 2023 certain demand response modes must report geospatial data to the NTD, which is also required under the Bipartisan Infrastructure Law “geographic service area coverage” requirement. FTA proposes that this new requirement apply to full, reduced, tribal, and rural

reporters, but not capital asset-only reporters. FTA proposes to collect geospatial data for non-fixed routes using a new NTD form. FTA proposes to collect these data annually through the following questions: (1) Do you serve residents in another State besides your State? (2) Select the Counties that you serve, either in whole or in part, where you pick up residents for a new trip origination. (3) Select Census 'Places' served in these counties; indicate whether these Places (e.g., Township) are served, and whether these Places are partially or wholly served. (4) Is your demand response service intended to meet the Americans with Disabilities Act (ADA) complementary paratransit requirements for a fixed route system? (5) If yes to #4, is your service area limited to the ADA complementary paratransit distance for: a. Your own NTD Reporter ID; or b. Select all those that are not your NTD Reporter ID. (6) Within your service area, do you have different passenger eligibility requirements or different terms and conditions of service? (7) How many days per week do you operate? (8) For each day of the week, what are your hours of operation, and is your service open to: a) Only those persons found eligible for complementary paratransit under the ADA through your local eligibility process? b) Another specific segment of the population defined by age or disability? c) The general population? (9) What is the minimum advanced reservation time for your service? Select days or hours. (10) What is the fare charged?

Emergency Contact Information

FTA proposes that beginning in RY 2023, FTA would also collect the organization's emergency contact information on the P-10 form. The emergency contact does not have to be the same person as someone with an existing NTD system role. FTA proposes to use this emergency contact information to facilitate communication between FTA and the reporter during emergencies.

Vehicle Fuel Type

FTA collects vehicle fuel type only from full and reduced reporters on the A-30 form. Tribal, rural, and capital asset-only reporters do not report fuel type on the A-30 form. In order to track implementation of zero-emission and low-emission vehicles funded by the Bipartisan Infrastructure Law, FTA proposes to add a question to the A-30 form for rural, tribal, and capital asset-only reporters about fuel type. FTA proposes to apply this change beginning in RY 2023.

ADDITIONAL INFORMATION

This notice also mentions that FTA plans to issue a future notice regarding safety and security NTD reporting changes.