

FTA

FEDERAL TRANSIT ADMINISTRATION

National Transit Database Guidance Updates



U.S. Department of Transportation
Federal Transit Administration

Background

- This notice proposes clarifications to NTD reporting guidance
- Guidance clarifications are identified through:
 - Frequently asked questions from reporters
 - Direct reporter requests for changes or additional clarification
 - Validation analysts identifying gaps in documentation

FRN Information

- Docket Number – FTA-2018-0010
- <https://www.regulations.gov/document?D=FTA-2018-0010-0001>
- Published on April 9, 2019
- Comment period ends on June 10, 2019
- Changes are proposed to be effective for report year 2019 beginning September 2019

Overview

Proposed Change

New Types of Service

A-30 Revenue Vehicle Asset Form Changes

A-20 Special Track Work Categories

D-10 – Use of APCs

FFA-10 – VRM by State

Safety Event Reporting Changes

Geographically/Resource Separated Modes

Reporting Temporary Bus Bridge

Defining “Incidental Use”

Clarify Survey Standards

Defining “Linear Miles” and “Track Miles”

Clarify Rural Financial Reporting

New Types of Service

Proposed Change	Summary
Add a new type of service for transit provided by TNCs	Allows FTA and stakeholders to track the use of TNC providers

Proposed Change	Summary
Add a new type of service for transit provided by taxi services	Aligns current Demand Response Taxi mode with the new structure for reporting service provided by TNC providers

New Types of Service

In order to report service to the NTD for inclusion in the FTA formula grant programs, the service must meet the statutory definition of public transportation found in 49 U.S.C. § 5302. TNC's must provide demand responsive service that is:

- Regular and Continuing
 - Not intermittent, tied only to special events or a pilot
 - Advertised in a manner that allows the public to clearly understand its hours of operation and terms of service
- Shared Ride
 - There must be an attempt to share all rides. Typically, this is accomplished by coordinating all requests through a dispatch service/software application
 - Voucher service that reimburses an individual for a solo TNC ride is NOT eligible.
- Open to the general public (or a segment defined by age, disability or low income)
 - Neither the driver nor first passenger can deny the second passenger's ride
 - All rides assigned by the dispatcher must be honored
 - Advertised on the agency's website

New Types of Service

Type of Service	Proposed Definition
Directly Operated (DO)*	Service provided directly by the public transportation agency using their own drivers and equipment.
Purchased Transportation (PT)*	Service provided from a public or private transportation provider based on a written contract. The provider is obligated in advance to operate service for a specific monetary consideration, using its own employees to operate revenue vehicles
Taxi (TX)	Service provided by a private taxi company on behalf of a public transportation agency. Services are directly dispatched by the agency and provided using the taxi company's drivers and vehicles.
Transit Network Company (TN)	Service provided by TNC on behalf of a public transportation agency. Services are dispatched by the transportation network company and provided using company or private drivers and company or privately-owned vehicles.

Changes to the A-30 – Revenue Vehicles Form

Proposed Change	Summary
Add new data element to collect information on automated vehicles	Allows FTA to identify automated vehicle fleets

Proposal Overview:

Agencies would check a box to indicate that a fleet is ‘automated’.

Proposed definition would align with “level 4” of the SAE International standard - *automated or autonomous vehicle*: a vehicle that is capable of sensing its environment and navigating without human input.

Changes to the A-30 – Revenue Vehicles Form

Proposed Change	Justification
Add 4 new data elements to collect information on safety equipment on rail transit vehicles	Allows FTA to conduct risk analysis of rail fleets

Proposal Overview:

This proposal would require agencies to report the number of vehicles in each rail vehicle fleet that are equipped with the following:

- Event data recorders based on IEEE 1482.1 standard
- Emergency Lighting System Design based on APTA RT-S-VIM-20-10 standard
- Emergency signage based on APTA RT-S-VIM-021-10 standard
- Low-location Emergency Path Marking based on APTA RT-S-VIM-022-10 standard

Changes to the A-20 – Special Track Work Categories

Proposed Change	Summary
Adjust the special track work categories collected in the Asset Inventory	Responsive to industry requests to align special track work categories with industry norms

Proposal Overview:

After the optional Asset Inventory reporting year in 2017, FTA received several requests to adjust the special trackwork categories to better reflect the industry. In response, FTA is proposing removing one category, adding four new categories and renaming one category. Below is an overview of the changes:

- Single Turnout – Keep Existing
- Single Crossover – Keep Existing
- Double Diamond Crossover – Rename as “Double Crossover”
- Slip Switch (Single or Double) – New Category
- Lapped Turnout – New Category
- Single Crossing – New Category
- Half Grand Union – Remove (would be reported as separate elements)

Changes to the D-10 – CEO Certification

Proposed Change	Summary
New reporting on the use of Automatic Passenger Counters (APCs)	Allows FTA to identify systems using APCs to report their service data

Proposal Overview:

Proposal would include two yes/no check boxes for each mode for agencies to report the use of APCs.

NTD analyst will record the date of the last APC certification approval.

Changes to the FFA-10 – Federal Funding Allocation

Proposed Change	Summary
New reporting on vehicle revenue miles by state for urbanized area reporters	Responsive to frequent requests to provide service by state for urban agencies that operate across state lines Already reported by States for rural subrecipients

Proposal Overview:

This proposal would require urbanized area reporters operating across state lines to break out their vehicle revenue miles by state. This would not impact funding.



Changes to Safety Reporting

Proposed Change	Summary
Clarification of reportable suicide attempts	Improve reporting compliance

Proposal Overview:

Proposed definition of *attempted suicide*: self-inflicted harm where death does not occur, but the intention of the person was to cause a fatal outcome. The attempt and intent must be accounted for by a third party in the form of police reports, security personnel reports, or other eyewitness statements.

This proposal further clarifies that an event where an individual is transported from transit property for mental health evaluation without a documented suicide attempt is **not reportable** as a Major Event. Rather, this type of event should be reported on the Non-Major Monthly Summary report.

Changes to Safety Reporting

Proposed Change	Summary
Modify data collected on vehicles involved in reportable safety events	Improve data quality by linking the vehicle fleet information in the asset inventory to safety events

Proposal Overview:

Agencies currently report vehicle type and manufacturer for vehicles involved in a Major Event. This change would link the asset inventory to the major event reporting and allow agencies to select the vehicle involved in a major event directly from their asset inventory. This would greatly improve the quality of the vehicle data available for analysis while minimizing the data entry.

Changes to Safety Reporting

Proposed Change	Summary
Add information on drug and alcohol post-accident testing	Improves risk analysis efforts by capturing information on drug and alcohol post-accident testing for reportable events

Proposal Overview:

For all major events, agencies would have to indicate whether FTA Drug and Alcohol Post-Accident Testing was required and/or conducted.

Reporting on Geographically and Resource Separated Modes

Proposed Change	Summary
Require separate reporting for geographically and resource separated modes	Improves data quality

Proposal Overview:

Agencies running two modes that are geographically separate, e.g. located in different cities, and/or resource separated, e.g. do not share assets or operating employees, would need to report these as two separate modes to the NTD rather than combining them into a single mode. One heavy rail system would be impacted at this time.

Reporting a Temporary Bus Bridge

Proposed Change	Summary
Agencies are not required to create a new mode to report expense information for a temporary bus bridge	Responsive to agency request to minimize burden of reporting temporary service

Proposal Overview:

This proposal allows agencies to report the expense of a temporary bus bridge provided by a new mode with the capital project and/or mode that is being supported. The agency would not be required to report the service provided by the temporary bus bridge, but could optionally create a new mode to receive credit for the service provided by the temporary bus bridge in the formula.

If the bus bridge is supported by an existing bus mode, agencies would include cost and service information with their existing bus mode.

Defining “Incidental Use” for Asset Inventory Reporting

Proposed Change	Summary
Provide a definition of “incidental use”	Responsive to reporter requests

Proposal Overview:

Agencies are not required to provide an inventory or condition assessment for facilities where the use by the agency is considered incidental. An example would include a transit agency that uses a single office in a City Hall building.

This notice clarifies that *incidental use* would be considered 50 percent or less of the facility’s physical space dedicated to the provision of public transportation service.



Clarification on Commuter Service Survey Standard

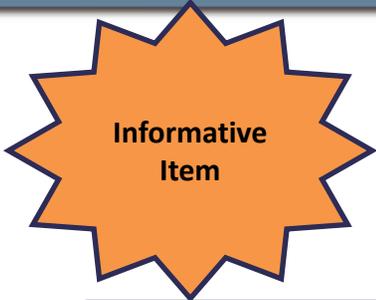
Proposed Change	Summary
Clarifies the survey standards required to establish commuter service	Improve reporting compliance

Proposal Overview:

Agencies may establish new service as 'commuter' through a survey of passengers demonstrating that 50% or more of their riders make a same day round trip. FTA has previously published guidance on the survey standards.

This notice publishes the following clarification to the survey standards:

- 1) The calculation establishing whether 50 percent of riders make a same day round trip must be calculated as: $(\text{total unique passengers making same day return trip}) / ((\text{total unique passengers making same day return trip}) + (\text{total unique passengers making an overnight trip}))$.
- 2) Survey must give all passengers, at all times of day, on all days of the year an equal chance of being selected.



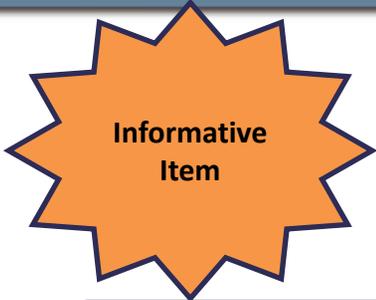
Reporting Linear and Track Miles

Proposed Change	Summary
Defines the terms 'linear miles' and 'track miles' as they relate to track and guideway reporting	Responsive to reporter questions

Proposal Overview:

Linear miles - the length in miles of the route path of track - regardless of multiple track railways over the same area

Track miles – the cumulative length in miles of all track – including multiple track railways over the same area. This should represent the total length of all laid track.



Clarification on Rural Financial Data Reporting

Proposed Change	Summary
Clarifies the reporting requirements for rural financial data	Improve reporting compliance

Proposal Overview:

This notice clarifies that rural agencies must report financial information to the NTD by mode and type of service. This is an existing requirement. It also clarifies that rural agencies must capture direct and shared costs for each mode. Direct expenses must be actual; shared costs may be allocated based on an approved cost allocation method.

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