Identification (Form B-10)

Organization Types

All transit agencies must provide their organization type as of the end of the fiscal year. The organization type selected must describe the organization listed in the Agency Name field on the P-10 Form. Select the Organization Type that reflects your full organization as listed in the Agency Name field on the P-10 form. The following organization types are used in NTD reporting:

- Independent Public Agency or Authority for Transit Service
- Unit or Department of City, County, or Local Government
- Unit or Department of State Government
- Area Agency on Aging
- Planning Agency
- Indian Tribe
- Subsidiary Unit of a Transit Agency, Reporting Separately
- University
- Area Agency on Aging
- Other Publicly Owned or Publicly Chartered Corporation
- Private For-Profit Corporation
- Private Non-Profit Corporation
- Private Provider Reporting on Behalf of a Public Entity
- Other

Independent Public Agency or Authority for Transit Service

Independent public agencies are separate entities established by statute as independent units of government. Generally, the laws creating these entities are passed by State legislatures. These entities are statutorily distinct from local and State governments and are typically granted the authority to impose taxes or tolls for transit use.

Unit or Department of City, County, or Local Government

Transit agencies should report as the city, county, or local government if they are legal entities with the authority to operate transit service. These transit agencies should report all public transit data on behalf of the city, county, or local government. This does not include Tribal governments, which have a separate organization type, as described below.

Unit or Department of State Government

Transit agencies should report as a unit or department of State government if they are a part of the State government and have one or more State employees. This organization includes both State and territorial governments.

Area Agency on Aging

Area Agencies on Aging are organizations established under the Older Americans Act of 1973 to respond to the needs of Americans 60 and over. This organization type is for agencies that are legally incorporated as a nonprofit, separate from the government, as an area agency on aging.

Planning Agency

Planning agencies primarily address short and long-range transportation needs through a cooperative process among local jurisdictions. Examples include Metropolitan Planning Organizations, regional councils, and regional commissions.

Indian Tribe

This organization type is for transit agencies that are federally recognized Indian Tribes or are divisions or departments within a federally recognized Tribal government. The Bureau of Indian Affairs defines an Indian Tribe as "an American Indian or Alaska Native Tribal entity that has a government-to-government relationship with the U.S. with the responsibilities, powers, limitations, and obligations attached to that designation." Indian Tribes are eligible for funding from the U.S. government, including FTA transit programs.

Subsidiary Unit of a Transit Agency, Reporting Separately

In rare cases, a transit agency has separate operating divisions or districts for different areas. With FTA approval, each division or operating district may be granted its own NTD ID. This is generally the case only for very large transit agencies, when including all operating districts or divisions in one NTD report would be burdensome and would be of limited use to data users. If there is only one subsidiary unit for transit, report as an independent public agency or authority for transit service.

University

These are university and college systems of both private and public institutions providing public transportation.

Other Publicly Owned or Publicly Chartered Corporation

These are quasi-public agencies that do not fit any of the above categories, such as a business improvement district that also provides transit service. These are typically organizations formed or chartered as separate legally incorporated organizations by one or more State, county, city, or local government. Examples include airports or port authorities.

Private For-Profit Corporation

These reporters operate independently for profit. Select this option if your agency is legally incorporated and operates for profit.

Private Non-Profit Corporation

These reporters do not operate for profit. You would select this option if your agency is a legally-incorporated, not-for-profit corporation that is privately owned. This option does not include organizations legally incorporated under the Older Americans Act of 1973, nor institutes of higher education.

Private Provider Reporting on Behalf of a Public Entity

In rare cases, FTA allows the private seller of service to report to the NTD, rather than the public buyer. Please see the section on Agency Name in the P-10 Form for more information on this option.

Other

If none of the choices fit your agency, report Other. The online reporting system will display a box for you to describe your organization's structure.

Demographic Data

Transit agencies' demographic information describes the area and population where they operate service. Transit agencies provide varying levels of detail about their service area based on their reporting type.

The NTD reporting system uses two definitions of transit area:

- Urbanized and rural areas
- Service area

Urbanized and Rural Areas

Beginning with the 2020 Census, the U.S. Census Bureau no longer distinguishes Urban Areas as either between Urbanized Areas (UZAs) or Urban Clusters. The criteria for Urban Areas for the Census Bureau now include any area that encompasses at least 2,000 housing units or has a population of 5,000 or more. This does not change the Federal statute governing FTA's funding programs, which still defines a UZA as an area encompassing a population of not less than 50,000 people. Federal transit law still makes this distinction to prescribe FTA's distribution of formula grant funding to Urbanized vs. Non-Urbanized Areas. Any area below the 50,000-population threshold is considered a Non-Urbanized Area, or rural area, for FTA's programs. UZAs do not conform to congressional districts, city or county lines, or any other political boundaries. For detailed information on how the Census Bureau defines and identifies UZAs, please consult its [Geography Program web page](#).

FTA bases UZA designations on the most current census population for each area. The NTD reporting system assigns a unique number to each UZA in the United States. For UZAs in the 50 States and the District of Columbia, FTA uses the Census Bureau's Urban Area Census Code (UACE). FTA also designates the U.S. Virgin Islands and certain areas in Puerto Rico as UZAs. FTA treats the U.S. Virgin Islands as a UZA for purposes of transit grants, pursuant to 49 U.S.C. § 5307(g).

Exhibit 22 shows how FTA categorizes all UZAs as large or small UZAs. A large UZA has a population of 200,000 or more. A small UZA has a population of fewer than 200,000. FTA refers to non-urbanized areas as rural areas or non-UZAs.

All reporters indicate where they provide transit services by UZA and non-UZA. Agencies must designate a Primary UZA when they begin reporting to the NTD. The Primary UZA should represent the UZA in which the agency's transit services are mainly located or the main area that is served by the agency's transit services. Agencies can change this designation by submitting a request through the NTD reporting system.

Agencies must also report any Secondary UZAs. A Secondary UZA is any area outside the Primary UZA where the agency picks up or drops off passengers. Secondary UZAs may include Non-UZAs. Identify the Non-UZA if you provide any service that picks up or drops off passengers outside of the Census-

Exhibit 22: Urbanized Areas

UZA Designation	Population Size
Non-UZA	< 50,000
Small UZA	50,000 - 200,000
Large UZA	≥ 200,000

defined Urbanized Areas, even if all of your service data will be allocated to one or more UZAs on your FFA-10 form.

Agencies reporting to the Urban Module should report a UZA as their Primary UZA. Report any non-UZAs served as Secondary UZAs.

Tribal reporters must report the American Indian Areas or Alaska Native Areas recognized by the U.S. Census Bureau where they operate public transit.

Service Area

Service area is a measure of transit service in terms of population served and area coverage (square miles). Any area served by any mode reported by the agency is part of the service area. Serving an area means that passengers can board and alight public transportation services in that area.

For bus modes and rail service subject to the Americans with Disabilities Act of 1990 (ADA) complementary service requirements (all bus modes, Heavy Rail (HR), Light Rail (LR), and Streetcar Rail (SR)), agencies use ADA definitions and requirements to determine service area boundaries and population:

- Bus service area is defined as three-fourths of a mile on each side of a fixed route.

- Rail service area is defined as three-fourths of a mile radius around each station.

Transit agencies should report service area and population using locally defined criteria regarding ADA complementary service when those criteria exceed the service area definitions just described.

For Demand Response (DR) modes, transit agencies report the entire area that the mode serves.

For modes not covered by ADA complementary service requirements, including Ferryboat (FB) and Vanpool (VP), transit agencies determine service area and population using locally defined criteria. Commuter Bus (CB), Commuter Rail (CR), Alaska Railroad (AR), and Hybrid Rail (YR) should report a service area that reflects the catchment area of the service.

Transit agencies use the most current figures or official estimates of population. An area's Metropolitan Planning Organization (MPO) typically estimates population every five to seven years. Population and area (in square miles) statistics for a UZA almost always differ from a transit agency's service area.