

2020 Census and Impacts for FTA Funding Recipients February 9, 2023

Federal Transit Administration



U.S. Department
of Transportation

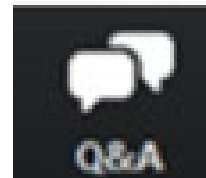
Federal Transit
Administration

Disclaimer

This document/presentation does not have the force and effect of law and is not meant to bind the public in any way. This document/presentation is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. Grantees and subgrantees should refer to FTA's statutes and regulations for applicable requirements.

Agenda

- Decennial Census and its relationship to FTA funding
- FTA program funding distribution
- FTA program requirements based on geographic location:
 - Large urbanized areas
 - Small urbanized areas
 - Rural areas
- Available resources related to effects of 2020 Census boundaries
- Questions and Answers (enter questions Q&A section of Zoom)



2020 Census Overview

- On December 29, 2022, the Census Bureau announced final urban areas based on the 2020 Census.
- The Census Bureau's urban-rural classification delineates geographic areas, identifying both urban areas and rural areas across the nation.
- The 2020 Census delineations directly impact the funding distribution and eligibility of FTA's grant programs.

2020 Census & FTA Programs

Formula Programs:

- The 2020 Census delineations will impact **FY24** formula apportionments
- There will be no impact on formula funding apportioned in FY23 or earlier

Discretionary Programs:

- For all Notice of Funding Opportunities (NOFOs) issued during FY23, recipients will apply under **2010** Census designations

2020 Census & FTA Formula Grant Programs

- **Section 5303:** Metropolitan Transportation Planning Formula Grants
- **Section 5304:** Statewide and Nonmetropolitan Transportation Planning Formula Grants
- **Section 5307:** Urbanized Area Formula Grants
- **Section 5310:** Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities
- **Section 5311:** Formula Grants for Rural Areas
- **Section 5311 (c)(1):** Public Transportation on Indian Reservations
- **Section 5337:** State of Good Repair Grants
- **Section 5339(a):** Formula Grants for Buses and Bus Facilities
- **Section 5340:** Apportionments Based on Growing and High-Density States Formula Factors

Census Bureau: Urban Area Delineation Criteria

Primary Criteria:

- Census block housing unit density
- Impervious land cover

Changes to Criteria from 2010 to 2020:

- Using housing unit density in place of population density
- Reducing "jump" distance from 2.5 to 1.5 miles
- Reduction of "corridors," allowing urban areas to be noncontiguous
- Commuting patterns considered



2020 Census & FTA

Census Bureau

- Urban Area – At least 2,000 housing units, or 5,000 people

FTA

- Urbanized Area (UZA) - 50,000 or more people

FTA program tiers reflect Urbanized Areas, or UZAs

FTA Population Tiers

- **Large UZA** – Population of 200,000 or more
- **Small UZA** – Population of 50,000 to 199,999
- **Rural Area** – Population of 49,999 or less

FTA funding program requirements and eligibility differ between tiers

FTA Recipient Impacts from 2020 Census

- Small UZA created from previously Rural area
- Small UZA created from area within pre-existing Large UZA
- Pre-existing UZA expands to encompass previously Rural area
- Small UZA grew to Large UZA
- Large UZA depopulates to become a Small UZA
- Small UZA depopulates to become Rural area
- Small or Large UZA retained in tier, but contracted in area
- Area in pre-existing Small or Large UZA transitioned to a separate pre-existing Small or Large UZA

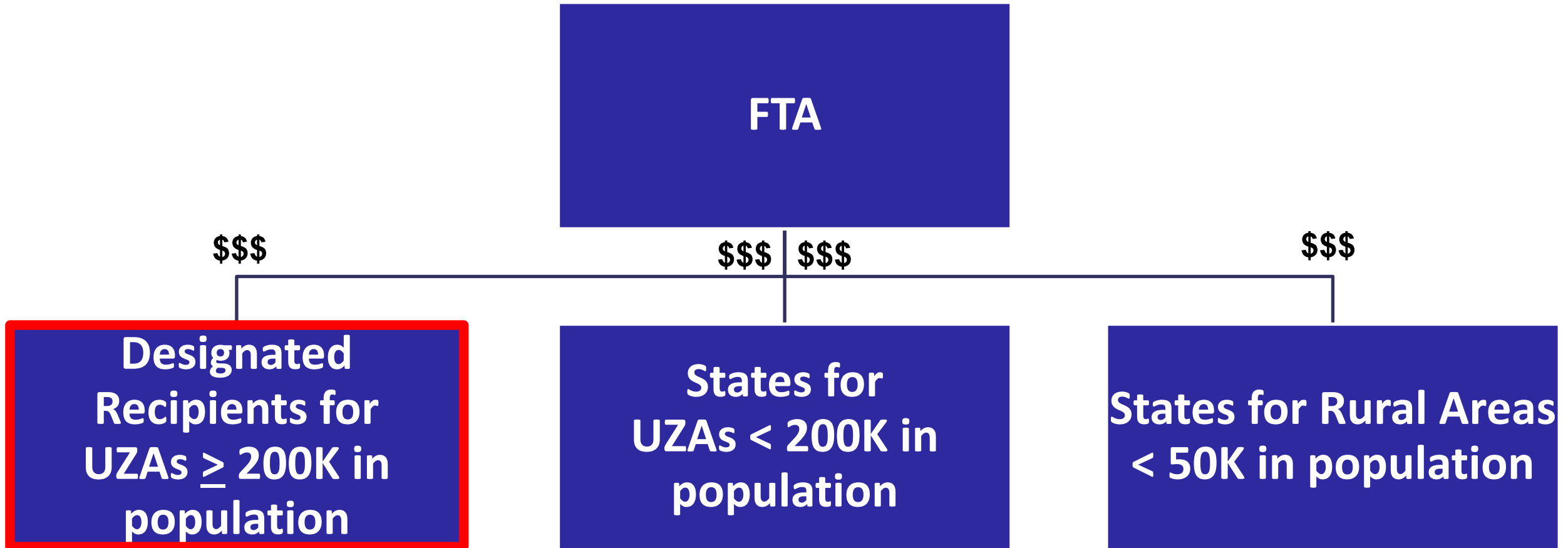


New to Large UZA – Funding Recipients

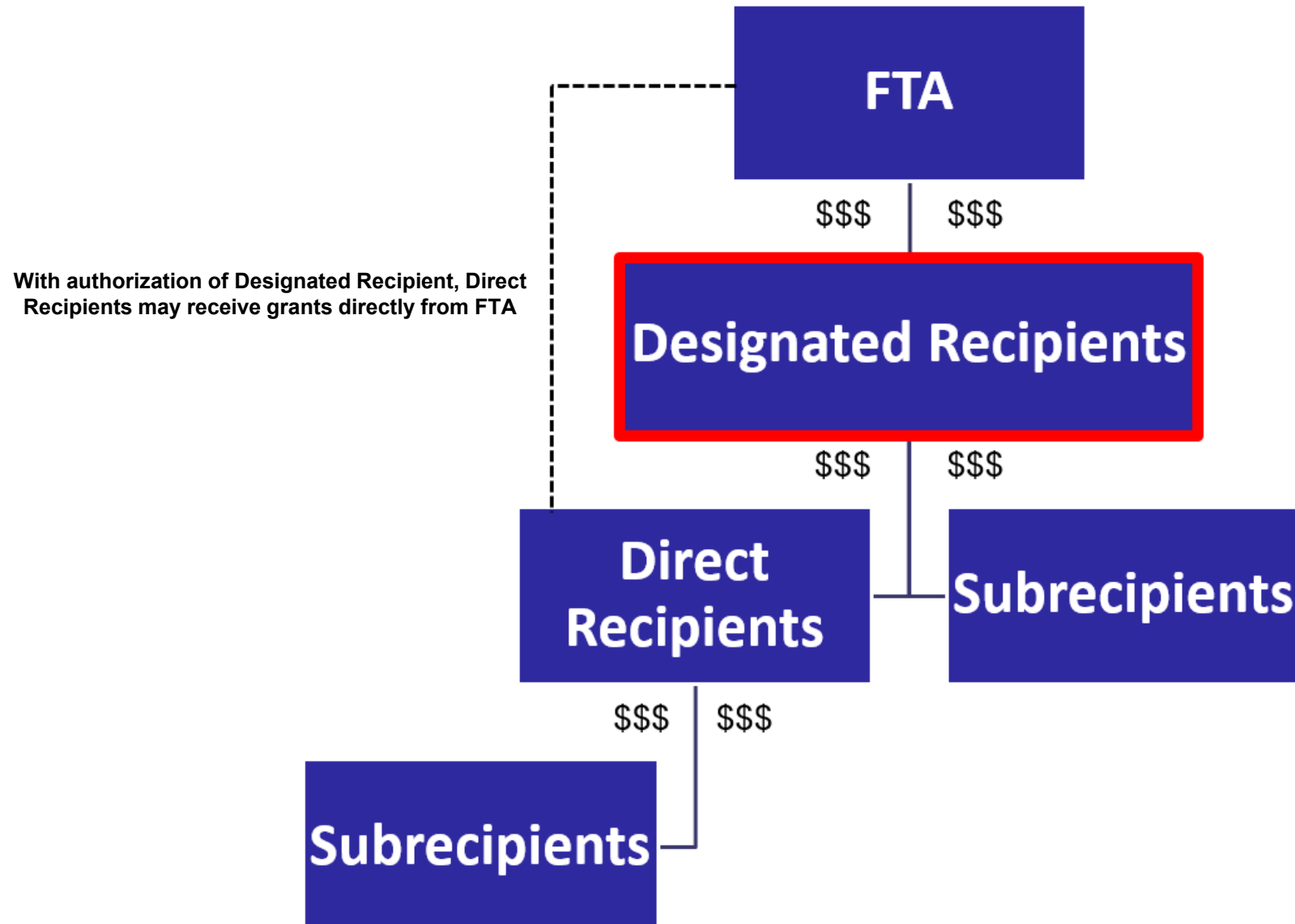
- This change scenario applies when a transit provider:
 - Serves a UZA where the population was formerly below 200K, but as a result of the 2020 Census, has grown to 200K+; or
 - Serves an area that was previously outside a UZA, but as a result of the 2020 Census, a pre-existing UZA has grown to encompass the service area and also now contains a population of 200K+.
- Funding is apportioned to a Designated Recipient to support the transit needs of large UZAs and may be further allocated by the Designated Recipient to other public transit providers in the UZA.
- Eligible transit providers may receive funds as Direct Recipients or as Subrecipients of the Designated Recipient or another Direct Recipient.



FTA Formula Funding Distribution



Urban Formula Funding Distribution to Large UZAs



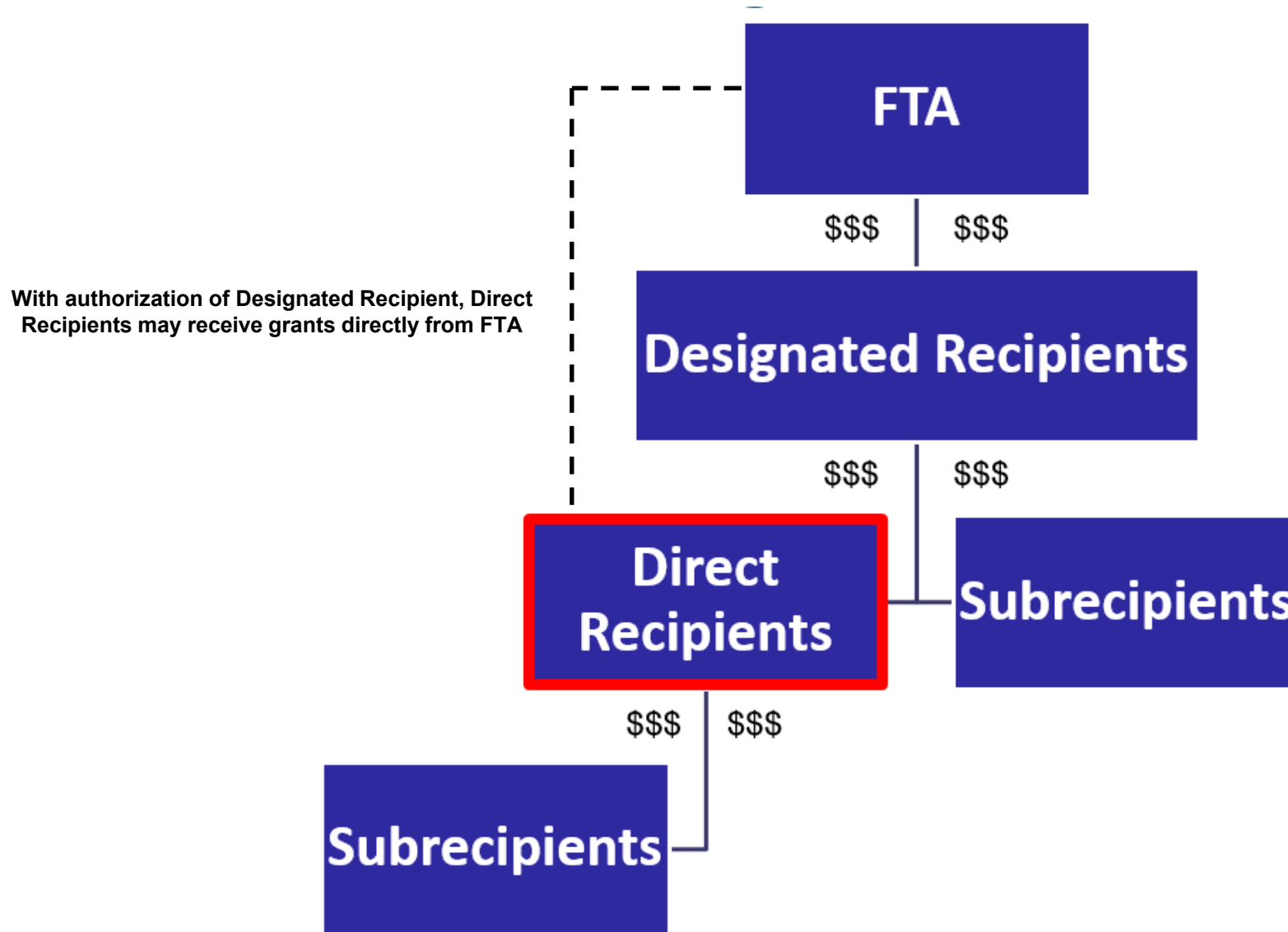
Selection of Designated Recipient

- For funding under Sections 5307, 5310, 5337, 5339(a)
- Encourage selection of single Designated Recipient for each UZA and for all types of formula funds to streamline administration of programs, but selection of multiple Designated Recipients not precluded
- Must be a governmental authority and have legal authority to receive and dispense FTA funding
- Ultimately appointed by Governor or Governor's designee
- Multi-state UZAs need agreement from each Governor or Governor's designee
- Concurrence from public transit providers in UZA and metropolitan planning organization (MPO), including providers that are new to a large UZA with a pre-existing Designated Recipient

Roles of Designated Recipient

- Receive and apportion funds to eligible projects and recipients in UZA (conveyed through 'split' letter to FTA)
- Develop program of projects (POP) with Section 5307, 5310 and/or 5339(a) funds that includes suballocation of funds to Direct Recipients or Subrecipients and project descriptions and corresponding costs
- Ensure POP meets program requirements and coordinate with MPO to ensure projects in POP are included in MPO planning and project programming products (e.g., MTP, TIP)
- Sub-allocation of funds to recipients is a local decision based on local needs in coordination with MPO

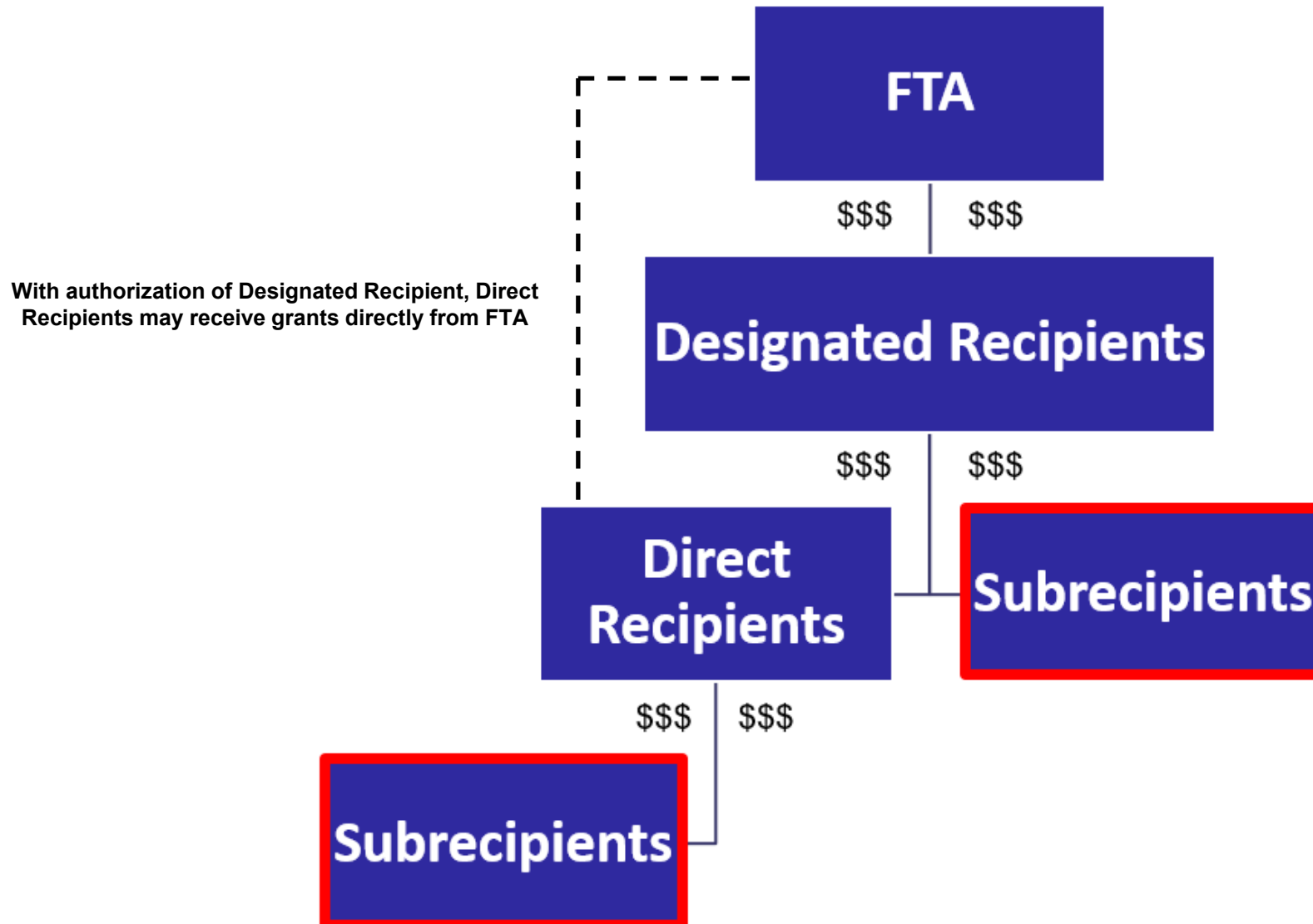
Urban Formula Funding Distribution to Large UZAs



Direct Recipients

- Public entity authorized by the Designated Recipient to receive funds (cannot be a non-profit or private organization)
- Apply for and receive Section 5307, 5337, and 5339(a) grants directly from FTA and assumes all responsibilities of grant agreement with FTA
- Supplemental agreement with Designated Recipient releasing Designated Recipient from any liability under grant agreement between FTA and direct recipients
- Subject to oversight by FTA, including reporting requirements and compliance reviews (e.g., triennial review)

Urban Formula Funding Distribution to Large UZAs



Subrecipients

- May receive funds via a 'pass-through' arrangement from the Designated Recipient or separate Direct Recipient
- For Sections 5307 and 5337, must be a public entity otherwise eligible to become a Direct Recipient, except when carrying out a job access and reverse commute project
- For Sections 5310 and 5339(a), may be a public entity or non-profit organization
- Does not relieve Designated or Direct Recipients of liability or other responsibilities under an FTA grant agreement for the 'passed-through' funds – pass through entities are responsible for oversight of Subrecipients
- Subrecipient agreement required that assures FTA Subrecipient will comply with requirements of grant agreement

Participation in Metropolitan Planning Process

- To receive funding for projects, transit providers must participate in the federally prescribed multimodal planning processes of a metropolitan planning organization (MPO)
- **MPO Planning Products:** Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP)
- MPOs for large UZAs must include representation from providers of public transportation on the MPO's governing body
- **December 29, 2023:** [New MPOs should be designated](#) by respective Governor(s) and local officials (1 year after release of 2020 Census Urban Area designations)

Section 5307 Formula Funding Factors for Large UZAs

Formula Variables Driving Section 5307 Funding Amounts to Large UZAs	
Based on Size and Demographics of UZA	Population, Low-Income Population, Population Density
Based on Bus Service	Bus Vehicle Revenue Miles, Bus Passenger Miles/Operating Cost
Based on Fixed-Guideway Service	Fixed-Guideway Vehicle Revenue Miles and Directional Route Miles, Fixed-Guideway Passenger Miles/Operating Cost
	Minimum of 0.75 Percent of Fixed Guideway Apportionment for Commuter Rail in Urban Areas with 750K+ Population

Formula factors for large UZAs under other formula programs are available at:
<https://www.transit.dot.gov/funding/fta-formula-factors-table>

New to Large UZA - Changes to Funding Eligibility and Program Requirements

- If operate more than 100 buses in peak service, may not use Section 5307 funds for operating assistance (otherwise may use a variable percentage [50-75%] of funds on operating assistance)
- Fares charged to seniors, individuals with disabilities, or individuals presenting a Medicare card during nonpeak hours cannot be more than 50 percent of the peak-hour fare
- Must have locally developed process to solicit and consider public comment before raising a fare or implementing a major reduction in service.
- If operate 50+ fixed-route vehicles in peak service, must conduct service equity analyses in advance of major service changes to determine presence of discriminatory impact
- Maintenance contractors must be part of drug & alcohol testing program
- Funds apportioned to the impacted area (small UZA or rural) in FY23 and earlier may continue to be used in the area under the requirements of the previous area status.

New to Large UZA - More on Operating Assistance Limitations

- With release of apportionment tables for each fiscal year, FTA publishes maximum amount of Section 5307 funds each operator may use for operating assistance
- **Table 3A:** Section 5307 Operating Assistance Special Rule Operator Caps

Urbanized Area of Service Provided	Public Transportation System Operator	Vehicles Operated in Peak Fixed Route and Demand Response Service	Apportionment to Urbanized Area	Percent of Apportionment Attributable to Operator based on Vehicle Revenue Hours	Eligible Percent Factor Category	FY 2023 Maximum Amount of Section 5307 Operating Assistance Allowed	FY 2023 Maximum Amount of Section 5307 Operating Assistance Allowed
Aberdeen-Bel Air South-Bel Air North, MD	Harford County Maryland	12	4,511,228	100.000%	75%	3,383,421	3,383,421
Aguadilla-Isabela-San Sebastián, PR	Municipality of A±asco	3	3,493,753	7.616%	75%	199,559	219,515
Aguadilla-Isabela-San Sebastián, PR	Municipality of Aguada	1	3,493,753	2.915%	75%	76,391	84,030
Aguadilla-Isabela-San Sebastián, PR	Municipality of Lares	6	3,493,753	4.599%	75%	120,520	132,572
Aguadilla-Isabela-San Sebastián, PR	Municipality of San Sebastian	2	3,493,753	9.338%	75%	244,681	269,149
Akron, OH	Medina County Public Transit	7	10,724,246	0.421%	75%	33,900	37,290
Akron, OH	Portage Area Regional Transportation Authority	23	10,724,246	17.036%	75%	1,370,242	1,507,266

New to Large UZA - Minimum Expenditure Requirements

- Minimum 1% expenditure on public transportation security projects
 - Certify that at least 1% of UZA's apportionment each fiscal year will be spent on security projects; or
 - Certify such expenditures are unnecessary
- Minimum 0.75% expenditure on safety-related projects
 - Unless exempt from PTASP requirements, recipients must expend 0.75% of Section 5307 funds on safety-related projects
 - Safety considered a goal rather than a specific project type
 - No exemption from requirement via certification
 - Applies to each recipient and grant application



New to Large UZA - Other Requirements

- [Completion of stand-alone National Transit Database \(NTD\) report](#) under individual urban reporting ID
- [Public Transportation Agency Safety Plan \(PTASP\)](#) required and must certify that the plan has been approved by the agency's joint labor-management Safety Committee
- [Transit Asset Management Plan requirements](#) based on fixed-route fleet size

New to Large UZA - Next Steps for Transit Providers/MPOs

- For new Large UZAs, begin discussions with MPO and other public transit providers on Designated Recipient selection
- For pre-existing Large UZAs with pre-existing Designated Recipients, begin discussions re: Designated Recipient concurrence
- Contact your local MPO to begin participation in the planning/project programming process
- Begin discussions with Designated Recipient and MPO on suballocation of funds and determine impact of changes in funding and new program requirements on financial planning
- Determine your NTD reporting status for FY24 and beyond
- Consult [FTA's Census Landing Webpage](#) for more information and resources, including:
 - » [Program requirement changes](#)
 - » [Program requirement resources](#)
 - » [Frequently asked questions](#)

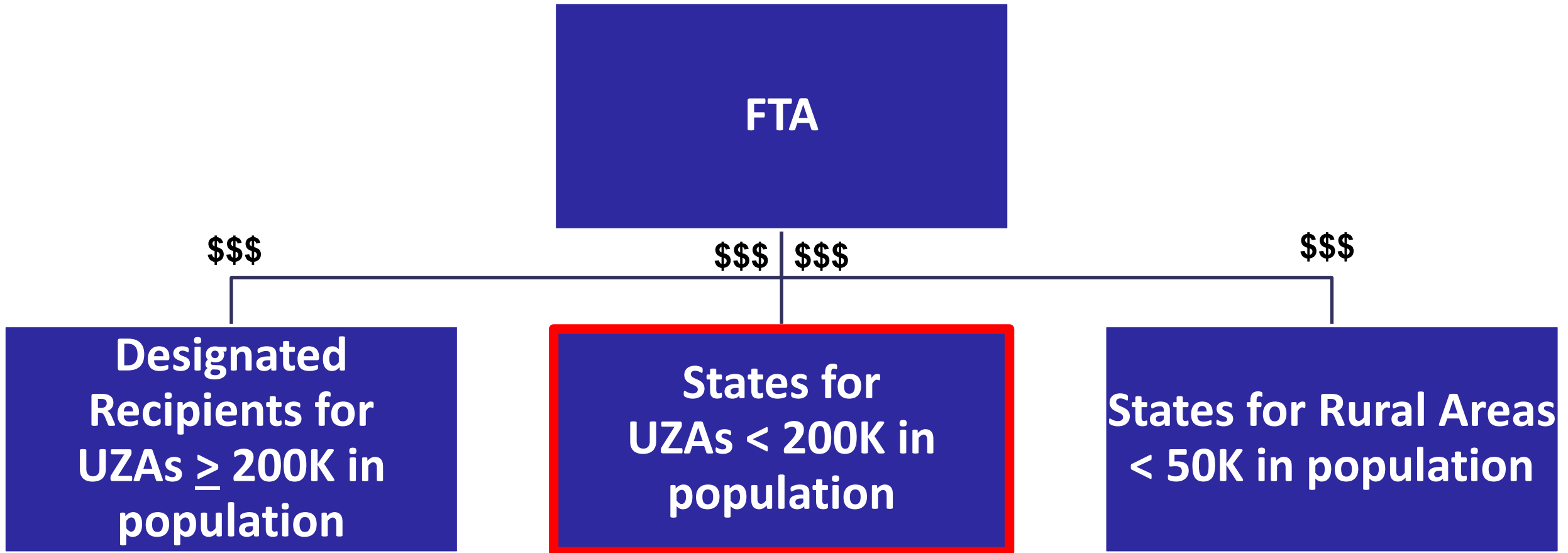
New to Large UZA - Next Steps for State DOTs

- Work with MPOs and local officials in new Large UZAs to appoint a new Designated Recipient or to concur with a pre-existing Designated Recipient
- For multi-state UZAs, coordinate with Governors/State DOTs in other states to select or concur with a Designated Recipient
- Evaluate any funding impacts to State's Section 5307 apportionment for Small UZAs that have grown to be Large UZAs

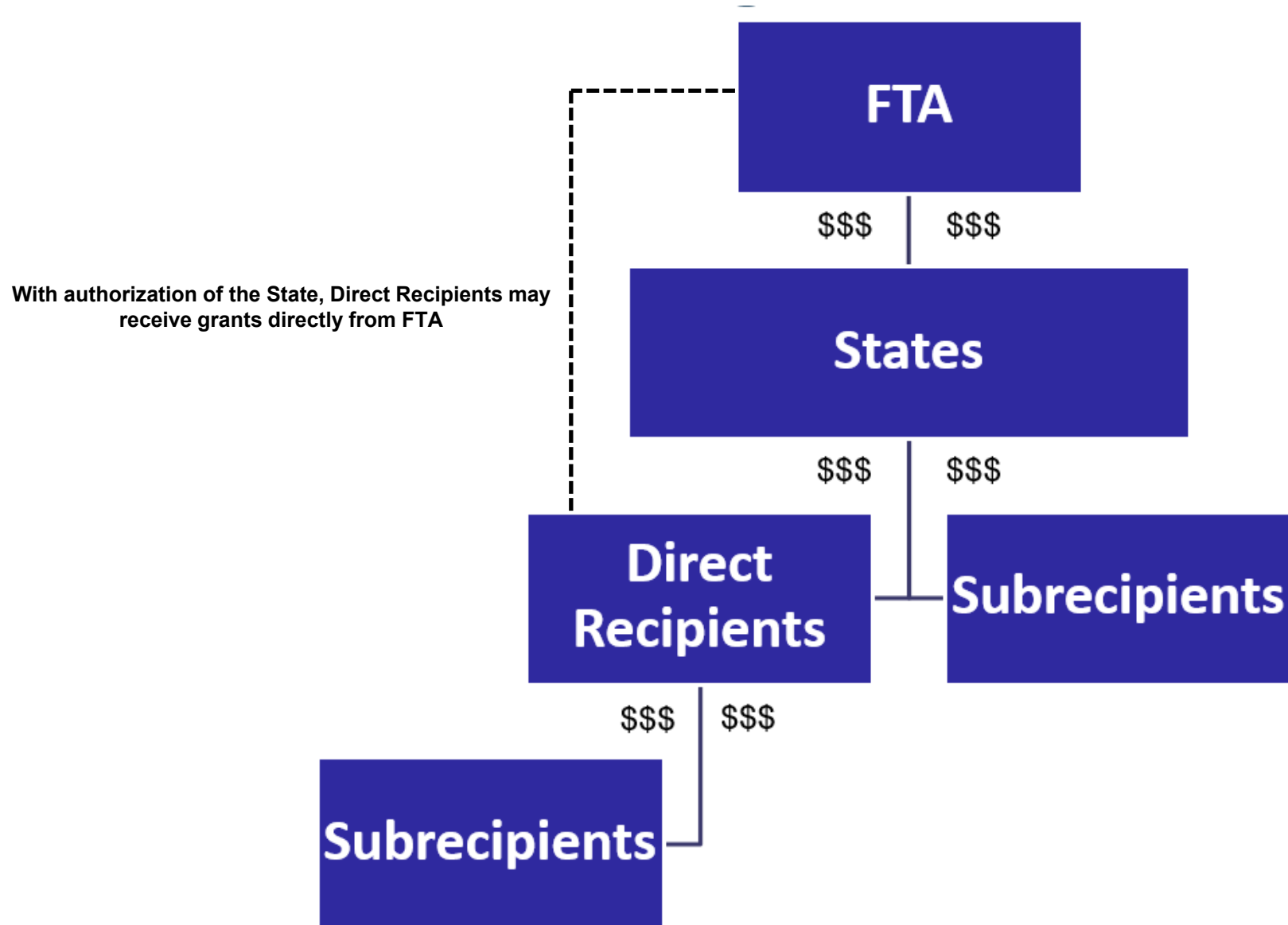
New to Small UZA

- This change scenario applies when a transit provider:
 - Serves a UZA where the population was formerly above 200,000 but, as a result of the 2020 Census, has fallen below that threshold; or
 - Serves a new UZA where the population was formerly below 50,000 but, as a result of the 2020 Census, has increased above that threshold
- Funding apportioned to the State to support the transit needs of small UZAs. Amounts specific to each small UZA are published by FTA for informational purposes only and are non-binding.
- Eligible transit providers may be direct recipients or subrecipients.
- Funds apportioned to the area in FY23 and earlier may continue to be used in the area under the requirements of the previous area status (large UZA or rural).

FTA Formula Funding Distribution



Urban Formula Funding Distribution to Small UZAs



New to Small UZA

- Notable differences from Large UZA Tier:
 - Section 5307 small UZA recipients and subrecipients not limited in the amount of funds that maybe used for operating assistance
 - Representation from providers of public transportation is not required to be included on the MPO's governing body.
 - State is Designated Recipient for funding (may apply directly for allocated 5307/5339(a) funding)
- Notable similarities to Large UZA Tier:
 - PTASP is required
 - Transit providers will need to continue participating in MPO activities
 - Federal share remains 80% for capital and planning projects, 50% for operating expenses

New to Small UZA

- Notable differences from Rural Tier:
 - Transit providers will need to participate in the planning activities of local MPO
 - Private non-profits only eligible for 5307 as subrecipients for Job Access and Reverse Commute (JARC) projects
 - Public Transportation Agency Safety Plans (PTASP) required
- Notable similarities to Rural Tier:
 - Section 5307 small UZA recipients and subrecipients may continue using funds for operating assistance with no limitation on the amount that can be used for that purpose
 - Federal share remains 80% for capital and planning projects, 50% for operating expenses



New to Small UZA

Additional differences from Rural Tier:

- Minimum Expenditure on Security Projects: 1% of 5307 funds apportioned to all Small UZAs in state must be spent on Security Projects
- Half Fare: Fares charged to seniors, individuals with disabilities, or individuals presenting a Medicare card during nonpeak hours, cannot be more than 50 percent of the peak-hour fare
- Public Comment on Fare and Service Changes: Section 5307 recipients must certify that they have a locally developed process to solicit and consider public comment before raising a fare or implementing a major reduction of public transportation service.



Section 5307 Formula Funding Factors for Small UZAs

Formula Variables Driving Section 5307 Funding Amounts to Small UZAs	
Based on Size and Demographics of UZA	Population, Low-Income Population, Population Density
Based on Transit Service Intensity	<p>Small Transit-Intensive City (STIC) Performance Categories Exceeded:</p> <ul style="list-style-type: none">• Passenger miles traveled per vehicle revenue mile,• Passenger miles traveled per vehicle revenue hour,<ul style="list-style-type: none">• Vehicle revenue miles per capita,• Vehicle revenue hours per capita,• Passenger miles traveled per capita, and<ul style="list-style-type: none">• Passengers per capita

Formula factors for small UZAs under other formula programs are available at:
<https://www.transit.dot.gov/funding/fta-formula-factors-table>

New to Small UZA: Next Steps

- Transit Providers:
 - Contact your local MPO or local officials to begin the planning/programming process
 - Contact State DOT representatives to begin planning for FY24 funding and beyond
 - Determine your NTD reporting status for FY24 and beyond
 - Consult [FTA's Census Landing Webpage](#) for information and resources, including:
 - » [Program requirement changes](#)
 - » [Frequently asked questions](#)



New to Small UZA: Next Steps (cont.)

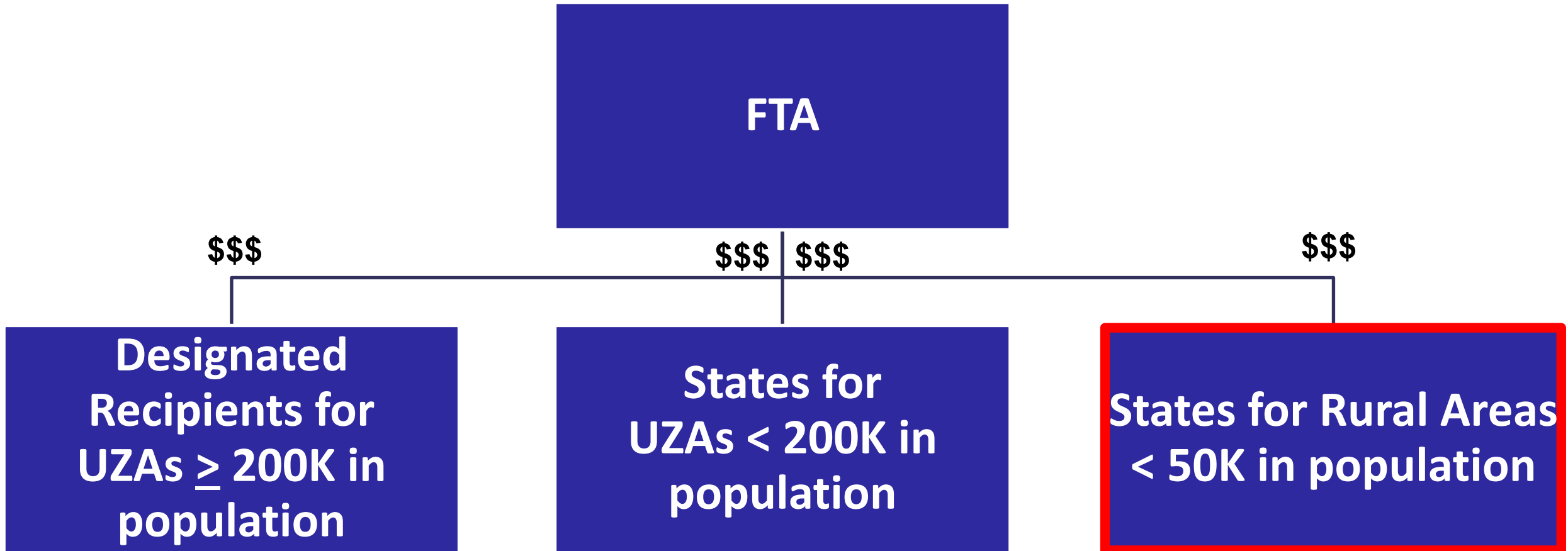
- State DOTs:
 - Determine how changes in new UZAs will affect distribution of 5307/5310/5339(a) Small UZA funding
 - Transferring some apportionments between FTA programs is possible. Consult your [FTA regional office](#) and the following FTA guidance documents:
 - » [Circular 9030.1E](#) (Section 5307) - Chapter III.5
 - » [Circular 9070.1G](#) (Section 5310) - Chapter III.10
 - » [Circular 5100.1](#) (Section 5339) - Chapter III.4



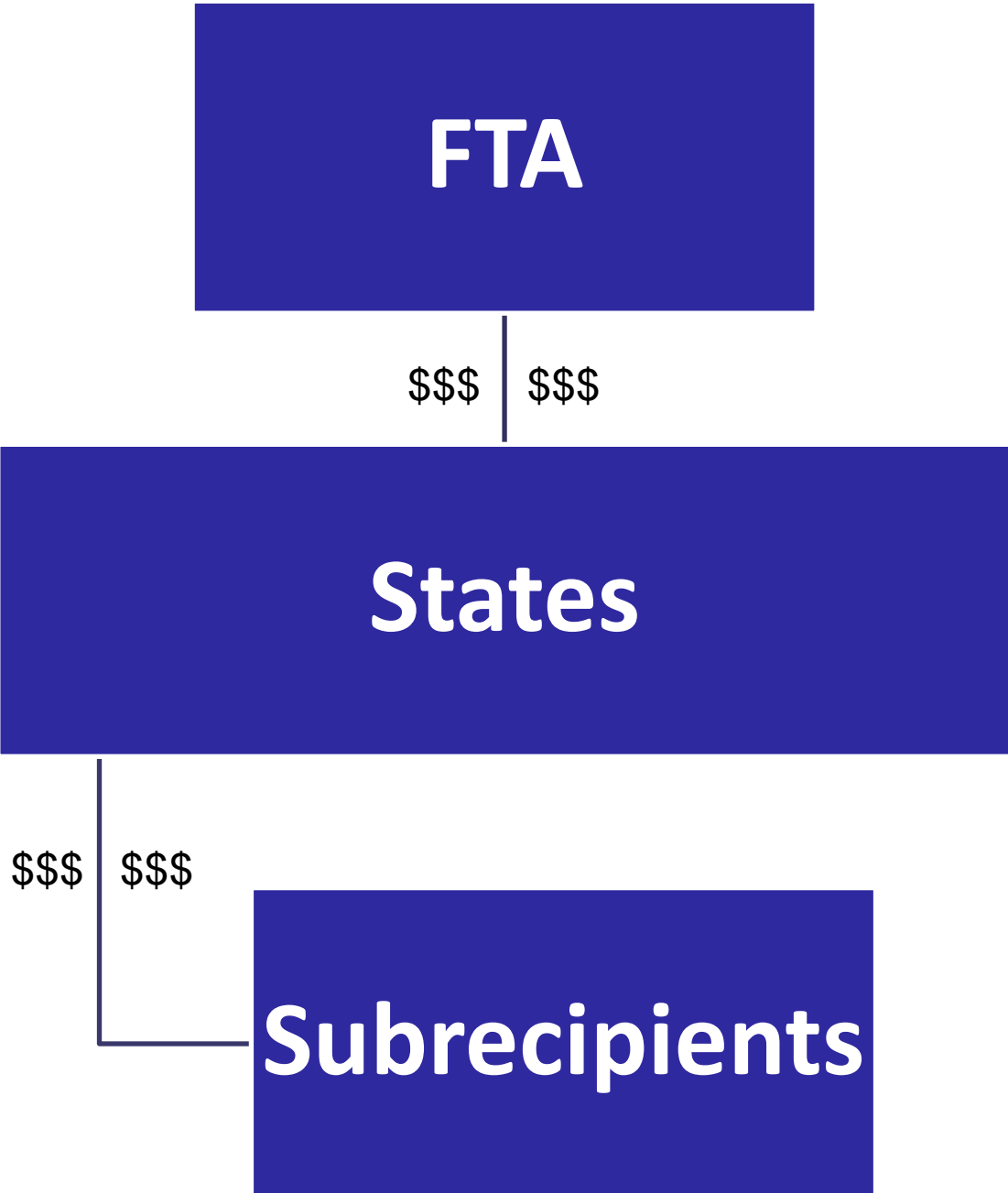
New to Rural Area - Section 5311

- This change scenario applies when a transit provider:
 - Serves a UZA where the population was formerly above 50,000 but, as a result of the 2020 Census, has fallen below that threshold; or
 - Formerly received Section 5307 funding and now receives Section 5311 funding
- Sections 5310, 5311, and 5339(a) funding will be apportioned to the governor to support the transit needs of the area, as well as other non-urbanized areas in the State.
- The transit provider becomes a subrecipient to the State, meaning the State will complete funding allocation, grantmaking, and oversight activities and pass through funds to the provider.

FTA Formula Funding Distribution



Formula Funding Distribution to Rural Areas



New to Rural Area - Section 5311

- Notable differences from Small UZA Tier:
 - Transit providers operating inside what was previously a UZA will no longer officially participate in the planning activities of a metropolitan planning organization (MPO)
 - The recipient may elect to become part of the statewide rural NTD report
- Notable similarities to Small UZA Tier:
 - Section 5311 recipients and subrecipients may continue using funds for operating assistance with no limitation on the amount that can be used for that purpose
 - Federal share remains 80% for capital and planning projects, 50% for operating expenses

Section 5311 Formula Funding Factors for Rural Areas

Formula Variables Driving Section 5311 Funding Amounts to Rural Areas	
Based on Size and Demographics of Rural Area in Each State	Population, Low-Income Population, Non-Urbanized Land Area
Based on Transit Service	Vehicle Revenue Miles

Formula factors for rural areas under other formula programs are available at:
<https://www.transit.dot.gov/funding/fta-formula-factors-table>

New to Rural Area - Section 5311: Next Steps

Transit Providers:

- If previously a Section 5307 recipient, apportionments to the UZA from FY23 and earlier may continue to be used in the previously urban areas under the urban requirements.
- Contact your State DOT representatives to begin planning for FY24 funding and beyond.
- Determine your NTD reporting status for FY24 and beyond.
- Consult [FTA's Census Landing Webpage](#) for information and resources, including:
 - » [Program requirement changes](#)
 - » [Frequently asked questions](#)

New to Rural Area - Section 5311: Next Steps

- State DOTs:
 - Determine how changes in UZA population tiers will affect distribution of statewide Section 5311 funding
 - Transferring apportionments between FTA programs is possible. Consult your [FTA regional office](#) and the following FTA guidance documents:
 - » [Circular 9030.1E](#) (Section 5307) - Chapter III.5
 - » [Circular 9040.1G](#) (Section 5311) - Chapter III.1.d



Most Important Takeaways for All Affected Agencies

- Begin meeting with local MPOs, officials, State DOTs, and others.
- Note that decisions regarding planning, programming, designated recipient(s), sub-allocations, etc. are made at the local level.
- Review and understand major differences between Census-designated areas, for example:
 - Recipient eligibilities
 - Operating assistance eligibility
 - Public Transportation Agency Safety Plan requirements

Most Important Takeaways for All Affected Agencies

- New boundaries impact FTA formulas and programs beginning **FY24**
 - FY23 apportionments remain based on the **2010** Census areas
 - FY23 and earlier amounts apportioned to the area based on the **prior** status may continue to be used under the requirements of the apportionment.



Available Resources: transit.dot.gov/census

2020 Census: Resources and Information

FTA bases annual [apportionments](#) for transit formula funding on U.S. Census data, which the U.S. Census Bureau publishes every 10 years. The 2020 Census urban area delineations can have substantial impacts to FTA grant recipients. The effects of the new Census boundaries will be reflected in FTA's FY 2024 apportionments. FY 2023 apportionments will be unaffected.

What's New

- The FTA will host a [webinar](#) about the 2020 Census data at 1 p.m. ET Thursday, February 9. FTA grant recipients are encouraged to attend to learn more about how the 2020 Census might affect them as well as resources FTA will make available.
- In January 2023, FTA published a [Crosswalk](#) and [Map](#) of 2020 Census UZA changes. The Crosswalk table compares 2020 and 2010 Census data for Urbanized Areas. The map includes both 2020 and 2010 Census data and contains designated Urban Areas, NTD Reporters, and other relevant information.
- On December 29, 2022, the Census Bureau announced final urban areas based on the 2020 Census.

Upcoming Events

- 1 p.m. ET Thursday, February 9: Webinar for recipients affected by 2020 Census updates. [Register](#).
- Webinar focused on planning implications of 2020 Census: Spring 2023

FTA Resources

2020 Census Changes

- [Crosswalk of 2020 Census Changes UZA/Population](#) – Identifies changes to Urbanized Areas from 2010 to 2020 that are relevant to FTA programs.
- [FTA Census Map](#) - Allows for geographic visualization of Urban Area changes from 2010 to 2020 and includes other relevant information to evaluate potential impacts.
- [FTA Census Map Access Guide](#) – Instructions to use the FTA Census Map tool.

FTA Program Requirements

- [Notable FTA Program Requirement Changes from 2020 Census](#) – Select program requirement differences between FTA formula funding tiers.
- [2020 Census Impacts to FTA Eligible Activities and Appropriations](#) – Changes to FTA formula program eligible activities and apportionments based on 2020 Census changes.
- [FTA Recipients and Formula Factors Table](#) – Identifies recipients and formula factors by FTA formula program
- [Additional FTA Program Requirement Resources](#) – Links that provide more complete information on program requirements for FTA grant recipients.

National Transit Database

- [NTD 2020 Census Updates for Report Year 2022 for Urban Reporters](#)
- [NTD 2020 Census Updates for Report Year 2022 for Rural Reporters](#)

Additional Resources

- [FTA 2020 Census Frequently Asked Questions](#) – FAQs regarding the 2020 Census and its implications for FTA recipients.
- [NTD Census Page](#) – National Transit Database resources and FAQs related to the decennial census.

Past Events

- Webinar Series
 - Webinar 1: May 10, 2022: Census 2020: [Impacts on Transit](#)

Other Federal Resources

Census Bureau

- [2020 Census Bureau Urban and Rural Classification page](#)
- [2020 Census Shapefiles](#)

Federal Highway Administration

- [Census Urban Areas and MPO/TMA Designation FAQs](#)
- [Census Urban Areas and MPO/TMA Designation FAQ Topics](#)
- [TMA Designation Schedule](#)

Contact Us

If you have questions not answered by the resources and information available on this page, please contact FTA2020Census@dot.gov.

FTA Resources for Identifying Census Changes

Review the following resources to identify impacted UZAs:

- [Crosswalk of 2020 Census Changes](#) identifies changes to UZA populations from 2010 to 2020 that are relevant to FTA programs
- [Census Map](#), allows for geographic visualization of Urban Area changes from 2010 to 2020 and includes other relevant information to allow users to evaluate potential impacts of those changes

2020 Census Interactive Map

FTA Census Map Open in Map Viewer Classic Sign In

Select From an Assortment of Map Layers

The screenshot displays the 'Layers' panel on the left side of the map interface. A red box highlights the list of layers, which includes:

- 2020 UZAs
- 2020 Non-UZA Urban Clusters
- 2010 UZAs
- 2010 Non-UZA Urban Clusters
- NTD Reporters
- NTM Stops
- NTM Routes
- NBTA Stops
- NBT

At the bottom of the layers list, there is an 'Add' button and a dropdown arrow. The main map area shows a map of the United States with various cities labeled, including Vancouver, Seattle, San Francisco, Los Angeles, Dallas, Houston, Monterrey, Mexico City, Chicago, Detroit, Toronto, Montreal, Boston, Philadelphia, Atlanta, Miami, Havana, and Port-au-Prince. The map is powered by Esri, with data from Esri, Garmin, NOAA, USGS, and EPA.

FTA 2020 Census Website: transit.dot.gov/census

Notable FTA Program Requirement Changes from 2020 Census

NOTABLE CHANGES TO SELECT FTA PROGRAM REQUIREMENTS RESULTING FROM THE 2020 CENSUS

SCENARIO 1: Recipient is now in a large urban area (UZA) (200,000+ in population) receiving Section 5307 funds

- Fares Charged to Seniors and Persons with Disabilities During Nonpeak Hours:** Per [49 U.S.C. 5307\(c\)\(1\)\(D\)](#), Section 5307 recipients must certify that the fares charged to seniors, individuals with disabilities, or individuals presenting a Medicare card during nonpeak hours, for transportation using or involving a facility or equipment of a project financed under this section, are not more than 50 percent of the peak-hour fare, regardless of whether the service is provided by the recipient or by another entity under contract, lease, or other arrangement. This requirement applies only to fixed-route services and is not applicable to demand-responsive services, services that operate only during peak hours, or services that operate only during off-peak hours. More information on this requirement is available in [FTA Circular 9030.1E](#) (Urbanized Area Formula Program: Program Guidance and Application Instructions).
- Public Comment on Fare and Service Changes:** Per [49 U.S.C. 5307\(c\)\(1\)\(D\)](#), Section 5307 recipients must certify that they have a locally developed process to solicit and consider public comment before raising a fare or implementing a major reduction of public transportation service. Additional information on this requirement is available in FTA Circulars [9030.1E](#) (Urbanized Area Formula Program: Program Guidance and Application Instructions) and [4702.1B](#) (Title VI Requirements and Guidelines for Federal Transit Administration Recipients).
- Minimum Expenditure on Public Transportation Security Projects:** Per [49 U.S.C. 5307\(c\)\(1\)\(J\)](#) and [FTA Circular 9030.1E](#), each State or designated recipient of Section 5307 funds must certify that, of the amount apportioned to a UZA in a fiscal year, the recipients within the UZA will collectively expend at least one (1) percent of that amount on "public transportation security projects," or the State or designated recipient(s) must certify that such expenditures for security projects are unnecessary.
- Limitations on Use of Funds for Operating Assistance:** Recipients in small UZAs may use Section 5307 funds for operating assistance with no limitation on the amount of their apportionment that can be used for that purpose. However, per [49 U.S.C. 5307\(a\)\(2\)](#), recipients in large UZAs may not use Section 5307 funds for operating assistance unless they operate 100 or fewer buses in fixed-route service or in demand-response service, excluding ADA complementary paratransit service, during peak service hours.

Systems that operate 100 or fewer buses in fixed-route service or in demand-response service during peak service hours may use a variable percentage of their UZA's 5307 apportionment for operating assistance as follows:

- Minimum of 76 buses and a maximum of 100 buses:** No more than 50 percent of the share of the urbanized area's Section 5307 apportionment that is attributable to the applicable operator within the urbanized area as measured by vehicle revenue hours; and

- Scenario 1: Recipient is now in a large UZA (200,000+ in population) receiving Section 5307 funds
- Scenario 2: Recipient is now in a small UZA (50,000-199,999 in population) receiving Section 5307 funds
- Scenario 3: Recipient is now receiving Section 5311 funds

FTA 2020 Census Website: transit.dot.gov/census

2020 Census Impacts to FTA Eligible Activities and Appropriations

Matrix of Changes to Eligible Activities and Formula Apportionments Resulting from the 2020 Census Urban Area Designations			
If you provide transit service:	And after the 2020 Census:	The change in eligible activities will be:	The change in how funds are apportioned to your area will be:
In an Urbanized Area with 1 million or greater in population	Your Urbanized Area falls below 1 million in population (but 200,000 or greater)	No change in the activities that are eligible for FTA funding.	Your Urbanized Area will receive funds from the under 1 million in population portion of the Section 5307 formula's bus tier and will continue to receive funds from the fixed-guideway tier if your area includes fixed-guideway service. Whether an Urbanized Area includes commuter rail service and a minimum population of 750,000 also impacts the formula.
In an Urbanized Area with a population of 200,000 to 999,999	Your Urbanized Area grows to 1 million or more in population	No change in the activities that are eligible for FTA funding.	Your Urbanized Area will receive funds from the 1 million or greater in population portion of the Section 5307 formula's bus tier and will continue to receive funds from the fixed-guideway tier if your area includes fixed-guideway service. Whether an Urbanized Area includes commuter rail service and a minimum population of 750,000 also impacts the formula.

FTA 2020 Census Website: [transit.dot.gov/census](https://www.transit.dot.gov/census)

FTA Recipients and Formula Factors Table

FTA Recipients and Formula Variables by Program*

(Also see formula flowcharts at: <https://www.transit.dot.gov/funding/bipartisan-infrastructure-law-formula-flowcharts>)

FTA Formula Program	Areas Eligible for Use	Recipients		Formula Variables Driving Funding Amount	
Section 5307: Urbanized Area Formula Grants	Urban Areas with Population of 50,000+	Urban Areas with Population of 50,000-199,999	States are Designated Recipients; Funds Typically Distributed by State to Local Direct Recipients or Sub-Recipients	Non-Small Transit-Intensive City (STIC) Urban Areas	Population, Low-Income Population, Population Density
		Urban Areas with Population of 200,000+	Locally Appointed Designated Recipient; Funds Typically Used by Designated Recipient and/or Distributed by Designated Recipient to Local Direct Recipients or Sub-Recipients	STIC Urban Areas	Population, Low-Income Population, Population Density, and Number of STIC Performance Categories Exceeded
				With Bus Service	Population, Low-Income Population, Population Density, Bus Vehicle Revenue Miles, Bus Passenger Miles/Operating Cost
Section 5310: Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities	Urbanized and Non-Urbanized Areas	Non-Urbanized Areas and Urbanized Areas with Population of 50,000-199,999	States are Designated Recipients; Funds Typically Distributed to Local Sub-Recipients		Population of Seniors and Individuals with Disabilities
		Urbanized Areas with Population of 200,000+	Locally Appointed Designated Recipient; Funds Typically Distributed to Local Sub-Recipients		
Section 5311: Formula Grants for Rural Areas	Rural/Non-Urbanized Areas	States (Distributed to Non-Urbanized Area Sub-Recipients)		Non-Urbanized Land Area, Population, Low-Income Population, Vehicle Revenue Miles	
Section 5339(a): Formula Grants for Buses and Bus Facilities	Urbanized and Non-Urbanized Areas	Non-Urbanized Areas	States (Distributed anywhere in the State that could include both Urbanized Area and Non-Urbanized Area Recipients and Sub-Recipients)	Fixed Amount Distributed to Each State	
		Urbanized Areas with Population of 50,000-199,999	States are Designated Recipients; Funds Typically Distributed to Local Direct Recipients or Sub-Recipients	Population and Population Density	
		Urbanized Areas with Population of 200,000+	Locally Appointed Designated Recipient; Funds Typically Used by Designated Recipient and/or Distributed by Designated Recipient to Local Direct Recipients or Sub-Recipients	Population, Population Density, Bus Vehicle Revenue Miles, Bus Passenger Miles/Operating Cost	
Section 5340: Apportionments Based on Growing and High-Density States Formula Factors	Urbanized and Non-Urbanized Areas	Non-Urbanized Areas	States (Distributed to Non-Urbanized Area Sub-Recipients with Section 5311 Funds)	Projected Population of Non-Urbanized areas	
		Urbanized Areas with Population of 50,000-199,999	States are Designated Recipients; Funds Typically Distributed to Local Direct Recipients or Sub-Recipients with Section 5307 Funds	Projected Population of Urbanized Areas; Additional Amounts Made Available to Urbanized Areas in States Exceeding 370 Persons per Square Mile	
		Urbanized Areas with Population of 200,000+	Locally Appointed Designated Recipient; Funds Typically Used by Designated Recipient and/or Distributed by Designated Recipient to Local Direct Recipients or Sub-Recipients with Section 5307 Funds		

*2020 Census Data will be used beginning with the FY2024 Formula Apportionments

FTA 2020 Census Website: [transit.dot.gov/census](https://www.transit.dot.gov/census)

Additional FTA Program Requirement Resources

FTA Program Requirement Resources

*This listing is provided as a useful resource and is not intended to be an exhaustive list of applicable information.

Topic	Resource	Link	Page # (if applicable)
Designated Recipient (Section 5307)	FTA Circular 9030.1E	https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/urbanized-area-formula-program-program-guidance-and	II-4
Designated Recipient (Section 5310)	FTA Circular 9070.1G	https://www.transit.dot.gov/regulations-and-guidance/fta-circular-90701g-enhanced-mobility-seniors-and-individuals-disabilities	III-1
Sub-area Allocation (Section 5307)	FTA Circular 9030.1E	https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/urbanized-area-formula-program-program-guidance-and	V-3
National Transit Database (NTD)	Reporting Requirements FAQs	https://www.transit.dot.gov/ntd/ntd-reporting-frequently-asked-questions	
Transit Asset Management (TAM)	General TAM Page	https://www.transit.dot.gov/TAM	
	Applicability	https://www.transit.dot.gov/TAM/gettingstarted/htmlFAQs#WhoComply	
	FAQs	https://www.transit.dot.gov/TAM/gettingstarted/htmlFAQs	
Public Transportation Agency Safety Plan (PTASP)	General PTASP Page	https://www.transit.dot.gov/PTASP	
	PTASP Fact Sheet	https://www.transit.dot.gov/regulations-and-guidance/safety/public-transportation-agency-safety-program/ptasp-final-rule-fact	
Civil Rights, Title VI	FTA Circular 4702.1B	https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/title-vi-requirements-and-guidelines-federal-transit	
	Major Service Change Equity Analysis	https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/ensuring-equity-service-and-fare-changes	
	Title VI Equity Analysis	https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/title-vi-requirements-and-guidelines-federal-transit	III-11
Public Comment on Fare and Service Changes	FTA Circular 9030.1E	https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/urbanized-area-formula-program-program-guidance-and	VI-7
Half-Fare Requirements (Section 5307)	FTA Circular 9030.1E	https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/urbanized-area-formula-program-program-guidance-and	VI-4

FTA 2020 Census Website: transit.dot.gov/census

FTA 2020 Census Frequently Asked Questions:

1. General 2020 Census Information
2. Funding Implications of Urban Area Boundary Changes for FTA Programs
3. Implications Related to FTA Planning Requirements
4. National Transit Database

Frequently Asked Questions (FAQs)

Census 2020 Implications for Federal Transit Administration (FTA) Grant Programs and Planning Requirements

These FAQs do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. Grantees and subgrantees should refer to FTA's statutes and regulations for applicable requirements.

Section 1: General 2020 Census Information:

- 1-1) **Where can I find the U.S. Census Bureau's final criteria adopted for the 2020 delineation of urban areas?** [published 11/21/2022]

The U.S. Census Bureau issued a *Federal Register* notice on March 24, 2022, that explains the final urban area criteria for the 2020 Census. This *Federal Register* notice is accessible here: [Urban Area Criteria for the 2020 Census-Final Criteria](#).

- 1-2) **What impact will the Census Bureau's use of commuting patterns to delineate adjoining urban areas have on urbanized area boundaries?** [published 11/21/2022]

The U.S. Census Bureau has changed the methods it will use to delineate separate urban area boundaries. The new methodology will be based on employment commuting relationships between or among the applicable urban areas. This new methodology will be used to determine where to delineate a pre-existing urban area into separate adjoining urban areas, where to combine pre-existing adjoining urban areas into a larger urban area, where to delineate a pre-existing urban area that adjoins another to make it larger, where to delineate a pre-existing urban area that adjoins another to make it smaller, and where there may be no change at all. These changes will likely contribute to changes in the size, location, and population of some urban areas relative to their pre-existing extent.

- 1-3) **Will the U.S. Census Bureau's elimination of the distinction between urban clusters (urban areas with a population of less than 50,000) and urbanized areas (urban areas with a population of 50,000 or more) impact FTA's funding programs?** [published 11/21/2022]

No. Beginning with the delineation of urban areas that correspond to the 2020 Census, the U.S. Census Bureau will no longer categorize urban areas based on their population as either an urban cluster or an urbanized area. However, 49 U.S.C. Chapter 53, which is the set of federal statutes governing FTA's funding programs, still defines an *urbanized area* as an urban area encompassing a population of not less than 50,000 people. Further, 49 U.S.C. Chapter 53 still makes this distinction to prescribe FTA's distribution of formula grant funding to urbanized vs. non-urbanized areas.

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