



# NTD

National Transit Database



## 2023 Annual Data Publications Guide

Office of Budget and Policy

October 2024



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# NTD Data Publications: Report Year 2023 Release

The National Transit Database (NTD) collects and reports data annually from most public transportation operators in the United State. Report Year 2023 NTD publications are all available from [this page](#). You can search for any Database File, Annual Time Series, or Data Table using the search tool on this page. To search for the Annual Time Series file, users should only select “2023” from the **Year** box.

Individual data profiles (in .pdf form) for each transit agency are available from <https://www.transit.dot.gov/ntd/transit-agency-profiles>.

The NTD typically retains the format of its annual data publications whenever historical continuity is possible. Changes to elements of reporting may introduce changes to the publications or new publications entirely. These changes as they occurred in annual Report Year 2023 are described, by publication type, below.

## Comments on Data Quality and Reliability

The data submitted to the Federal Transit Administration (FTA) annually by transit agencies are subjected to analysis and validation, both manual and automated. The process entails detailed examination of each transit system's report, the identification of invalid entries based on the defined data types that appear in the database files, and direct resolution of these problems in conjunction with the reporting transit system. FTA's role in this process is to identify and resolve questions of data completeness and accuracy. The CEO of each agency certifies the accuracy of the data contained in the report. FTA may reject a transit agency's report if this report is not in full compliance with reporting requirements including decennial auditor's statements for financial data or annual statements for Federal Funding Allocation data. FTA employs a closeout process to ensure that the agency has addressed all data validation and that all validation measures have been met uniformly.

## Questionable Data

When FTA deems an issue Questionable, it will appear with a “Q” in the Questionable Items database file. When FTA has waived a data requirement at the request of the agency, it will appear with a “W” in this dataset; this may also lead to questionable data as a result. FTA typically grants data waiver requests for a single year only while the underlying issue that prevents meeting the requirement can be addressed. In general, the quality of the data improves each year as FTA simplifies and clarifies definitions of data items and reporting procedures and designs more sophisticated validation checks. It should be noted that data validation encompasses primarily a review of the consistency and reasonableness of the reported data and is not an audit. Relatively minor errors may remain as a result, and we encourage any such issue to be reported to [ntdhelp@dot.gov](mailto:ntdhelp@dot.gov).

When used for evaluating performance of a transit agency, the user should take caution and research underlying factors, like the transit system's operating environment, specific management practices, or unusual events during the period covered.

## 2023 NTD Reporting Population

The NTD is a longitudinal survey of reports from transit agencies all over the country. FTA annually collects these reports in an online reporting interface. Each report represents a Fiscal Year of service for the given transit agency.

Counts of reports are not one-to-one with counts of agencies reporting to the NTD; a single agency may file multiple reports in the case of Intercity Bus subrecipients or other rural operators which are reported by multiple States, operators which also act as Group Plan Sponsors, State DOTs which own transit assets or operate transit service, and other edge cases where two types of data are needed but a single reporter type does not accommodate data collection:

- Unique count of reports: 2,899
- Unique count of agencies filing reports: 2,776. This count is determined using the Agency Information Database File by 1) Removing rows with the same final 5 digits of the NTD ID column 2) removing from remaining records rows that share both a Name and Unique Entity ID (UEID).

The NTD defines different reporter types, funding types, and service characteristics. The table below provides simplified descriptions of reporting arrangements. Agencies reporting to the NTD are shown in the table below. It is important to note that not all NTD reporters operate transit service nor do all transit operators in the United States report to the NTD.

| NTD Reporter Types                                | Reporter Type Description  | Count of FY 2023 Reports |
|---|--|--------------------------|
| Full Reporter                                     | Agencies providing public transportation in urbanized areas that submit a Full Report annually to the NTD. These agencies will appear in more annual data publications than others due to differences in data reporting requirements. Generally, these agencies operated more than 30 Vehicles in peak/maximum service in FY 2023. | 521                      |
| Reduced Reporters (excluding Tribes)              | Agencies providing public transportation in urbanized areas that filed a Reduced Report to the NTD due 30 or fewer vehicles operated in peak service.  | 455                      |
| Plan Reporters                                    | Agencies generally receiving or benefiting from §5307 funding but expend the funding on planning activities only; they do not directly operate or purchase public transportation service.  | 11                       |
| Build Reporters                                   | Agencies generally receiving or benefiting from §5307 funding but expend the funding on building, maintaining, or rehabilitating public transportation infrastructure; they do not directly operate or purchase public transportation service.   | 10                       |
| Separate Service Reporters                        | Agencies generally receiving or benefiting from §5307 funding which only purchase service reported by another agency and do not directly operate.  | 2                        |
| State Departments of Transportation               | A State DOT that directly receives and distributes rural funding to rural subrecipients. It is responsible for all submitting and reviewing subrecipient data.   | 54                       |
| Rural Reporters                                   | Public transportation providers either receiving §5311 Formula Grants for Rural Areas funding from a State DOT through a sub-recipient agreement OR rural operators for whom a State DOT is voluntarily submitting a report.   | 1,224                    |
| <i>Rural General Public Transit Sub-recipient</i> | Public transportation entities exclusively serving rural areas (Non-Urbanized Areas).  | 1,122                    |

| NTD Reporter Types                   | Reporter Type Description   | Count of FY 2023 Reports |
|--------------------------------------|---|--------------------------|
| <i>Intercity Bus Sub-recipient</i>   | Public or private operators receiving set-aside funding to connect transportation within non-urbanized areas to the larger regional or national system of intercity bus service.  | 102                      |
| Tribes (Reduced Reporters)           | Agencies operating Tribal Transit programs using §5311(j) funding and reporting as Reduced Reporters. May operate in Urbanized Areas, but Tribal Statistical Areas are predominately non-urbanized, and the program is a set-aside from the §5311 Formula Grants for Rural Areas program. | 136                      |
| Asset Reporters                      | Receives or benefits from FTA funding (Chapter 53) other than §5307 or §5311 funding (e.g., §5310) AND owns, manages, or operates capital assets used in providing public transportation services.  | 460                      |
| Group Plan Sponsors                  | Agencies submitting a Narrative Report and asset performance targets for Transit Asset Management (TAM) Group Plan.   | 26                       |
| <b>Grand Total: All 2023 Reports</b> |   | <b>2,899</b>             |

## Major Updates to the NTD Data Publications in 2023

### Substantial Reporting Changes

In Report Year 2023, New York Metropolitan Transit subsidiaries began reporting expenses associated with the non-operating subsidiaries MTA Headquarters and MTA Grand Central Madison Concourse Operating Company (GMOC). The MTA began to allocate all related capital and operating costs of MTA HQ reported by the subsidiaries that operate transit service and currently report to the NTD (Long Island Rail Road, Metro-North Railroad, MTA New York City Transit, Staten Island Rapid Transit Authority, and MTA Bus Company). Likewise, all MTA GMOC capital and operating costs were reported as part of the Long Island Rail Road NTD report. This change will have a substantial impact on data analyses, especially pertaining to the New York urbanized area. An estimated \$2.5 billion in reconciling items are added, and roughly \$800 million in operating expenses across the MTA subsidiary reports.

### Database Files

#### *Background*

The Database files contain raw data from the NTD and are therefore intended for users who intend to perform their own analysis on the data and/or use the data in their own databases. This requires understanding of caveats in NTD reporting requirements, constraints on data, and description of data fields and attributes from the **2023 Database File Dictionary** that accompanies these files. The Database files will contain data from all agencies reporting to NTD, organized by Reporter Type and Reporting Module.

#### *Major Updates to Database Files in 2023*

The following database files were updated to reflect changes in to NTD reporting requirements:

- **All files:** Many of the values reported for *Reporter Name*, a field that appears in all database files, have changed. In 2023, FTA added a new field to the **Agency Information** database file, *Division/Department Name* which relates to this change. This field was introduced in Report Year 2023 to allow transit systems which are operated by government authorities to identify the name of both the government (e.g.,

“Johnson County”) and the division (e.g., “Public Transit Division”). This impacts many reporter names. *Doing Business As* remains the field that transit agencies use to report the branding of the transit system familiar to transit users.

The following files have been substantially updated:

- **Reduced Reporter Safety Information** now contains information regarding assaults on transit workers and collisions reported by Reduced and Rural Reporters. It also stratifies events by major and non-major types. For more information on the new data collected, consult the 2023 Database File Dictionary.
- **Revenue Vehicle Inventory** now contains fuel and energy type data reported by Rural Reporters for the first time in Report Year 2023. Users should take care when including this data in time series analysis.

## Data Tables

### *Background*

Data Tables (or datasets) organize and summarize data from the database files in a manner that is more useful for quick reference and summary analysis.

### *Major Updates to Data Tables in 2023*

Beginning with the 2022 data release, FTA retired the data table format previously used. All data tables will instead be available from the [DOT Open Data Portal](https://transit.dot.gov). FTA will provide links from <https://transit.dot.gov/ntd/ntd-data> from each Data Table node.

To find the 2023 annual data release, you can use this link directly:

<https://data.transportation.gov/browse?category=Public+Transit&q=2023+annual&sortBy=relevance>

The following files are **NEW** in 2023:

- **General Transit Feed Specification (GTFS) Weblinks:** As of Report Year (RY) 2023, FTA requires that reporters with fixed route modes create and maintain a public domain general transit feed specification (GTFS) dataset that reflects their fixed route service. This specification allows for the mapping and other geospatial data visualization and analyses of key transit elements such as stops, routes, and trips. At least one GTFS weblink is provided by the transit agency for each fixed route mode and type of service. These include all Rail modes as well as Bus, Bus Rapid Transit, Commuter Bus, Ferryboat and Trolleybus.
- **Demand Response Geographic Area Coverage:** As of Report Year (RY) 2023, FTA requires that reporters with Demand Response modes provide geographic area coverage data to describe where the service operates, schedules, and passenger eligibility information. This is organized into three new tables:

[Demand Response Geographic Area Coverage - Counties and Places](#): This dataset details places and counties served by Demand Response (DR) modes for each applicable agency and type of service (TOS).

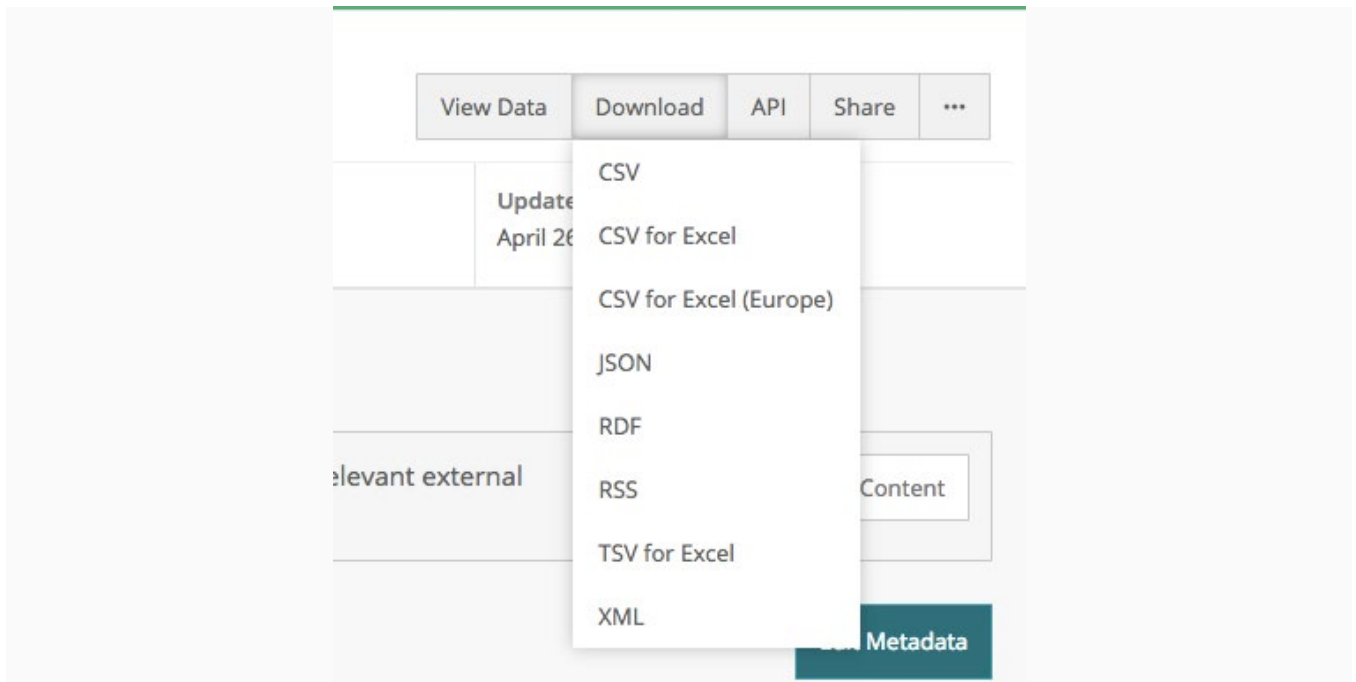
[Demand Response Geographic Area Coverage - Service Schedules](#) This dataset details service schedules for Demand Response (DR) modes for each applicable agency and type of service (TOS).

[Demand Response Geographic Area Coverage - Passenger Eligibility and Fares](#) This dataset details passenger eligibility and requirements for Demand Response (DR) modes for each applicable agency and type of service (TOS).

- **Facility Inventory.** The existing database file Facility Inventory has been added for ease of visualization of transit facility locations.

## Downloading Data Tables and Other Functions on DOT Open Data Platform

Full instructions to download a data table or view can be found [here](#). Downloading a dataset can be done through either the Primer page ([example](#)) or through the table view. With Primer just select Download at the top of the page.

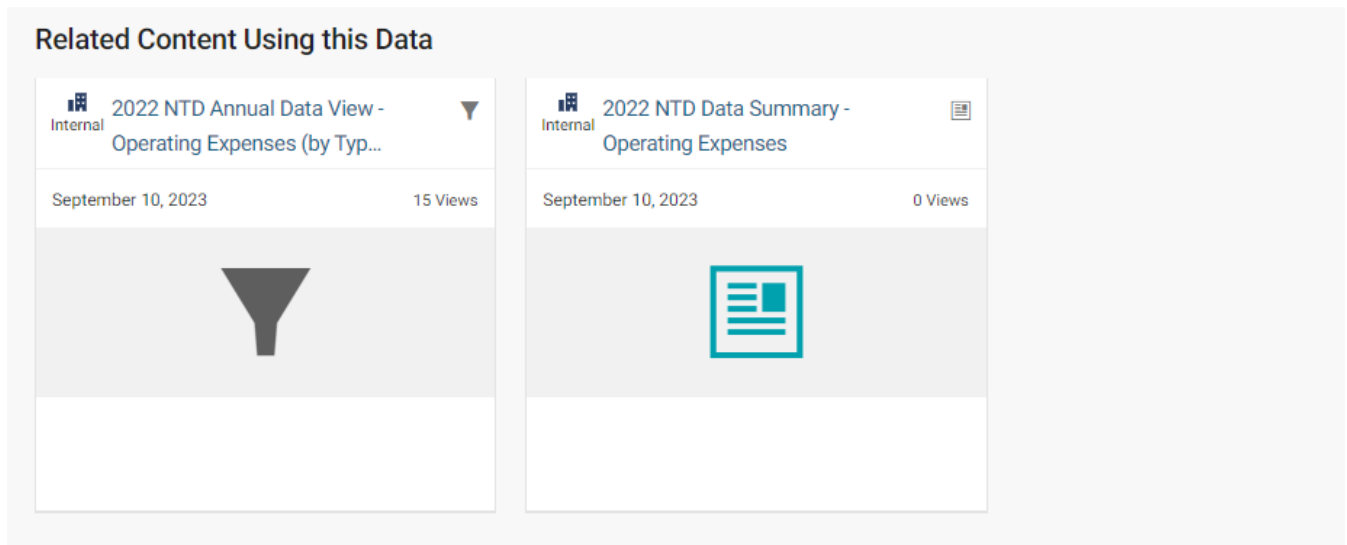


To download a dataset while viewing the table ([example](#)), click on the Export sidebar button and then select the "Download" subsection. The sidebar will display the available file formats for your dataset.

Other functions like sorting and filtering a dataset or creating a view of data can be found here: <https://data.transportation.gov/videos>

### Data Table Views

FTA has begun publishing views of data tables, which aggregate data in a way that data would have previously been aggregated in another tab of a data table. You can see these views by navigating to the bottom of each data table primer page.



## Data Summaries

FTA publishes data summaries as “Stories” in data.transportation.gov to preserve some of the features that were previously available in data table summaries. These will also be linked from each individual data table page. Links to the underlying source datasets are available at the top of each story.

### Operating Expenses

Please find the source datasets here:

- [Operating Expenses by Type](#)
- [Operating Expenses by Function and Agency](#)

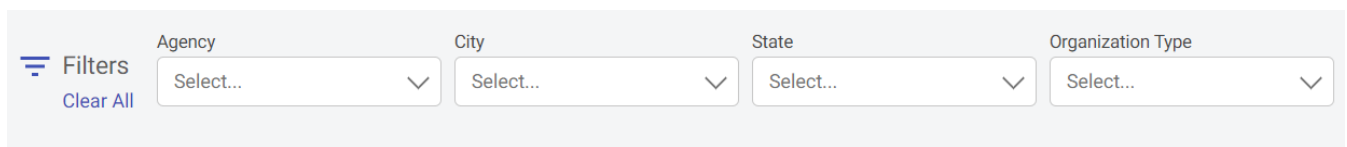
Operating Expenses are costs applied to cover transit operations, including vehicle operations, vehicle and facility maintenance, and general administration of the transit agency or division. Nationally, the operating costs to provide public transportation in FY 2022 was over \$53 billion.

Legend:

- Vehicle Operations
- General Administration
- Vehicle Maintenance
- Facility Maintenance
- Reduced Reporter Expenses


Click and drag to pan the chart

These will present relevant metrics that may be of interest to data users from data tables and their views. They will allow for sorting as well as filtering on certain metrics:



Some files will provide a filter which allows filtering out of Questionable Data. To exclude Questionable Data, select “No Value” from the Questionable Record Filter:



 **Filters (1)**  
 Clear All

NTD ID:

Questionable Record:

#### Major Updates to Data Summaries in 2023

A new exhibit has been added to the Facilities data summary to allow for visualization of transit agency facilities. This is based on geocoded Lat/Long and Street Address data for each transit facility. Additional filtering has been added in some files.

## Time Series Files

The Time Series files present NTD data by year, as far back as achievable, to allow for series and trend analyses. Each time series has been updated to add the respective data from Report Year 2023. Note that the Time Series datasets include data reported to the National Transit Database (NTD) by public transit operators in rural areas. To perform urban-only analysis, data users should filter the Reporting Module column of each tab to 'Urban'.

#### Major Updates to Time Series Files in 2023

There were no substantial changes to the Time Series for 2023:

## Transit Agency Profiles

The NTD provides basic profiles in .pdf format for each Reduced, Rural, and Full Reporter on the following webpage:

<https://www.transit.dot.gov/ntd/transit-agency-profiles>





To find the profile for a given agency, click the name and then select the Report Year of interest:

# King County Department of Metro Transit

## Region

Region 10

## Transit Agency Profiles

| Year ↕ | File ↕   |
|--------|--|
| 2022   |  <a href="#">00001.pdf</a> (127.4 KB) |
| 2021   |  <a href="#">00001.pdf</a> (89.11 KB) |
| 2020   |  <a href="#">00001.pdf</a> (99.39 KB) |
| 2019   |  <a href="#">00001.pdf</a> (93.57 KB) |

## Cross-File Reconciliation

The table on the next page examines differences in value for the same data element between various NTD data products. Different products are intended for different purposes, therefore data may be transformed according to specific file requirements defined by the Federal Transit Administration. The “Explanation” column describes any non-zero difference from the base value (first product listed for each element).

### Reconciling Financial Data Across files

*Time Series 1.1 and 1.2* include all sources of revenue earned and applied by the agency. This includes:

- **Reconciling Items Applied during the fiscal year.** Transit agencies use reconciling items on the NTD Annual Report to provide an overall operating expense total that is consistent with locally published reports; agency-by-agency totals in this time series therefore are not always reflective of the cost to operate a specific mode or transit system. Transit agencies treat reconciling items (5200) based on their accounting system; accounting practices vary from agency-to-agency because of local ordinances on accounting treatments.
- **Operating costs incurred by buyers of separately reported service.** Caution: aggregating this time series across all reporters will result in a double count of operating expenses of about 0.3%. Use the **Operating Expenses** database file to determine amount should be subtracted from each agency’s operating expense when analyzing individual agencies. The table below presents the national total to subtract.

These time series do not include:

- **Reconciling Items Not Applied.** For the purpose of NTD reporting, Funds Not Applied means that there is not a transfer of money. Typically, these are items recorded using accounting principles, such as depreciation of vehicles and amortization of intangibles. Data users interested in these items should consult the Operating Expenses Reconciling database file. The FY 2023 total reconciling items not applied was \$9,517,926,070.
- **Non-Added Revenues**, which can be determined using the **Revenue Sources** database file, Funding Category = Non-Added Revenues. More information on Non-Added Revenues and why they are not considered an operating expense can be found in the NTD Uniform System of Accounts.

Time Series 1.2 also presents Taxes Directly Levied by Transit Agency as Local Funds. These items are identified in their own category in the **Funding Sources** Data Table, Operating – Summary tab.

## Reconciling Operating Funds Time Series 1.2 and 2.1/2.2

The *Revenue Sources* database file and “Operating” tabs of *Time Series 1.2* are designed to present all revenue sources applied by an agency, not just what was applied to the agency's own services. There is a separate form on which transit agencies must report *reconciling items*, to provide an overall annual operating expense total that is consistent with locally published reports. This is not performed by mode and type of service, nor does the Total Operating Expenses from published reports include costs for services reported by another public entities. **Therefore, Operating Expenses database file and the corresponding data table and time series (2.1 and 2.2) will not agree with time series 1.2.** The former are designed to provide users a firmer understanding of costs per mile, trip, etc., at both an agency and national level while Time Series 1.2 and 1.1 are designed to account for all operating funds applied by *each agency*.

In addition to the reasons stated above, the Federal Funding Allocation Operating Expenses figures differs from Time Series 1.2 more significantly because it excludes:

- a) Purchased Transportation modes that are reported separately in their entirety and
- b) Other Costs Incurred by the Buyer to Administer Contracts for those Services.

## Reconciling Files Containing Operating Expenses

The purpose of the Federal Funding Allocation (FFA) module is to use data reported to allocate federal funding. This process should not credit two entities with the same operating expense. Similarly, the cost of contract administration for services in other reports is not reflected in the Federal Funding Allocation database file. Therefore, the Federal Funding Allocation and UZA Sums database file will also disagree with other files.

| Element                      | File   | Value          | Difference from Base Value | Explanation  |
|------------------------------|--|----------------|----------------------------|--|
| Operating Expenses (OE) (\$) | 2023 Revenue Sources   | 65,080,437,959 | -                          | Includes Non-Added revenues and Intercity Bus funds. Includes Operating Expense Reconciling Items – Funds Applied (see Operating Expenses Reconciling file) and funds reported separately (\$349,671,671; <b>subtract this value for a national aggregate with reconciling items included</b> ). |
|                              | 2023 Funding Sources Data Table (Overview), Time Series (TS) 1.1 and 1.2 | 64,957,240,782 | 123,197,177                | Excludes \$85,716,862 Intercity Bus Funds and \$37,480,315 of Non-Added Revenues. These files are to be used to find <b>agency-by-agency total revenues</b> .  |

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| Element            | File  | Value          | Difference from Base Value                              | Explanation  |
|--------------------|---|----------------|---|--|
|                    | 2023 Operating Expenses Database File, 2023 Operating Expenses Data Table, TS 2.1 and 2.2 | 60,516,773,643 | 4,563,664,316   | Excludes funds reported separately (\$349,671,671) and reconciling items applied (\$4,057,011,563). Excludes funds expended by planning agencies (\$24,445,030). Excludes Capital Leasing Expenses reported by Rural and Reduced Reporters (\$9,193,147). These files are to be used for <b>mode-level</b> analysis.   |
|                    | 2023 Metrics Data Table   | 60,508,579,101 | 8,194,542 (compared to Operating Expense database file) | Excludes Separate Service Agencies (\$2,896,888), Agencies with PT Funds reported separately but no PT Funds In Report (\$1,822,926) and Other Costs Incurred by Buyer captured in another report (\$8,799,287). Some of these exclusions exist in more than one of the above categories, so care must be taken calculating this difference.   |
|                    | 2023 FFA10, UZA Sums Database File  | 60,508,579,117 | 8,194,526 (compared to Operating Expense database file) | Excludes Separate Service Agencies (\$2,896,888), Agencies with PT Funds reported separately but no PT Funds In Report (\$1,822,926) and Other Costs Incurred by Buyer captured in another report (\$8,799,287). Some of these exclusions exist in more than one of the above categories, so care must be taken calculating this difference. The remaining difference is due to the allowable tolerance of sums across UZAs. |
| Fare Revenues (\$) | 2023 Fare Revenue Database file<br>TS 2.1 and TS 2.2                                      | 10,456,994,891 | -   | Includes all data depending on reporter type: Funds Earned for Full Reporters and Funds Expended for Rural Reduced Reporters. This file is useful for understanding fare revenue expenses across operating and capital expense types. When   |

| Element  | File   | Value          | Difference from Base Value | Explanation   |
|--|--|----------------|----------------------------|---|
|  |  |                |                            | completing peer group analysis, users should take care to exclude modes reported separately or use the Metrics data table which inherently makes this adjustment.   |
|  | 2023 Metrics Data Table  | 10,400,142,678 | 56,852,213                 | Excludes modes reported separately and PT Fares In Another Report. <b>Use this file for agency-by-agency or mode-by-mode analysis.</b>  |
| Operating Source Expended (Federal Funds) (\$) | 2023 Revenue Sources Database File   | 10,353,649,457 | -                          |   |
|  | TS 1.2   | 10,267,932,595 | 85,716,862                 | Differs from the Revenue Sources file due to the inclusion of \$85,716,862 of Intercity Bus Federal Funds Expended on Operations.   |
| Operating Source Expended (Local Funds) (\$)   | TS 1.2   | 21,175,687,182 |                            | For many time series users, the distinction between taxes levied by a city and taxes levied by a transit agency is not important- they would consider both to be a "local" source of funding. Therefore, these are included in the "Local" tab to simplify analyses.                                  |
|  | 2023 Revenue Sources Database file (Local Funds column), 2023 Funding Sources (Local) Data Table | 16,882,353,564 | 4,293,333,618              | The Revenue Sources database file includes \$4,293,333,618 of Directly Generated Funds Dedicated to Transit at Source (taxes levied by agency), but not in the Local Funds column. This is done preserve the data as reported. Likewise, this funding source is not included in the Funding Sources - |

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| Element                                      | File  | Value          | Difference from Base Value | Explanation  |
|--|---|----------------|----------------------------|--|
|  |   |                |                            | Local data table, but users can consult the Funding Sources – Taxes Levied by Agency data table to reconcile with the Time Series 1.2  |
| Capital Source Expended (Federal Funds) (\$) | 2023 Revenue Sources Database file  | 10,260,110,506 | -                          |  |
|  | TS1.2 2023 Funding Sources (Federal) Data Table                               | 10,250,423,998 | 9,686,508                  | Excludes \$9,686,508 Intercity Bus Federal Funds Expended on Capital.  |
| Capital Source Expended (Local Funds) (\$)   | 2023 Revenue Sources Database file<br>2023 Funding Sources (Local) Data Table | 6,724,696,617  | -                          |  |
|  | TS1.2   | 9,177,976,850  | 2,453,280,233              | Includes \$2,453,280,233 of Directly Generated Funds Dedicated to Transit at Source not included in the database and data table files. For many time series users, the distinction between taxes levied by a city and taxes levied by a transit agency is not important- they would consider both to be a "local" source of funding. Users interested in this distinction should consult the “Funding Sources - Taxes Levied by Agency” dataset. |

## Reconciling Service Data Across files

|   | File  | Value         | Difference from Base Value | Explanation   |
|---|---|---------------|----------------------------|---|
| Vehicle Revenue Miles (VRM)                 | 2023 Service Database File  | 4,387,782,451 | -                          |   |
|   | 2023 Federal Funding Allocation Database File, Service Data Table, UZA Sums | 4,344,600,399 | 43,182,052                 | Excludes 43,182,052 Intercity Bus VRM.  |
|   | TS 2.1 and 2.2, Service Data Table  | 4,344,600,415 | 43,182,036                 | Excludes 43,182,052 Intercity Bus VRM. Remaining difference due to rounding on FFA-10 form. |
| Vehicles Operated In Maximum Service (VOMS) | 2023 Agency Information, Agency Mode Service, and Service Database Files    | 119,834       | -                          |   |
|   | 2023 Data Tables (Mode VOMS)  |               |                            |   |
|   | TS 2.1 and TS 2.2   |               |                            |   |
|   | 2023 Track and Roadway Data Table   | 45,117        | 74,717                     | Full Reporters only AND only bus and rail modes that operate on track and roadway.          |
| VOMS - Full Reporters                       | 2023 Fuel and Energy Data Table   | 92,525        | -                          | Full Reporters Only.  |
|   | 2023 Breakdowns Data Table  | 92,204        | 321                        | Público does not report breakdowns.   |

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|                                       | File   | Value          | Difference from Base Value | Explanation  |
|---------------------------------------|--|----------------|----------------------------|--|
| <b>Only</b>                           |  |                |                            |  |
| <b>Unlinked Passenger Trips</b>       | 2023 Service Database File   | 6,991,698,090  | –                          |  |
|                                       | 2023 Metrics and Service Data Tables; TS2.1 and TS2.2                                    | 6,988,415,933  | 3,282,157                  | Excludes 3,282,157 Intercity Bus UPT included in the Service database file.  |
|                                       | 2023 FFA10 and UZA Sums Database Files   | 6,988,415,949  | 3,282,141                  | Excludes 3,282,157 Intercity Bus UPT included in the Service Database File. The remaining difference is the result of rounding from UPT allocation between UZAs. |
| <b>Total Actual Miles</b>             | 2023 Service Database File and 2023 Service Data Table                                   | 4,138,603,881  | –                          |  |
|                                       | 2023 Breakdowns Data Table   | 4,133,085,463  | 5,518,418                  | Demand Response Taxi and Publico do not report breakdowns.   |
| <b>Vehicle Revenue Hours (VRH)</b>    | 2023 Service Database File   | 290,492,069    | –                          |  |
|                                       | 2023 Federal Funding Allocation Database File  | 290,492,068    | 1                          | The result of rounding from allocation across UZAs.  |
| <b>Passenger Miles Traveled (PMT)</b> | 2023 Service Database File<br>2023 Metrics and Service Data Tables;<br>TS 2.1 and TS 2.2 | 35,01,8159,723 | –                          |  |



| File                      | Value          | Difference from Base Value | Explanation  |
|---------------------------|----------------|----------------------------|--|
| 2023 FFA10, 2023 UZA Sums | 35,018,159,714 | 9                          | Difference is due to rounding of allocation across UZAs. |

Finding Data for Separately Reported Service

The Agency Mode TOS database file identifies modes reported separately, meaning purchased by one reporter but reported by another (generally another public entity required to report to the NTD). To identify the service operators for these services, data users should consult the Contractual Relationship database file and find the agency, mode, and type of service listed of interest.

| Contractee NTD ID | Contractee Operator Name                       | Service Captured  | Other Party        |
|-------------------|--|-------------------|--------------------|
| 00040             | Central Puget Sound Regional Transit Authority | In Another Report | Is a Public Entity |

Take care to filter the Service Captured column to “In Another Report”. Then, the Contractor Name and NTD ID number will be shown. Any of the modes listed there can then be cross-walked back to the Agency Mode TOS database file to find mode-specific information like Start Date and number of VOMS. Note that the Type of Service (TOS) will be identified as Directly Operated (DO) in the other report.

## File Scope and Population

The matrix below maps the data reported by each reporter type to an individual database file. The Database File Dictionary also identifies type-based exclusions for individual data fields.

### Database Files

| File Name                  | Full | Reduced | Build | Plan | Separate Service | Rural General (RGPT) | Intercity Bus | Asset | State | Agencies Reporting | Unit of Reporting                        | Org Type, Mode, TOS, Other Exclusions |
|----------------------------|------|---------|-------|------|------------------|----------------------|---------------|-------|-------|--------------------|--|---------------------------------------|
| Agency Information         | x    | x       | x     | x    | x                | x                    | x             | x     | x     | 2,899              | Report                                   |                                       |
| Agency Mode/TOS            | x    | x       | x     |      | x                | x                    |               | x     |       | 2,663              | Report/Mode/Type of Service              |                                       |
| Revenue Vehicle Inventory  | x    | x       |       |      |                  | x                    |               | x     |       | 2,655              | Report/Fleet                             | Reduced w/no Service                  |
| Revenue Sources            | x    | x       | x     | x    | x                | x                    | x             |       |       | 2,359              | Report/Funding Type                      |                                       |
| Service                    | x    | x       |       |      |                  | x                    | x             |       |       | 2,305              | Report/Mode/Type of Service/Time Period  |                                       |
| Capital Use                | x    | x       | x     |      | x                | x                    |               |       |       | 2,215              | Report/Mode/Type of Service/Expense Type |                                       |
| Operating Expenses         | x    | x       |       |      | x                | x                    |               |       |       | 2,205              | Report/Mode/Type of Service/Expense Type |                                       |
| Fare Revenue               | x    | x       |       |      | x                | x                    |               |       |       | 2,205              | Report/Mode/Type of Service/Expense Type |                                       |
| Federal Funding Allocation | x    | x       |       |      |                  | x                    |               |       |       | 2,203              | UZA/Report/Mode/Type of Service          |                                       |

| File Name                           | Full | Reduced | Build | Plan | Separate Service | Rural General (RGPT) | Intercity Bus | Asset | State | Agencies Reporting | Unit of Reporting                                       | Org Type, Mode, TOS, Other Exclusions                       |
|-------------------------------------|------|---------|-------|------|------------------|----------------------|---------------|-------|-------|--------------------|---|---|
| Maintenance Facilities              | x    | x       |       |      |                  | x                    |               |       |       | 2,196              | Report/Mode/<br>Type of Service/Facility Ownership Type |   |
| Group Plan Sponsors                 |      |         |       |      |                  |                      |               | x     |       | 1,954              | Report/Group Plan                                       | Reporters w/own TAM Plans                                   |
| Reduced Reporter Safety Information |      | x       |       |      |                  | x                    |               | x     |       | 2,148              | Report  |   |
| Facility Inventory                  | x    | x       |       |      |                  | x                    |               | x     |       | 1,382              | Report/Facility   | Reporters w/no facilities                                   |
| Service Vehicle Inventory           | x    | x       |       |      |                  | x                    |               | x     |       | 1,022              | Report/Fleet  |   |
| Transit Stations                    | x    | x       |       |      |                  |                      |               |       |       | 864                | Report/Mode/<br>Type of Service                         | Demand Response (DR), Vanpool (VP) modes                    |
| Performance Measure Targets         | x    | x       | x     |      |                  | x                    |               | x     |       | 737                | Report/<br>Performance Measure                          | Tier 2 TAM reporters in Group Plans                         |
| Contractual Relationships           | x    |         | x     |      | x                |                      |               |       |       | 588                | Report/Mode/<br>Contract                                | Reports w/no Purchased Transportation (PT)                  |
| Energy Consumption                  | x    |         |       |      |                  |                      |               |       |       | 521                | Report/Mode/<br>Type of Service                         | Taxi and Transportation Network type of service (TX and TN) |
| Vehicle Maintenance                 | x    |         |       |      |                  |                      |               |       |       | 520                | Report/Mode/<br>Type of Service                         | Publico mode (PB) mode, TX and TN type of service           |

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| File Name                     | Full | Reduced | Build | Plan | Separate Service | Rural General (RGPT) | Intercity Bus | Asset | State | Agencies Reporting | Unit of Reporting           | Org Type, Mode, TOS, Other Exclusions  |
|-------------------------------|------|---------|-------|------|------------------|----------------------|---------------|-------|-------|--------------------|-----------------------------|--|
| Operating Expense Reconciling | x    |         |       |      | x                |                      |               |       |       | 457                | Report/Expense Type         | Full Reporters w/no OE Reconciling are removed   |
| Transit Agency Employees      | x    |         |       |      |                  |                      |               |       |       | 356                | Report/Mode/Type of Service | PT, TX, TN type of service   |
| Statement of Finances         | x    |         |       |      | x                |                      |               |       |       | 254                | Report                      | All but Organization Type of Independent Public Authority, Other, Publicly Owned or Privately Chartered or Subsidiary Unit |
| Reportable Segments           | x    |         |       |      |                  |                      |               |       |       | 171                | Report/Segment              | Operators without Fixed Guideway or High Intensity Busway  |
| Transit Way Mileage           | x    |         |       |      |                  |                      |               |       |       | 150                | Report/Mode/Type of Service | Operators without Transit Way Mileage  |
| GTFS Weblinks                 | x    | x       |       |      |                  | x                    |               |       |       | 1,244              | Report/Mode/Type of Service | Operators without fixed route mode   |

## Reporting Requirements Summary

The NTD is broken into *data modules* according to the type of data submitted. The table below identifies these modules as well as the reporter types who report data on each associated module form. To better understand the purpose of each form, please consult this page: <https://www.transit.dot.gov/ntd/ntd-reporting-system-forms>.

Key:

- x = Form Available or Required
- (Blank) = Form Not Available

| Data Module       | Form Name (ID)                             | Full Reporter | Reduced Reporter | Sep. Service | Build | Plan | State | Rural General Public Transit | Intercity Bus | Reduced Reporter (Tribe) | Reduced Asset | Group Plan Sponsor |
|-------------------|--|---------------|------------------|--------------|-------|------|-------|------------------------------|---------------|--------------------------|---------------|--------------------|
| Basic             | Identification (B-10)                      | x             | x                | x            | x     | x    |       | x                            | x             | x                        | x             | x                  |
|                   | Geographic Area Coverage (B-15)            | x             | x                |              |       |      |       | x                            |               | x                        |               |                    |
|                   | Contractual Relationship (B-30)            | x             | x                | x            |       |      |       |                              |               | x                        |               |                    |
| Reduced Reporting | Reduced Reporting (RR-20)                  |               | x                |              |       |      |       | x                            | x             | x                        |               |                    |
| Financial         | Sources of Funds (F-10)                    | x             |                  | x            | x     | x    |       |                              |               |                          |               |                    |
|                   | Uses of Capital (F-20)                     | x             |                  | x            | x     |      |       |                              |               |                          |               |                    |
|                   | Operating Expenses (F-30)                  | x             |                  | x            |       |      |       |                              |               |                          |               |                    |
|                   | Operating Expenses Summary (F-40)          | x             |                  | x            |       |      |       |                              |               |                          |               |                    |
|                   | Statement of Finances (F-60)               | x             |                  | x            |       |      |       |                              |               |                          |               |                    |
| Asset             | Stations and Maintenance Facilities (A-10) | x             | x                |              |       |      |       | x                            |               | x                        |               |                    |

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| Data Module                | Form Name (ID)                                      | Full Reporter | Reduced Reporter | Sep. Service | Build | Plan | State | Rural General Public Transit | Intercity Bus | Reduced Reporter (Tribe) | Reduced Asset | Group Plan Sponsor |
|----------------------------|---|---------------|------------------|--------------|-------|------|-------|------------------------------|---------------|--------------------------|---------------|--------------------|
|                            | Transit Asset Management Facilities (A-15)          | x             | x                | x            |       |      |       | x                            |               | x                        | x             |                    |
|                            | Transit Way Mileage (A-20)                          | x             |                  |              |       |      |       |                              |               |                          | x             |                    |
|                            | Revenue Vehicle Inventory (A-30)                    | x             | x                | x            |       |      |       | x                            |               | x                        | x             |                    |
|                            | Service Vehicle Inventory (A-35)                    | x             | x                | x            |       |      |       | x                            |               | x                        | x             |                    |
|                            | Transit Asset Management Performance Targets (A-90) | x             | x                |              |       |      | x     | x                            |               | x                        | x             | x                  |
| Service                    | Service (S-10)                                      | x             |                  |              |       |      |       |                              |               |                          |               |                    |
| Resources                  | Employees (R-10)                                    | x             |                  |              |       |      |       |                              |               |                          |               |                    |
|                            | Maintenance Performance (R-20)                      | x             |                  |              |       |      |       |                              |               |                          |               |                    |
| Statewide (Rural)          | Statewide Characteristics (RU-30)                   |               |                  |              |       |      | x     |                              |               |                          |               |                    |
| Federal Funding Allocation | Federal Funding Allocation (FFA- 10)                | x             | x                |              |       |      |       |                              |               | x                        |               |                    |
| Declarations               | CEO Certification (D-10)                            | x             | x                | x            |       |      |       |                              |               | x                        |               |                    |
| Profile                    | Identification (P-10)                               | x             | x                | x            | x     | x    | x     | x                            | x             | x                        |               |                    |
|                            | Reporter Modes (P-20)                               | x             | x                | x            | x     |      |       | x                            |               | x                        |               |                    |
|                            | Reporter Users (P-30)                               | x             | x                | x            | x     | x    | x     | x                            | x             | x                        |               |                    |

| Data Module | Form Name (ID)                            | Full Reporter | Reduced Reporter | Sep. Service | Build | Plan | State | Rural General Public Transit | Intercity Bus | Reduced Reporter (Tribe) | Reduced Asset | Group Plan Sponsor |
|-------------|---|---------------|------------------|--------------|-------|------|-------|------------------------------|---------------|--------------------------|---------------|--------------------|
|             | Reportable Segments (P-40)                | x             |                  |              |       |      |       |                              |               |                          |               |                    |
|             | General Transit Feed Specification (P-50) | x             | x                |              |       |      |       | x                            |               | x                        |               |                    |