



2020 Report Year

# NTD

National Transit Database



## 2020 Annual Data Publications Guide

Office of Budget and Policy  
November 2021



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## NTD Data Publications: Report Year 2020 Release

The National Transit Database (NTD) collects and reports data annually from most public transportation operators in the United States. Report Year 2020 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 “2020” 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>.

FTA also produces the National Summaries and Trends report, available from <https://www.transit.dot.gov/ntd/annual-national-transit-summaries-and-trends>.

The NTST discusses trends that may be relevant for readers who are attempting to understand the impacts of the COVID-19 national public health emergency on public transit service and goes into more detail to explain the fiscal reporting period and its impact on the data.

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 2020 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. While FTA may question the data, FTA cannot change any reported data; all data changes must be made by the reporting transit system.

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).

Given the limited dataset provided, users of this report should not draw conclusions from the examination of the data contained in this release and should take caution when comparing to other sources. When used for evaluating performance of a transit agency, the user should take extreme caution to research examine underlying factors to like the transit system's operating environment, specific management practices, or unusual events during the period covered.

## 2020 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 the Fiscal Year of an agency. The National Transit Summaries and Trends file provides more discussion on reporting timeframes and impacts.

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 operators or rural operators in multiple States.

- Unique count of reports: 3,005
- Unique count of agencies filing reports: 2,982

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 2020 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 service in FY 2020.	523
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.	406
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.	7
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	9
Separate Service Reporters	Agencies generally receiving or benefiting from §5307 funding which only purchase service reported by another agency and do not directly operate.	4
State Departments of Transportation	A State DOT that directly receives and distributes rural funding to rural sub-recipients. It is responsible for all submitting and reviewing sub-recipient 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.	1,272
<i>Rural General Public Transit Sub-recipient</i>	Public transportation entities exclusively serving rural areas (Non-Urbanized Areas).	1,179
<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.	93
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.	133
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.	577
Group Plan Sponsors	Agencies submitting a Narrative Report and asset performance targets for Transit Asset Management (TAM) Group Plan.	20
<b>Grand Total: All 2020 Reports</b>		<b>3,005</b>

## Major Updates to the NTD Data Publications in 2020

### *Type of Service Changes*

Effective October 2020 (for Report Year 2020), FTA modified the NTD reporting system to further stratify public transportation by the Type of Service (TOS) provided. This adds two new types of service in addition to the existing DO and PT. Specifically:

1. FTA requires agencies contracting for public transportation with Transportation Network Companies report the service if it meets the definition of public transportation, and a new type of service, Transportation Network Company (abbreviated as TN in this file), has been added for that purpose.
2. Agencies which are contracting with taxicab operators using the taxi operator's non-dedicated vehicles must now report those services as Demand Response mode with Taxi (abbreviated as TX) type of service. Modes that were previously reported as Demand Response Taxi mode with Purchased Transportation type of service (DT/PT) will now be cast as Demand Response mode DR/TX) in this series.

## Database Files

### *Background*

The Database files contain raw data from the NTD and are therefore intended for users comfortable who may intend to perform their own analysis on the data 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 **2020 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 2020*

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

- **Agency Information:** Address information in the file now contains some physical addresses and some mailing addresses. Moving forward, the reporting requirement is the physical address of the reporting agency. This file also now includes columns previously available in the Recipient Counties and Admin database file (see below).
- **Recipient Counties and Admin:** This database file previously contained data reported by State Departments of Transportation (DOT) on funds expended. Those data are now in Agency Information file and this database file is retired.
- **Operating Expenses:** This file no longer includes a "Total" row for Full Reporters. Data users can reference the accompanying data table, Operating Expenses.xlsm or Operating Expenses\_Static.xlsx for summary data.
- **Transit Way Mileage:** The decade columns that show the percent of track constructed in the decade have been incremented by one decade so that the 1940s are the oldest decade. This reflects a change in the database.
- **Revenue Sources:** Added to the file are new columns for funds expended from various COVID-19 relief programs such as the CARES Act, CRRSA Act, and American Rescue Plan Act.
- **Federal Funding Allocation.** The Federal Funding Allocation file no longer contains records for secondary UZAs with no data allocated to them by the reporter.

## Data Tables

### *Background*

Data Tables organize and summarize data from the database files in a manner that is more useful for quick reference and summary analysis. A [Data Tables User Guide](#) is available below. Listed are several database files with associated data tables (Database File <> Data Table):

- Capital Use <> Capital Expenses
- Energy Consumption <> Fuel and Energy
- Facilities Inventory <> Facilities and Stations
- Operating Expenses <> Operating Expenses
- Revenue Sources <> Funding Sources
- Service <> Service
- Service/Revenue Vehicle Inventory <> Vehicles
- Transit Agency Employees <> Employees
- Transit Facilities <> Maintenance Facilities
- Transit Way Mileage <> Track and Roadway
- Vehicle Maintenance <> Breakdowns

### *Major Updates to Data Tables in 2020*

**Static versions** of each data table in .xlsx format (no built in Macros) are now available and are shared as a zip file to the NTD program site.

## Time Series Files

The Time Series files present NTD data by year, as far back as achievable, to allow for series and trend analyses. There were no changes to the time series in 2020 other than to add the data from Report Year 2020.

As a reminder, effective with the 2017 annual data release, the Time Series reflects 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' or filter the Primary Urbanized Area (UZA) column to '(Blanks)'.

### *Major Updates to Time Series Files in 2020*

There were no major updates to the Time Series in Report Year 2020.

## Transit Agency Profiles

The NTD provides basic profiles for each agency as well as common agency groupings (National Summary Profile, Full Reporter Summary Profile, Top 50 Summary Profile). The Top 50 Agency Profiles, which presents the 50 agencies with Highest annual ridership in Report Year 2020 according to the NTD, presents the agencies in order of highest to lowest total ridership (Total Annual Unlinked Passenger Trips).

### *Major Updates to Transit Agency Profiles in 2020*

Transit profiles now include Transit Asset Management (TAM) Performance Measure Targets reported by each agency. The TAM Tier and the name of the TAM Group Plan Sponsor of the given agency, as applicable. The [2020 NTD Reporting Policy Manual](#) describes what each category of performance measure represents (see p. 146, Exhibit 44).

## Data Tables User Guide

### Questionable Data

When a data point appears invalid or inaccurate and the transit agency is not able to make a correction or offer an explanation prior to closeout, FTA marks the data point “Questionable” in the Questionable and Waived Data items file. These data are built into the Summary tab within each data table. If you are using these tables, you can choose whether to include or exclude “Questionable” data in your totals by using the drop-down menu at the top of the sheet, to the left of the “National Totals” section. Whichever option you choose will apply to the entire Summary tab.

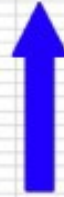
National Totals				
VOMS	Guideway	Stations	Administrative Buildings	Maintenance Facilities
134,542	\$7,473,440,414	\$2,717,348,987	\$221,314,686	\$1,340,520,730

On the other tabs of every data table, each data column has a corresponding “Q” column. If a data point was marked “Questionable” by NTD, there will be a “Q” to the right of it in the “Questionable” column. If the agency received a waiver for the data point, there will be a “W” instead. If it is blank, NTD accepted the data point. You can select whether you see “Q” columns. To change the visibility of the “Q” columns, use the “Show/Hide Questionable Data Tags” drop-down menu at the top right of each tab within a data table.

The final column, titled “Any Data Questionable?” indicates whether there are any Qs in the row.



Guideway	Stations	Administrative Buildings	Maintenance Buildings	Passenger Vehicles	Other Vehicles	Fare Collection Equipment	Information Systems	Other	Small Systems Expenses	Total	Hide Questionable Data List
				\$3,520,988			\$8,373			\$3,529,361	
	\$898,160		\$21,955,936	\$65,205,162	\$3,353,891	\$765,701	\$7,048,143	\$17,999,030		\$107,826,823	
\$847,040				\$3,497,357						\$4,344,397	
		\$806,679	\$80,537	\$541,296			\$806,562			\$5,510,279	
	\$891,614	\$36,837	\$312,681	\$3,265,919	\$138,183		\$2,378,368	\$606,351		\$7,889,753	
				\$789,197						\$789,197	
				\$2,814,067						\$2,814,067	



Communication & Information Systems	Communication & Information Systems Questionable	Other	Other Questionable	Small Systems Expenses	Small Systems Expenses Questionable	Total	Total	Any Data Questionable?	Show Questionable Data List
\$8,373						\$3,529,361		No	
\$7,048,143		\$17,999,030				\$107,826,823		No	
						\$4,344,397		No	
\$806,562						\$5,510,279		No	
						\$2,807,677		No	
\$2,378,368		\$606,351				\$7,889,753		No	
						\$789,197		No	
						\$2,814,067		No	



## Rural Module

The Data Tables include data from rural transit providers, reported by State Departments of Transportation and Federally recognized American Indian Tribes and Alaska Native Villages. You can identify rural data by selecting "Rural Reporter" from the "Reporter Type" filter on individual tabs within each Data Table file.

## Data Dictionary Reference

You will find a Data Dictionary tab within each Data Table file. This tab lists each of the data points present in the file, identifies which types of agencies report the data item, and provides a definition of the data point.

## Customizable Bins

In the "By Urbanized Area Size" section of the Summary tab, data are assigned to bins based on the population of the primary urban area that a transit agency serves. Each table starts with the default bins of "Under 200,000," "Between 200,000 and 1,000,000," and "Over 1,000,000." You can customize these bins by entering new values under "enter bins below," and new rows will automatically be created.

By Urbanized Area Size				Facility Size					
		enter bins below	click to graph	VOMS	Under 200 Vehicles	200 to 300 Vehicles	Over 300 Vehicles	Heavy Maintenance Facilities	Total Facilities
under	200,000	<u>200,000</u>	<input checked="" type="radio"/>	28,120	419.1	2.0	2.0	5.0	1,115.0
between	200,000 and	<u>500,000</u>	<input type="radio"/>	8,859	215.8	3.0	4.0	3.7	226.5
between	500,000 and	<u>3,000,000</u>	<input type="radio"/>	30,038	354.3	33.4	6.0	17.7	411.4
between	3,000,000 and	<u>5,000,000</u>	<input type="radio"/>	20,179	183.0	36.0	8.0	16.0	234.0
over	5,000,000		<input type="radio"/>	41,895	347.0	47.0	29.0	26.2	469.2
			<input type="radio"/>						
			<input type="radio"/>						
			<input type="radio"/>						
			<input type="radio"/>						
<i>Click to revert to default bins</i>									

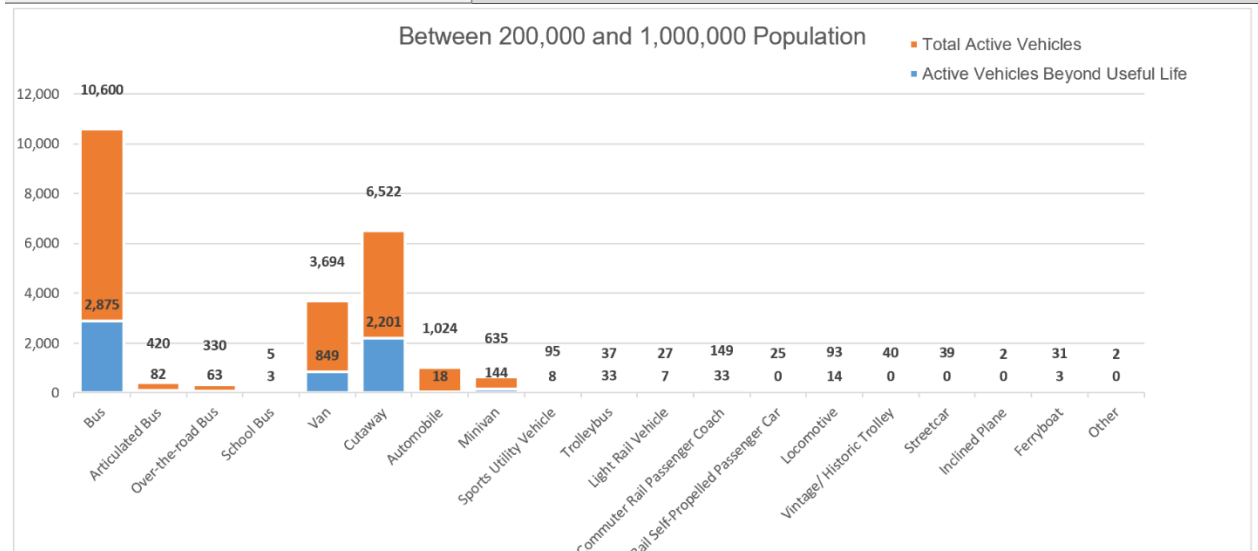
You can enter up to nine bins. If you would like to erase the custom bins you entered and go back to the default, click the “Click to revert to default bins” button at the bottom of the section.

In the “By Agency Size” section, data is broken down by number of vehicles operated. It works just like the “By Urbanized Area Size” table: you can enter custom bins and use the button to revert to default bins.

### Click to Graph

In most data tables, there are two graphs under the “By Urbanized Area Size” table (a few of the files do not have graphs). These graphs depict selected data from the “By Urbanized Area Size” table. In most files, you will have to choose which bin is graphed. You can do this by selecting one of the radio buttons under “click to graph.” The graph on the left changes to display the bin you select. The graph on the right always shows the national total. In some files, the “By Agency Size” section also includes click-to-graph functionality.

				Percent of Active Vehicles Beyond their Useful Life by Vehicle Type							
		enter bins below	click to graph	Bus	Articulated Bus	Over-the-road Bus	Double Decker Bus	School Bus	Van	Cutaway	Automobile
Under	200,000	<u>200,000</u>	<input type="radio"/>	35%	40%	31%	10%	44%	50%	42%	50%
Between	200,000 and	<u>1,000,000</u>	<input checked="" type="radio"/>	27%	20%	19%		60%	23%	34%	2%
Over	1,000,000		<input type="radio"/>	22%	22%	38%	18%	100%	14%	33%	9%
			<input type="radio"/>								
			<input type="radio"/>								
			<input type="radio"/>								
			<input type="radio"/>								
			<input type="radio"/>								
			<input type="radio"/>								
<b>Click to revert to default bins</b>											



## Cross-File Reconciliation

The table on the next page examines differences in value for the same data element between various NTD data products. 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. Transit agencies treat reconciling items (5200) based on their accounting system. Accounting practices vary because of local ordinances on accounting treatments.
- **Operating costs incurred by buyers of separately reported service.** Caution: aggregating data in this file across all agencies will result in a double count of operating expenses of about 0.3% of the true total. Data users may 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.

This does 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 2020 total reconciling items not applied was \$11,200,282,694.00
- **Non-Added Revenues**, which can be determined using the Revenue Sources database file, Funding Category = Non-Added Revenues. More information on Non-Added Revenues 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., while Time Series 1.2 is designed to account for all operating funds applied by the 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.

Differences Between Federal Funding Allocation Operating Expenses and other Operating Expense Files

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) (\$)	2020 Revenue Sources	54,376,980,661	-	Includes Non-Added revenues (\$32,349,151) and Intercity Bus funds. Includes Operating Expense Reconciling Items – Funds Applied (see Operating Expenses Reconciling file) and funds reported separately (\$269,782,911 – subtract this value for a national aggregate with reconciling items included).
	2020 Funding Sources Data Table, Time Series 1.2	54,236,167,885	140,812,776	Excludes \$ \$107,925,766 Intercity Bus Funds and \$32,887,010 of Non-Added Revenues (Contributed Service, Voluntary Non-Exchange Transactions and Transit Development Credits).
	2020 Operating Expenses Database File, 2020 Operating Expenses Data Table TS2.1 and TS2.2	49,660,152,320	4,576,015,565	Excludes funds reported separately (\$269,782,911) and reconciling items applied (\$4,271,832,319). This file is to be used for modal-level data analysis.
	2020 FFA10, UZA Sums Database File	49,652,739,122	7,934,923 (compared to Operating Expense database file)	Excludes Separate Service Agencies (\$292,042), Agencies with PT Funds reported separately but no PT Funds In Report (\$1,582,472) and B-30 Other Costs Incurred by Buyer captured in another report (\$5,538,730). The remaining difference from the operating expense database file is due to the allowable tolerance of sums across UZAs.

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	2020 Metrics Data Table	49,652,739,076	7,934,954 (compared to Operating Expense database file)	Excludes Separate Service Agencies (\$247,440), Agencies with PT Funds reported separately but no PT Funds In Report (\$1,400,167), B-30 Other Costs Incurred by Buyer captured in another report (\$5,942,922) and Rural Building Agencies (\$344,425).
Fare Revenues (\$)	2020 Fare Revenue Database file	9,028,822,646	–	All Revenues are funds earned, not expended.
	TS2.1 and TS2.2			
	2020 National Transit Profile			Includes Separate Service Agencies. Excludes modes reported separately.
	2020 Metrics Data Table	8,993,095,692	35,726,954	Excludes of modes reported separately and PT Fares In Another Report.
Operating Source Expended (Federal Funds) (\$)	2020 Revenue Sources Database file	14,405,679,728	–	
	2020 Funding Sources Data Table, National Transit Profile TS 1.2	14,297,753,962	107,925,766	Excludes Intercity Bus Federal Funds
Operating Source Expended (Local Funds) (\$)	2020 Revenue Sources Database file, 2020 Funding Sources Data Table	12,816,699,333	–	
	TS1.2, National Transit Profile	15,635,091,517	2,818,392,184	Includes Directly Generated Funds Dedicated to Transit at Source not included in the database and data table files.

<b>Capital Source Expended (Federal Funds) (\$)</b>	2020 Revenue Sources Database file	8,564,275,951	–	
	TS1.2 2020 Funding Sources Data Table National Transit Profile	8,559,499,926	4,776,025	Excludes Intercity Bus subrecipients.
<b>Capital Source Expended (Local Funds) (\$)</b>	2020 Revenue Sources Database file 2020 Funding Sources Data Table	4,761,415,138	–	
	2020 TS1.2, National Transit Profile	8,167,928,078	3,406,512,940	Includes Directly Generated Funds Dedicated to Transit at Source not included in the database and data table files.

Reconciling Service Data Across files

	File	Value	Difference from Base Value	Explanation
<b>Unlinked Passenger Trips (UPT)</b>	2020 Service Database File	5,941,264,950	–	
	2020 FFA10, 2018 UZA Sums	5,937,829,028	4,574,977	Excludes 4,574,996 Intercity Bus trips not included in the FFA10 numbers. The remaining difference (19) is the result of rounding from UPT allocation between UZAs.
	2020 Metrics and Service Data Tables TS2.1 and 2.2 National Transit Profile	5,937,829,015	4,574,996	Excludes Intercity Bus UPT included in the Service Database file.

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<b>Vehicles Operated In Maximum Service (VOMS)</b>	2020 Agency Information, Agency Mode Service Service Database File	137,263	–	
	2020 Capital Expenses, Funding Sources, Metrics, Operating Expenses and Service Data Tables			
	TS2.1 & TS2.2; National Transit Profile			
	2020 Maintenance Facilities Data Table			Excludes Demand Response - Taxi mode VOMS.
	2020 Track and Roadway Data Table	69,547	67,716	Full Reporters only, only bus and rail modes that operate on track and roadway.
<b>VOMS (Full Reporters Only)</b>	2020 Agency Information Database File	137,263	–	
	2020 Fuel and Energy Data Table	112,674	4,611	Full Reporters Only.
	2020 Breakdowns Data Table	106,840	6,018	Demand Response – TX/TN and Publico do not report breakdowns.
<b>Vehicle Revenue Miles (VRM)</b>	2020 Service Database File	4,179,621,993	–	
	2020 Metrics and Service Data Tables; TS2.1 and TS2.2; National Transit Profile	4,179,622,010	35,257,425	Excludes Intercity Bus subrecipient VRM included in the Service database file.
	2020 FFA10 and UZA Sums Database Files	4,179,621,993	35,257,442	Excludes 35,257,425 Intercity Bus VRM included in the Service Database File. The remaining difference (17) is the result of rounding from VRM allocation between UZAs.
<b>Vehicle Revenue Miles</b>	2020 Full Reporter Profile	4,214,879,435	–	



<b>(VRM) (Full Reporters Only)</b>	2020 Breakdowns Data Table	3,567,750,920	71,620,127	Demand Response Taxi and Publico do not report breakdowns.
<b>Total Actual Miles</b>	2020 Service Database File and 2020 Service Data Table	4,029,102,451	–	
	2020 Breakdowns Data Table	4,020,199,338	8,903,113	Demand Response Taxi and Publico do not report breakdowns.
<b>Vehicle Revenue Hours (VRH)</b>	2020 Service Database File	282,146,747	–	
	2020 Metrics and Service Data Tables TS2.1 and TS2.2 National Total Profile			
	2020 FFA10, 2020 UZA Sums	282,146,748	1	The result of rounding from VRH allocation between UZAs.
<b>Passenger Miles Traveled (PMT)</b>	2020 Service Database File	31,546,991,246	–	
	2020 FFA10, 2020 UZA Sums	31,546,991,263	17	The result of rounding from PMT allocation between 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. 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.

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Agency Name	Reporter Type	Reporting Module	Mode	TOS	Contractee NTD ID	Contractee Operator Name	Service Captured	Other Party
King County Department of Metro Transit	Full Reporter	Urban	CB	PT		00040 Central Puget Sound Regional Transit Authority	In Another Report	Is a Public Entity

## 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	Reports with Data	Unit of Reporting	Org Type, Mode, TOS Exclusions
Agency Information	x	x	x	x	x	x	x	x	x	3,005	Report	
Agency Mode/TOS	x	x	x		x	x		x		2,798	Type of Service	
Revenue Vehicle Inventory	x	x				x		x		2,770	Fleet	Reduced w/no Service
Revenue Sources	x	x	x	x	x	x	x			2,354	Funding Type	
Service	x	x				x	x			2,307	Time Period	
Capital Use	x	x	x		x	x				2,228	Expense Type	
Operating Expenses	x	x			x	x				2,219	Expense Type	
Fare Revenue	x	x			x	x				2,215	Type of Service	
Federal Funding Allocation	x	x				x				2,215	UZA/Mode/Type of Service	
Transit Facilities	x	x				x				2,188	Facility Ownership Type	
Safety Information		x				x				1,692	Agency	
Facility Inventory	x	x				x		x		1,377	Facility	
Service Vehicle Inventory	x	x				x		x		961	Fleet	
Transit Stations	x	x								853	Type of Service	Demand Response (DR), Vanpool (VP) modes
Performance Measure Targets	x	x	x			x		x		742	Performance Measure	
Contractual Relationships	x		x		x					545	Mode-Contract	
Operating Expense Reconciling	x				x					527	Expense Type	

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File Name	Full	Reduced	Build	Plan	Separate Service	Rural General (RGPT)	Intercity Bus	Asset	State	Reports with Data	Unit of Reporting	Org Type, Mode, TOS Exclusions
Energy Consumption	x									522	Type of Service	Taxi and Transportation Network type of service (TX and TN)
Vehicle Maintenance	x									522	Type of Service	Publico mode (PB), Taxi and Transportation Network type of service (TX and TN)
Statement of Finances	x				x					250	Agency	All but Organization Type of Independent Public Authority, Other, Publicly Owned or Privately Chartered or Subsidiary Unit.
Group Plan Sponsors								x		375	Group Plan	
Transit Agency Employees	x									362	Type of Service	
Transit Way Mileage	x									146	Type of Service	
Reportable Segments	x									125	Segment	

## Data Tables

File Name	Urban					Rural			
	Full	Reduced	Building	Planning	Separate Service	Reduced Tribe	General (RGPT)	Intercity Bus	State
Breakdowns	x								
Capital Expenses	x	x	x		x	x	x		
Employees	x								
Fuel and Energy	x								
Funding Sources	x	x	x	x	x	x	x		
Maintenance Facilities	x								
Metrics	x	x				x	x		
Operating Expenses	x	x							
Service	x	x				x	x		
Stations	x	x				x			
Track and Roadway	x								
Vehicles	x	x				x	x		

### Annual Time Series

File Name	Full	Reduced	Building	Planning	Separate Service	General (RGPT)	Reduced Asset
TS1.1 Op Cap Funding Summary	x	x	x	x	x	x	
TS1.2 Operating and Cap Funding	x	x	x	x	x	x	
TS2.1 Op Expense Service, by Mode TOS	x	x	x	x	x	x	
TS2.2 Op Expense Service, by System	x	x	x	x	x	x	
TS3.1 Uses of Capital	x	x	x	x	x	x	
TS4.1 Asset Inventory	x	x	x	x	x	x	x
TS5.1 Safety and Security	x	x				x	

## 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-internet-reporting-system-forms>.

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

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

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			Urban					Rural					Asset Only	
	A-30	Revenue Vehicle Inventory	x	x	x				x		x	x		
	A-35	Service Vehicle Inventory	x	x	x				x		x	x		
	A-90	Transit Asset Management Performance Targets	x	x				x	x		x	x	x	
<b>Service</b>	S-10	Service	x											
<b>Resources</b>	R-10	Employees	x											
	R-20	Maintenance Performance	x											
<b>Statewide (Rural)</b>	RU-30	Statewide Characteristics						x						
<b>Federal Funding Allocation</b>	FFA - 10	Federal Funding Allocation	x	x							x			
<b>Declarations</b>	D-10	CEO Certification	x	x	x						x			
<b>Profile</b>	P-10	Identification	x	x	x	x	x	x	x	x	x			
	P-20	Reporter Modes	x	x	x	x			x		x			
	P-30	Reporter Users	x	x	x	x	x	x	x	x	x			
	P-40	Reportable Segments	x											



## Basic

The Basic module is where agencies report standard information related to the agency and their service.

### Identification form (B-10)

Agencies report basic organizational and service area information on the Identification form (B-10).

All agencies that report to the NTD fill out the B-10 form.

### Contractual Relationship form (B-30)

Agencies that purchase or sell transit service report financial and operating data on the Contractual Relationship form (B-30).

## Reduced Reporting

The Reduced Reporting module is where agencies report all service, financial, and safety data.

### Reduced Reporting form (RR-20)

Agencies report service, financial, and safety data on the Reduced Reporting form (RR-20). The form captures total modal expenses, uses of capital, sources of funds for transit operations and capital by funding category. Agencies that report under the Reduced Reporter reporting type fill out the RR-20 form. Agencies separate total modal expenses and service data by mode and TOS.

## Finance

The Finance module is where agencies report all sources of funds, operating expenses and capital expenses earned and expended within the fiscal year.

### Sources of Funds form (F-10)

Agencies report sources of funds for operating and capital expenses on the Sources of Funds form (F-10). The funding categories cover sources generated by agencies and from Federal, state, and local governments. Agencies report the following data by original revenue source:

- The total amount earned
- The amount applied for operating expenses
- The amount applied for capital expenses.

All agencies that report under the Build, Plan, Separate Service or Full reporting types fill out the F-10 form.

### Uses of Capital form (F-20)

Agencies report the funds expended on capital projects by category on the Uses of Capital form (F-20). The form further defines capital expenses as an improvement of existing transit services or expansion of transit services.

All agencies that purchase capital and report under the Build, Plan, Separate Service, or Full reporting types fill out the F-20 form.

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### Operating Expenses form (F-30)

Agencies report operating expenses by object class and function, as defined by the Uniform System of Accounts (USOA), on the Operating Expenses form (F-30).

All agencies that operate or purchase transit service under the Plan, Separate Service, or Full reporting types fill out the F-30 form by mode and type of service (TOS).

### Operating Expenses Summary form (F-40)

The Operating Expenses Summary form (F-40) provides an agency-wide summary of the operating expenses on the F-30 form(s). Agencies may report reconciling items on the F-40 form such as depreciation, interest payments and leases.

All agencies that report under the Plan, Separate Service, or Full reporting types have an F-40 form.

### Statement of Finances form (F-60)

Agencies report select object classes on the Statement of Finances form (F-60), such as cash and receivables, investments, special funds, long-term debt, estimated long-term pension liabilities, and other estimated liabilities.

Agencies that report under the Plan, Separate Service, Build, or Full reporting types with the following organization types fill out the F-60 form:

- Independent Public Agency or Authority of Transit Service
- Subsidiary Unity of a Transit Agency, Reporting Separately
- Other Publicly Owned or Privately Chartered Corporation
- Other.

## Asset

The Asset module is where agencies report basic information on assets and infrastructure used to deliver service.

### Stations and Maintenance Facilities - DO - (A-10)

Agencies report the number of passenger stations and maintenance facilities used by each mode and type of service.

### Transit Asset Management Facilities form (A-15)

On form A-15, transit agencies report inventory data for transit facilities. All passenger stations and parking facilities are inventoried. Agencies would also report a condition assessment for passenger stations for which they have capital responsibility as defined by the TAM rule. Additionally, agencies report inventory and condition assessment for administrative and maintenance facilities for which they have capital responsibility.

### Transit Way Mileage (A-20)

Agencies operating over high intensity busway or fixed guideway provide mileage data on the Transit Way Mileage form (A-20), except for ferry services.

Transit agencies providing rail service are required to report on the specific types of guideway assets and power and signal equipment and on the specific types of track fixation assets in addition to the guideway class, miles of track, and crossings that has been historically required for all rail modes. Agencies must report on all track, including yard and side track. Although the NTD collects guideway data from other non-rail modes, the requirements below only apply to rail modes.

#### Revenue Vehicle Inventory form (A-30)

Agencies report data on revenue vehicles at their fiscal year end on the Revenue Vehicle Inventory form (A-30) by mode and TOS. All agencies that report service data also report revenue vehicle fleet information by mode and TOS on form A-30.

#### Service Vehicle Inventory form (A-35)

On form A-35, agencies report data on service vehicles, or vehicles which indirectly deliver transit service, maintain revenue vehicles, and perform transit-oriented administrative activities.

#### Transit Asset Management Performance Measure Targets form (A-90)

Agencies report next fiscal year performance targets to the NTD for assets for which they have capital responsibility. Transit agencies report targets for Rolling Stock, Equipment, Facilities, and Infrastructure.

## Service

The Service module is where agencies report all service supplied and consumed.

#### Service form (S-10)

Agencies report service supplied and consumed on the Service form (S-10).

Agencies that report under the Full reporting type fill out the S-10 form(s) by mode and TOS.

## Resources

The Resource module is where agencies report transit employee data and revenue vehicle system failures.

#### Employees form (R-10)

Agencies report data on transit employees at year end and total hours worked during the year on the Employees form (R-10).

Agencies that report directly operated service under the Full reporting type fill out the S-10 form by mode.

#### Maintenance Performance form (R-20)

Agencies report data on revenue vehicle system failures on the Maintenance Performance form (R-20).

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All agencies that report under the Full reporting type fill out the R-20 form, separating data by mode and TOS.

### Statewide (Rural)

The Statewide module is where state agencies report their statewide data.

#### Statewide Characteristics form (RU-30)

This form provides for the reporting of 3 data items:

- The number of counties within the state,
- The number of counties with 5311 service,
- 5311 expended on administration of the program at the State level.

Typically, the State agency administering the Rural Area Formula funds (Section 5311) will be responsible for the data collection and compilation from each rural provider in the State serving the general public.

### Federal Funding Allocation

The Federal Funding Allocation module is where agencies allocate their total transit operating (service and operating expenses) data between the various UZAs and non-UZAs in which they operate service.

#### Federal Funding Allocation form (FFA-10)

Agencies allocate data across the UZAs and non-UZAs (rural areas) they serve on the Federal Funding Allocation Statistics form (FFA-10). The FTA uses the FFA-10 form to apportion funds for Sections 5307, 5311, 5337, and 5339.

All agencies that report urban service data fill out the FFA-10 form(s) by mode and TOS.

### Declarations

The Declarations module is where transit agency CEOs review the reported data and declare the data reported is accurate.

#### CEO Certification form (D-10)

The CEO endorses and attests to the accuracy of the data submitted in the NTD Annual report on the CEO Certification form (D-10).

### Profile

The Profile module is where agencies house all their permanent information.

#### Identification form (P-10)

The agency provides basic information such as physical address, DUNS number, FTA Recipient ID, and website URL.

Reporter Modes form (P-20)

The agency provides all modes, types of service, start and end dates for all their public transit service.

Reporter Users form (P-30)

The agency provides all contact information for employees with access to view and edit annual and monthly reports.

Reportable Segments (P-40)

Agencies operating over high intensity busway or fixed guideway must provide details regarding the sections of busway and guideway to FTA for approval. These details include the length of the busway or guideway (segment), location of the segment, the age of the segment, and the mode and type of service that operates on the segment.