



2021 Report Year

NTD

National Transit Database



2021 Annual Data Publications Guide

Office of Budget and Policy
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NTD Data Publications: Report Year 2021 Release

The National Transit Database (NTD) collects and reports data annually from most public transportation operators in the United State. Report Year 2021 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 “2021” 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 2021 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.

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.

2021 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: 3,021
- Unique count of agencies filing reports: 2,950. This count can be found by 1) Removing operators with the same final 5 digits of the NTD ID column 2) removing agencies 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 2021 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 2021.	528
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.	413
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.	9
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 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.	1,284
<i>Rural General Public Transit Sub-recipient</i>	Public transportation entities exclusively serving rural areas (Non-Urbanized Areas).	1,183
<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.	101
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.	137
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.	559
Group Plan Sponsors	Agencies submitting a Narrative Report and asset performance targets for Transit Asset Management (TAM) Group Plan.	24
Grand Total: All 2021 Reports		3,021

Major Updates to the NTD Data Publications in 2021

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 **2021 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 2021

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

- **Agency Information:** DUNS Number removed, and Universal Entity ID (UEID) added. For more information, see the NTD Database File Dictionary.
- **Safety Information:** Renamed **Reduced Reporter Safety Information**.
- **Service:** The field “Strike Comment” was removed from the file. An error in the front-end reporting application prevented data entry for this field, which was intended to provide a narrative description of Days Not Operated Due to Strikes.

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 2021

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

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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 2021 other than to add the data from Report Year 2021.

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 2021

There were no major updates to the Time Series in Report Year 2021.

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 2021 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 2021

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 [2021 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									
<input type="button" value="Include Questionable Data"/>									
	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
				\$3,571,946			\$6,373			\$3,578,319
\$698,160		\$21,855,336	\$66,305,162	\$3,303,897	\$768,701	\$7,049,143	\$17,899,030			\$107,936,823
\$647,340				\$3,497,351						\$4,144,351
		\$58,676	\$81,537	\$541,798		\$856,162				\$5,510,378
\$837,614	\$36,637	\$212,681	\$1,260,919	\$138,183		\$2,376,368	\$636,351			\$7,689,753
			\$788,197							\$788,197
										\$2,814,867

Communication & Information Systems	Communication & Information Systems Questionable	Other	Other Questionable	Small Systems Expenses	Small Systems Expenses Questionable	Total	Any Data Questionable?
\$6,373						\$3,578,319	No
\$7,049,143		\$17,899,030				\$107,936,823	No
\$4,144,351						\$4,144,351	No
\$5,510,378						\$5,510,378	No
\$2,867,677						\$2,867,677	No
\$7,689,753		\$636,351				\$7,689,753	No
\$788,197						\$788,197	No
\$2,814,867						\$2,814,867	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					Total Facilities
		enter bins below	click to graph	VOMS	Under 200 Vehicles	200 to 300 Vehicles	Over 300 Vehicles	Heavy Maintenance Facilities	
under	200,000	<u>200,000</u>	*	28,120	419.1	2.0	2.0	5.0	1,115.0
between	200,000 and	<u>500,000</u>	○	8,859	215.8	3.0	4.0	3.7	226.5
between	500,000 and	<u>3,000,000</u>	○	30,038	354.3	33.4	6.0	17.7	411.4
between	3,000,000 and	<u>5,000,000</u>	○	20,179	183.0	36.0	8.0	16.0	234.0
over	5,000,000		○	41,895	347.0	47.0	29.0	26.2	469.2
			○						
			○						
			○						
			○						
<i>Click to revert to default bins</i>									

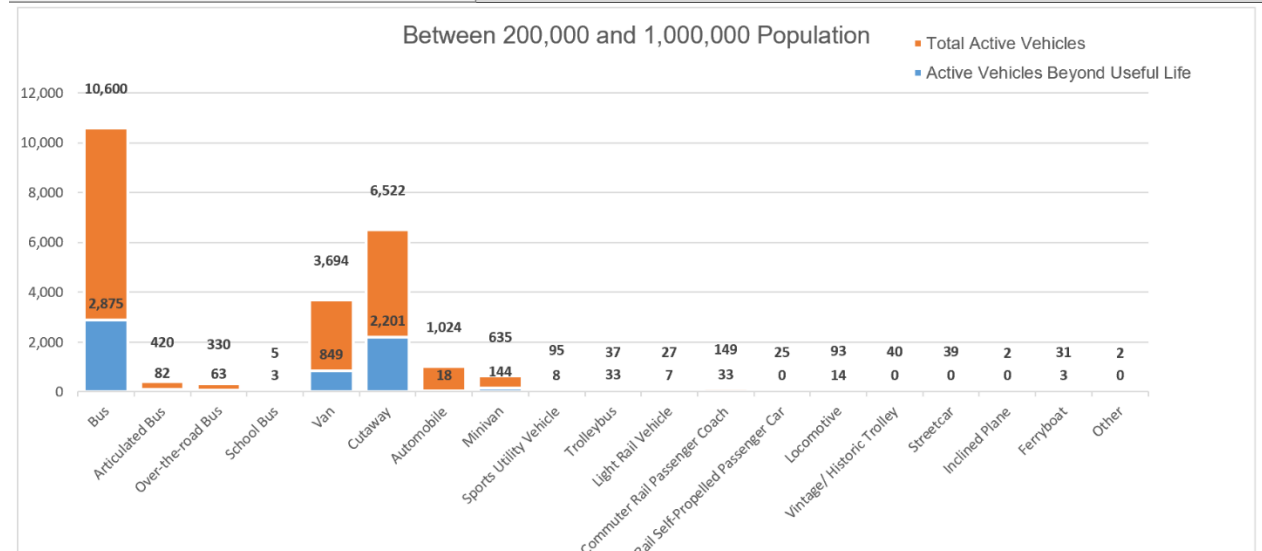
You can enter up to nine bins. If you would like to erase the custom bins you entered and go back to the default, click the "Click to revert to default bins" button at the bottom of the section.

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"/>								
Click to revert to default bins											



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 this file will result in a double count of operating expenses of about 0.3% when aggregated across all agencies in these files. 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 2021 total reconciling items not applied was \$11,911,201,331.00

This does not include 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., 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) (\$)	2021 Revenue Sources	53,238,582,686	-	Includes Non-Added revenues and Intercity Bus funds. Includes Operating Expense Reconciling Items – Funds Applied (see Operating Expenses Reconciling file) and funds reported separately (\$294,290,955; subtract this value for a national aggregate with reconciling items included).
	2021 Funding Sources Data Table, Time Series (TS)1.2	53,057,674,838		Excludes \$172,984,599 Intercity Bus Funds and \$7,923,249 of Non-Added Revenues (Transportation Development Credits).
	2021 Operating Expenses Database File, 2021 Operating Expenses Data Table, TS2.1 and TS2.2	49,706,061,866	4,576,015,565	Excludes funds reported separately (\$294,290,955) and reconciling items applied (\$3,057,322,017). This file is to be used for modal-level data analysis.
	2021 FFA10, UZA Sums Database File	49,699,197,152	6,864,714 (compared to Operating Expense database file)	Excludes Separate Service Agencies (\$373,734), Agencies with PT Funds reported separately but no PT Funds In Report (\$1,822,926) and B-30 Other Costs Incurred by Buyer captured in another report (\$4,668,007). Some of these exclusions exist in more than one of the categories, so care must be taken calculating this difference. The remaining difference is due to the allowable tolerance of sums across UZAs.

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Element	File	Value	Difference from Base Value	Explanation
	2021 Metrics Data Table	49,699,197,199	6,864,667 (compared to Operating Expense database file)	Excludes Separate Service Agencies (\$373,734), Agencies with PT Funds reported separately but no PT Funds In Report (\$1,822,926) and B-30 Other Costs Incurred by Buyer captured in another report (\$4,668,007). Some of these exclusions exist in more than one of the categories, so care must be taken calculating this difference. This brings the total to \$49,706,061,866.
Fare Revenues (\$)	2021 Fare Revenue Database file	6,135,793,986	–	All Revenues are funds earned, not expended.
	TS2.1 and TS2.2			
	2021 National Transit Profile	6,306,363,866		Includes Separate Service Agencies. Excludes modes reported separately.
	2021 Metrics Data Table	6,276,287,362	30,076,504	Excludes of modes reported separately and PT Fares In Another Report.
Operating Source Expended (Federal Funds) (\$)	2021 Revenue Sources Database file	19,690,436,144	–	
	2021 Funding Sources Data Table, National Transit Profile TS 1.2	19,517,451,545	172,984,599	Excludes Intercity Bus Federal Funds
Operating Source Expended	2021 Revenue Sources Database file, 2021 Funding Sources Data Table	10,795,481,670	–	

Element	File	Value	Difference from Base Value	Explanation
(Local Funds) (\$)	TS1.2, National Transit Profile	13,426,806,620	2,631,324,950	Includes Directly Generated Funds Dedicated to Transit at Source not included in the database and data table files.
Capital Source Expended (Federal Funds) (\$)	2021 Revenue Sources Database file	8,803,376,350	–	
	TS1.2 2021 Funding Sources Data Table National Transit Profile	8,784,625,609	18,750,741	Excludes Intercity Bus subrecipients.
Capital Source Expended (Local Funds) (\$)	2021 Revenue Sources Database file 2021 Funding Sources Data Table	5,429,971,370	–	
	2021 TS1.2, National Transit Profile	8,096,301,633	2,666,330,263	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
Unlinked Passenger Trips (UPT)	2021 Service Database File	4,471,952,178	–	
	2021 FFA10, 2021 UZA Sums	4,469,241,103	2,711,075	Excludes 2,711,086 Intercity Bus trips included in the FFA10 numbers. The remaining difference (11) is the result of rounding from UPT allocation between UZAs.

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	2021 Metrics and Service Data Tables TS2.1 and 2.2 National Transit Profile	4,469,241,092	2,711,086	Excludes Intercity Bus UPT included in the Service Database file.
Vehicles Operated In Maximum Service (VOMS)	2021 Agency Information, Agency Mode Service Service Database File	117,037	–	
	2021 Capital Expenses, Funding Sources, Metrics, Operating Expenses and Service Data Tables			
	TS2.1 & TS2.2; National Transit Profile			
	2021 Maintenance Facilities Data Table			Excludes Demand Response - Taxi mode VOMS.
	2021 Track and Roadway Data Table	62,209	54,828	Full Reporters only, only bus and rail modes that operate on track and roadway.
VOMS (Full Reporters Only)	2021 Agency Information Database File	117,037	–	
	2021 Fuel and Energy Data Table	93,558	0	Full Reporters Only.
	2021 Breakdowns Data Table	90,271	3,287	Demand Response – TX/TN and Publico do not report breakdowns.
Vehicle Revenue Miles (VRM)	2021 Service Database File	3,958,762,260	–	
	2021 Metrics and Service Data Tables; TS2.1 and TS2.2; National Transit Profile	3,916,285,207	42,477,053	Excludes Intercity Bus subrecipient VRM included in the Service database file.
	2021 FFA10 and UZA Sums Database Files	3,916,285,193	42,477,067	Excludes 42,477,053 Intercity Bus VRM included in the Service Database File. The remaining difference (14) is the result of rounding from VRM allocation between UZAs.

Vehicle Revenue Miles (VRM) (Full Reporters Only)	2021 Full Reporter Profile	3,413,684,681	–	
	2021 Breakdowns Data Table	3,370,530,215	43,154,466	Demand Response Taxi and Publico do not report breakdowns.
Total Actual Miles	2021 Service Database File and 2021 Service Data Table	3,784,862,118	–	
	2021 Breakdowns Data Table	3,777,458,409	7,403,709	Demand Response Taxi and Publico do not report breakdowns.
Vehicle Revenue Hours (VRH)	2021 Service Database File	264,513,717	–	
	2021 Metrics and Service Data Tables TS2.1 and TS2.2 National Transit Profile			
	2021 FFA10, 2021 UZA Sums	264,513,722	5	The result of rounding from VRH allocation between UZAs.
Passenger Miles Traveled (PMT)	2021 Service Database File 2021 Metrics and Service Data Tables TS2.1 and TS2.2 National Transit Profile	22,371,473,348	–	
	2021 FFA10, 2021 UZA Sums	22,371,473,355	7	The result of rounding from PMT allocation between UZAs.

Finding Data for Separately Reported Service

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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.

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	Agencies Reporting	Unit of Reporting	Org Type, Mode, TOS, Other Exclusions
Agency Information	x	x	x	x	x	x	x	x	x	3,021	Report	
Agency Mode/TOS	x	x	x		x	x		x		2,789	Report/Mode/Type of Service	
Revenue Vehicle Inventory	x	x				x		x		2,772	Report/Fleet	Reduced w/no Service
Revenue Sources	x	x	x	x	x	x	x			2,338	Report/Funding Type	
Service	x	x				x	x			2,286	Report/Mode/Type of Service/Time Period	
Capital Use	x	x	x		x	x				2,244	Report/Mode/Type of Service/Expense Type	
Operating Expenses	x	x			x	x				2,235	Report/Mode/Type of Service/Expense Type	
Fare Revenue	x	x			x	x				2,235	Report/Mode/Type of Service/Expense Type	
Federal Funding Allocation	x	x				x				2,231	UZA/Report/Mode/Type of Service	
Transit Facilities	x	x				x				2,226	Report/Mode/Type of Service/Facility Ownership Type	
Group Plan Sponsors								x		2,065	Report/Group Plan	Reporters w/own TAM Plans
Safety Information		x				x				1,703	Report	

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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
Facility Inventory	x	x				x		x		1,383	Report/Facility	Reporters w/no facilities
Service Vehicle Inventory	x	x				x		x		992	Report/Fleet	
Transit Stations	x	x								857	Report/Mode/Type of Service	Demand Response (DR), Vanpool (VP) modes
Performance Measure Targets	x	x	x			x		x		747	Report/Performance Measure	Tier 2 TAM reporters in Group Plans
Contractual Relationships	x		x		x					546	Report/Mode/Contract	Reports w/no Purchased Transportation (PT)
Operating Expense Reconciling	x				x					532	Report/Expense Type	
Energy Consumption	x									528	Report/Mode/Type of Service	Taxi and Transportation Network type of service (TX and TN)
Vehicle Maintenance	x									527	Report/Mode/Type of Service	Publico mode (PB) mode, TX and TN type of service
Transit Agency Employees	x									362	Report/Mode/Type of Service	PT, TX, TN type of service
Statement of Finances	x				x					252	Report	All but Organization Type of Independent Public Authority, Other, Publicly Owned or Privately Chartered or Subsidiary Unit
Reportable Segments	x									167	Report/Segment	Operators without Fixed Guideway or High Intensity Busway
Transit Way Mileage	x									146	Report/Mode/Type of Service	Operators without Transit Way Mileage

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
Basic	B-10	Identification	x	x	x	x	x		x	x	x	x	x
	B-30	Contractual Relationship	x	x	x						x		
Reduced Reporting	RR-20	Reduced Reporting		x					x	x	x		
Financial	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								
Asset	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
Service	S-10	Service	x										
Resources	R-10	Employees	x										
	R-20	Maintenance Performance	x										
Statewide (Rural)	RU-30	Statewide Characteristics						x					
Federal Funding Allocation	FFA - 10	Federal Funding Allocation	x	x							x		
Declarations	D-10	CEO Certification	x	x	x						x		
Profile	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										

