NTD

National Transit Database

2022 Annual Data Publications Guide

Office of Budget and Policy

October 2023

Contents

NTD Data Publications: Report Year 2022 Release

The National Transit Database (NTD) collects and reports data annually from most public transportation operators in the United State. Report Year 2022 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 "2022" 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 2022 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.

Errata

While FTA may question the data, FTA cannot change any reported data; all data changes must be made by the reporting transit system. In rare cases, data handling issues may result in an error in the file. Please see the error log below for major errata in the Report Year 2022 files and when they were corrected:

Error Description	Resolution	Files Updated	Update Date
Due to a software error, the report for NTD ID 91004 Port Authority of Administration was marked in active and was therefore excluded from 2022 publications.	The missing records (rows) from this report were added to the respective files.	• All 2022 database files in which NTD ID 91004 now appears (15 total) • All Annual Time Series files (6 total) • Reconciliation tables in this document	April 12, 2024

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.

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.

2022 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.

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, or operators which also act as Group Plan Sponsors.

- Unique count of reports: 3,017
- Unique count of agencies filing reports: 2,950. This count can be 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 2022 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 2022.	531
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.	416
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	12

NTD Reporter Types	Reporter Type Description	Count of FY 2022 Reports
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.	1,253
Rural General Public Transit Sub-recipient	Public transportation entities exclusively serving rural areas (Non-Urbanized Areas).	*1,153*
Intercity Bus Sub-recipient	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.	*100*
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.	138
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.	574
Group Plan Sponsors	Agencies submitting a Narrative Report and asset performance targets for Transit Asset Management (TAM) Group Plan.	26
Grand Total: All 2022 Reports		**3,017**

Major Updates to the NTD Data Publications in 2022

Schema Change

In 2022 the underlying schema used for the annual data products has changed. While this should not affect the quality or contents of any file, major updates were required to preserve the contents of each database file and level of aggregation. If you observe anything unusual in the data publications or cannot find a data point which you were expecting to find, please contact us at ntdhelp@dot.gov.

The **2022 Database File Dictionary** presents the value used from the underlying schema and its table name.

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 **2022 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 2022

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

- **All files:** State/Parent NTD ID indicates the ID number of the transit agency reporting to the database on behalf of the transit agency listed. This is now split from the five-digit NTD ID assigned to each transit agency.
- **Agency Information, Federal Funding Allocation, UZA Sums:** UACE Code (Urban Area Census Code) has replaced the UZA Code to uniquely identify an urban area. The UACE code is a Census-independent code that can be used to trace urban areas, including all NTD UZAs, across decennial Censuses. A full time series can be found here: https://www.transit.dot.gov/ntd/2020-census-changes-uzapopulation
- **Contractual Relationship.** The calculation of Total Modal Expenses has changed. A more precise description exists in the Database File Dictionary. The intent is to allow crosswalk to the Operating Expenses database file for purchased transportation modes.
- **Transit Facilities** has been renamed **Maintenance Facilities.** This change is made to reflect that not all facilities are included in this file following the introduction of the Facility Inventory dataset.

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.

Major Updates to Data Tables in 2022
Beginning with this data release, FTA will retire the data table format previously used. All data tables will instead be available from the DOT Open Data Portal. FTA will provide links from https://transit.dot.gov/ntd/ntd-data from each Data Table node.

To find the 2022 annual data release, you can use this link directly:
https://data.transportation.gov/browse?category=Public+Transit&q=2022+annual&sortBy=relevance

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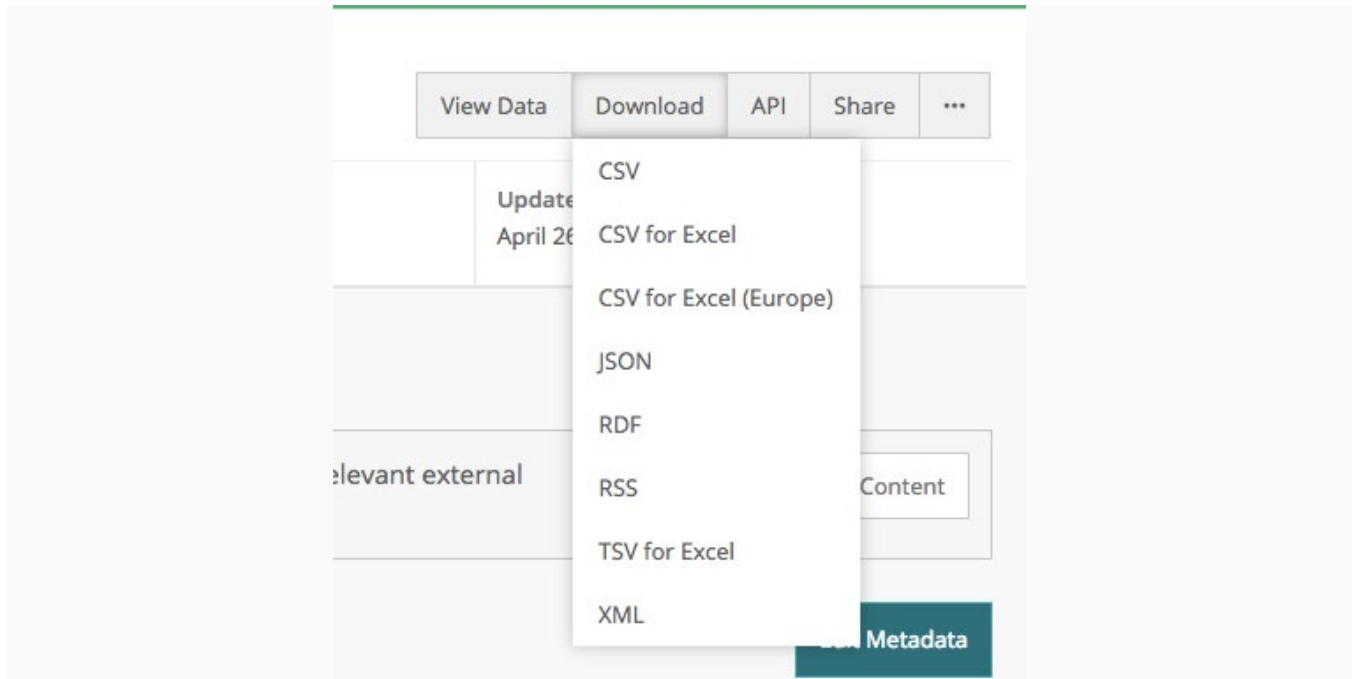
To download a dataset while viewing the table ([example](#)), click on the Export sidebar button and then select the "Download" subsection. The sidebar will display the available file formats for your dataset."

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.
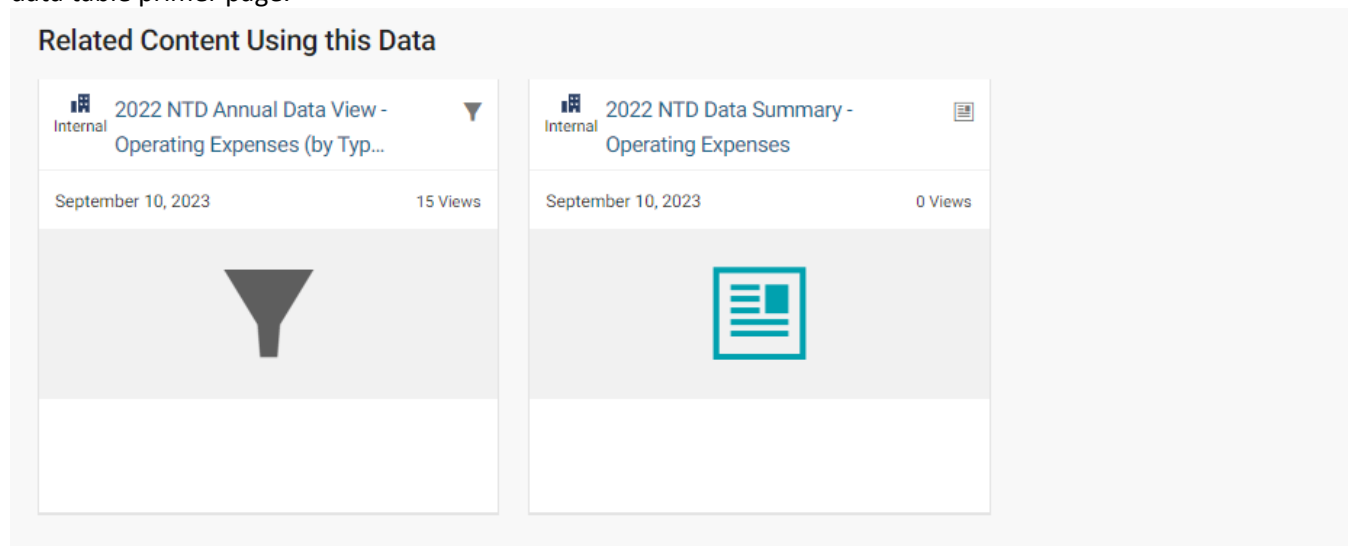
Data Summaries

FTA has been publishing 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.

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:

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 2022. 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 2022

There were two substantial changes to the Time Series for 2022:

1. The Time Series 1 (1.1 and 1.2) will now remove all sales and disposals of assets from the file for consistency with other Non-Added Revenues. Please see the Read Me tab of each file to understand the impact from 2018-present of this change.

2. All Time Series files now include the UACE Code for the Primary Urbanized Area for each NTD reporter. This is a unique code used by the Census Bureau to identify the same urban area across

Censuses. It can be useful for Time Series analysis on the years included in this file.

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 2022 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 2022

The Transit Agency Profiles will change slightly in format for Report Year 2022 due to a different underlying process that builds the profile.

In addition, time series for Metrics are now available for Rural Reporters.

Finally, profiles have been consolidated for cases of the same subrecipient reporting via multiple States.

If you have any questions or notice anything unexpected regarding a transit agency profile, please contact ntdhelp@dot.gov .

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. 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.

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 2022 total reconciling items not applied was $11,843,988,789 .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 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.

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) ($)	2022 Revenue Sources	57,591,439,328	-	Includes Non-Added revenues and Intercity Bus funds. Includes Operating Expense Reconciling Items – Funds Applied (see Operating Expenses Reconciling file) and funds reported separately ($303,930,318; **subtract this value for a national aggregate with reconciling items included**).
	2022 Funding Sources Data Table, Time Series 1.1 and 1.2	57,454,954,355	-	Excludes $12,226,058 Intercity Bus Funds and $7,923,249 of Non-Added Revenues. This file is to be used to find **agency-by-agency total revenues.**
	2022 Operating Expenses Database File, 2022 Operating Expenses Data Table, Time Series 2.1 and	53,696,418,450	3,895,020,878	Excludes funds reported separately ($303,930,318) and reconciling items applied ($3,424,445,994). Excludes funds expended by planning agencies ($28,651,803). Excludes Capital Leasing Expenses

Element	File	Value	Difference from Base Value	Explanation
	2.2			reported by Rural and Reduced Reporters ($9,193,147). These files are to be used for **mode-level** analysis.
	2022 Metrics Data Table	53,689,231,332	7,187,118 (compared to Operating Expense database file)	Excludes Separate Service Agencies ($231,729), 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 ($7,686,743). Some of these exclusions exist in more than one of the above categories, so care must be taken calculating this difference.
	2022 FFA10, UZA Sums Database File	53,689,144,564	7,273,886 (compared to Operating Expense database file)	Excludes Separate Service Agencies ($231,729), 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 ($7,686,743). Some of these exclusions exist in more than one of the above categories, so care must be taken calculating this difference. *The remaining difference is due to the allowable tolerance of sums across UZAs.*
Fare Revenues ($)	2022 Fare Revenue Database file TS2.1 and TS2.2	8,937,825,088	-	All Revenues are funds earned, not expended.
	2022 Metrics Data Table	674,904,697	30,076,504	Excludes of modes reported separately and PT Fares In Another Report.

Element	File	Value	Difference from Base Value	Explanation
Operating Source Expended (Federal Funds) ($)	2022 Revenue Sources Database File	22,167,261,475	-	
	2022 TS1.2 Operating and Capital Funding Time Series	22,046,143,301	121,118,174	Differs from the Revenue Sources file due to the inclusion of $121,118,174 of Intercity Bus Federal Funds.
Operating Source Expended (Local Funds) ($)	2022 Revenue Sources Database file, 2022 Funding Sources Data Table	11,072,171,126	-	
	TS1.2	14,417,828,932	-3,345,657,806	Includes $3,345,657,806 of Directly Generated Funds Dedicated to Transit at Source not included in the database and data table files. The idea is that for most data users, the distinction between taxes levied by a city and taxes levied by a transit agency is not important- they would consider both to be a "local" source of funding.
Capital Source Expended (Federal Funds) ($)	2022 Revenue Sources Database file	9,226,565,712	-	
	TS1.2 2022 Funding Sources Data Table	9,219,896,490	6,669,222	Excludes $6,669,222 Intercity Bus Funds Expended on Capital.
Capital	2022 Revenue Sources Database file	6,432,925,450	-	

Element	File	Value	Difference from Base Value	Explanation
Source Expended (Local Funds) ($)	2022 Funding Sources Data Table			
	2022 TS1.2	9,430,127,143	2,997,201,693	Includes $2,997,201,693 of Directly Generated Funds Dedicated to Transit at Source not included in the database and data table files. The idea is that for most data 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.

Reconciling Service Data Across files

	File	Value	Difference from Base Value	Explanation
Vehicle Revenue Miles (VRM)	2022 Service Database File	4,202,773,489		
	2022 Federal Funding Allocation Database File, Service Data Table, UZA Sums	4,160,320,324	42,453,165	Excludes 42,473,878 Intercity Bus VRM.
	Time Series 2.1 and 2.2, Service Data Table	4,160,295,701	42,473,878	Excludes 42,473,878 Intercity Bus VRM. The remaining difference of 20,710 is NTD ID 11239 FB/DO VRM which is an approved reporting exception for 2022 only. Remaining difference of 3 due to rounding on FFA-10 form.
Vehicles Operated In Maximum Service (VOMS)	2022 Agency Information, Agency Mode Service, and Service Database Files 2022 Data Tables (Mode VOMS) Time Series 2.1 and 2.2	117,442	–	
	2022 Track and Roadway Data Table	62,209	55,233	Full Reporters only AND only bus and rail modes that operate on track and roadway.

	File	Value	Difference from Base Value	Explanation
VOMS - Full Reporters Only	2022 Fuel and Energy Data Table	93,852	0	Full Reporters Only.
	2022 Breakdowns Data Table	90,726	3,126	Demand Response – TX/TN and Publico do not report breakdowns.
Unlinked Passenger Trips	2022 Service Database File	5,962,367,094	–	
	2022 Metrics and Service Data Tables; TS2.1 and TS2.2	5,959,026,236	3,338,384	Excludes Intercity Bus UPT included in the Service database file.
	2022 FFA10 and UZA Sums Database Files	5,959,028,713	3,338,381	Excludes 3,338,384 Intercity Bus UPT included in the Service Database File. The remaining difference (3) is the result of rounding from UPT allocation between UZAs.
Total Actual Miles	2022 Service Database File and 2022 Service Data Table	3,984,314,039	–	
	2022 Breakdowns Data Table	3,978,130,611	6,183,428	Demand Response Taxi and Publico do not report breakdowns.
Vehicle Revenue Hours (VRH)	2022 Service Database File	278,623,421	–	
	2022 Federal Funding Allocation Database File	278,623,417	4	The result of rounding from allocation across UZAs.

	File	Value	Difference from Base Value	Explanation
Passenger Miles Traveled (PMT)	2022 Service Database File 2022 Metrics and Service Data Tables; TS2.1 and TS2.2	29,947,146,079	–	
	2022 FFA10, 2022 UZA Sums	29,947,182,967	36,888	Difference is due to 36,878 NTD ID 70133 DR/DO miles that may be an artifact of the addendum report stages. The remaining 10 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	3,017	Report	
Agency Mode/TOS	x	x	x		x	x		x		2,785	Report/ Mode/Type of Service	
Revenue Vehicle Inventory	x	x				x		x		2,756	Report/Fleet	Reduced w/no Service
Revenue Sources	x	x	x	x	x	x	x			2,315	Report/Funding Type	
Service	x	x				x	x			2,258	Report/Mode/ Type of Service/Time Period	
Capital Use	x	x	x		x	x				2,217	Report/Mode/ Type of Service/Expense Type	
Operating Expenses	x	x			x	x				2,206	Report/Mode/ Type of Service/Expense Type	
Fare Revenue	x	x			x	x				2,206	Report/Mode/ Type of Service/Expense Type	
Federal Funding Allocation	x	x				x				2,204	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
Transit Facilities	x	x			x					2,199	Report/Mode/ Type of Service/Facility Ownership Type	
Group Plan Sponsors								x		2,063	Report/Group Plan	Reporters w/own TAM Plans
Reduced Reporter Safety Information		x			x					1,681	Report	
Facility Inventory	x	x			x			x		1,395	Report/Facility	Reporters w/no facilities
Service Vehicle Inventory	x	x			x			x		1,011	Report/Fleet	
Transit Stations	x	x								854	Report/Mode/ Type of Service	Demand Response (DR), Vanpool (VP) modes
Performance Measure Targets	x	x	x		x			x		734	Report/ Performance Measure	Tier 2 TAM reporters in Group Plans
Contractual Relationships	x		x		x					568	Report/Mode/ Contract	Reports w/no Purchased Transportation (PT)
Energy Consumption	x									532	Report/Mode/ Type of Service	Taxi and Transportation Network type of service (TX and TN)
Vehicle Maintenance	x									530	Report/Mode/ Type of Service	Publico mode (PB) mode, TX and TN type of

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
												service
Operating Expense Reconciling	x				x					470	Report/Expense Type	Full Reporters w/no OE Reconciling are removed
Transit Agency Employees	x									363	Report/Mode/ Type of Service	PT, TX, TN type of service
Statement of Finances	x				x					256	Report	All but Organization Type of Independent Public Authority, Other, Publicly Owned or Privately Chartered or Subsidiary Unit
Reportable Segments	x									168	Report/Segment	Operators without Fixed Guideway or High Intensity Busway
Transit Way Mileage	x									148	Report/Mode/ Type of Service	Operators without Transit Way Mileage

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

Data Module	Form	Form Name	Urban					Rural				Asset Only	
			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	
	A-30	Revenue Vehicle	x	x	x				x		x	x	

Data Module	Form	Form Name	Urban					Rural				Asset Only	
			Full Reporter	Reduced Reporter	Sep. Service	Build	Plan	State	Rural General Public Transit	Intercity Bus	Reduced Reporter (Tribe)	Reduced Asset	Group Plan Sponsor
		Inventory											
	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
	S-10	Service	x										
Service	R-10	Employees	x										
Resources	R-20	Maintenance Performance	x										
	RU-30	Statewide Characteristics						x					
Statewide (Rural)	FFA- 10	Federal Funding Allocation	x	x							x		
Federal Funding Allocation	D-10	CEO Certification	x	x	x						x		
Declarations	P-10	Identification	x	x	x	x	x	x	x	x	x		
	P-20	Reporter Modes	x	x	x	x			x		x		
Profile	P-30	Reporter Users	x	x	x	x	x	x	x	x	x		
	P-40	Reportable Segments	x										