



# NTD

National Transit Database



## 2023 Annual Data Publications Guide

Office of Budget and Policy

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# NTD Data Publications: Report Year 2023 Release

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

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

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

## Comments on Data Quality and Reliability

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

## Questionable Data

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

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

## 2023 NTD Reporting Population

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

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

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

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

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

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

## Major Updates to the NTD Data Publications in 2023

### Substantial Reporting Changes

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

### Database Files

#### *Background*

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

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

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

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































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

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

# Reporting Requirements Summary

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

Key:

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

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

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

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