



NTD

National Transit Database



2024 Annual Data Publications Guide

Office of Budget and Policy

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NTD Data Publications: Report Year 2024 Release

The National Transit Database (NTD) collects and reports data annually from most public transportation operators in the United State. Report Year 2024 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 “2024” 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 2024 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.

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.

2024 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: 2,914
- 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 2024 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 2024.	524
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.	496
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.	10
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	8

NTD Reporter Types	Reporter Type Description	Count of FY 2024 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.	1,218
<i>Rural General Public Transit Sub-recipient</i>	Public transportation entities exclusively serving rural areas (Non-Urbanized Areas).	1,120
<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.	98
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.	132
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.	1,404
Group Plan Sponsors	Agencies submitting a Narrative Report and asset performance targets for Transit Asset Management (TAM) Group Plan.	444
Grand Total: All 2024 Reports		2,914

Major Updates to the NTD Data Publications in 2024

Database Files

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 **2024 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 2024

The following files have been substantially updated:

- **Agency Information:** The agency information database file has collected physical address data for most reporters. This has the added benefit of mapping the location of transit agencies.
- **Transit Way Mileage:** This file has added a “TERM Category” to crosswalk the given element to the Transit Economic Requirements Model.

Data Tables

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 2024

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](https://data.transportation.gov). FTA will provide links from <https://transit.dot.gov/ntd/ntd-data> from each Data Table node.

To find the 2024 annual data release, you can use this link directly:

<https://data.transportation.gov/browse?category=Public+Transit&q=2024+annual&sortBy=relevance>

The following files are **NEW** in 2024:

- Demand Response Geographic Area Coverage: 2024 iteration of the geographic area coverage information collected from form B-15.
- Facility Inventory: 2024 iteration of the Facility Inventory database of the facility information collected on form A-15.
- Agency information: A copy of the agency information database file is available, with a map of entities reporting to the NTD.

The following files have been substantially changed in 2024:

- General Transit Feed Specification (GTFS) Weblinks: This product will now be refreshed on a monthly frequency. The file also now includes information regarding when a weblink was last validated by FTA.

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 2024. 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 2024

There were two substantial changes to the Time Series for 2024:

1. The NTD time series files have historically been produced by querying the data contained on each tab for only the new report year about to be published. New agency, mode and type of service combinations that did not exist in prior years were merged in, along with the new report year data, to the existing time series file published online.
2. For 2024, the TS2.1 Service Data and Operating Expenses Time Series by Mode and 2024 TS2.2 Service Data and Operating Expenses by System were produced by querying the database for all years that fall within 2015-2024. Moving forward, data will be added using this method. Report years earlier than 2015 will be archived in a static time series file for reference. In future reporting years, other time series will move to this method of production as well.
3. In addition, long versions of TS2.1 and 2.2 have been produced for the 2024 report year to improve machine readability. Prior versions of the time series provide one row for each agency, mode and type of service (where applicable), and year is presented in columns. Data points are on different tabs. The new files are lengthened, containing one row each for either each agency, mode and type of service (where applicable), report year, and field or data point. The value of each data point is the only measure in a column.

Transit Agency Profiles

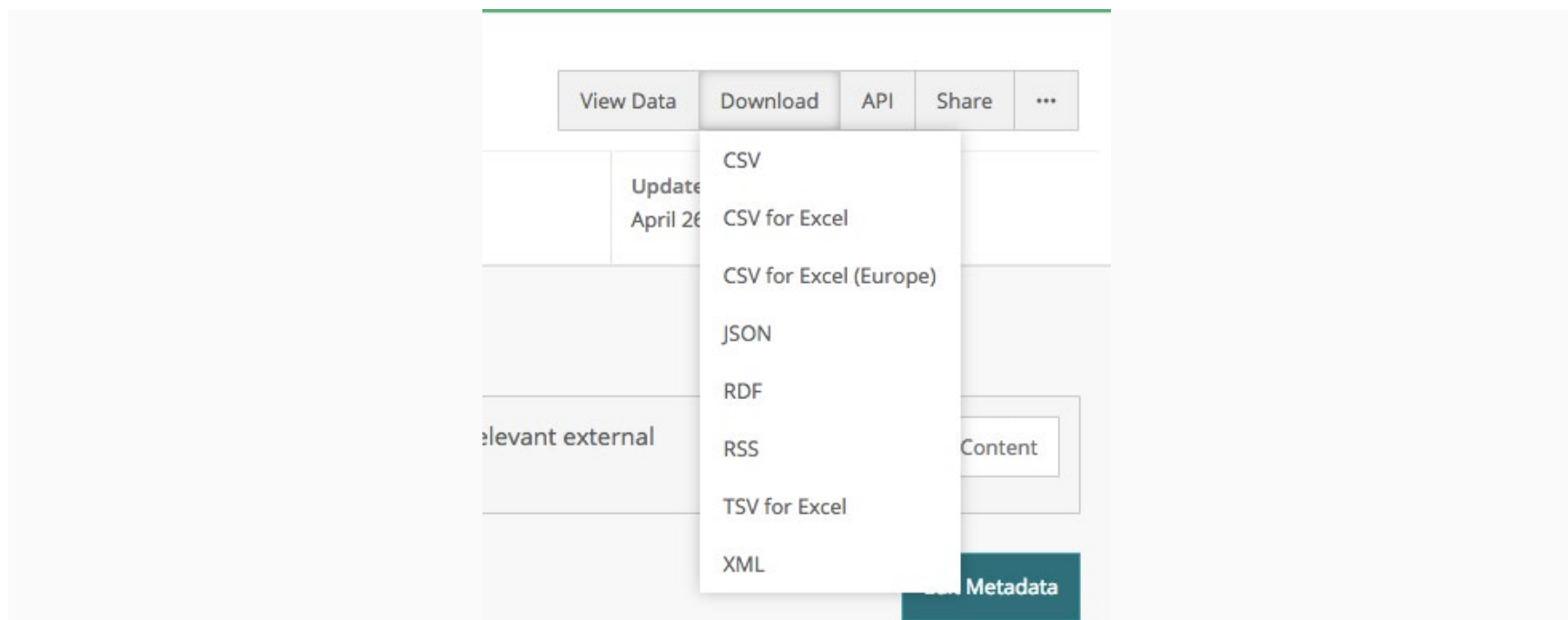
The NTD provides basic profiles for each agency. The profiles contain common measures of transit effectiveness/efficiency and time series of key trends for each agency's top two modes (based on ridership).

Major Updates to Transit Agency Profiles in 2024

There are no major changes to profiles in 2024. If you have any questions or notice anything unexpected regarding a transit agency profile, please contact ntdhelp@dot.gov.

Exporting Data Tables and Other Data Summaries on the 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.

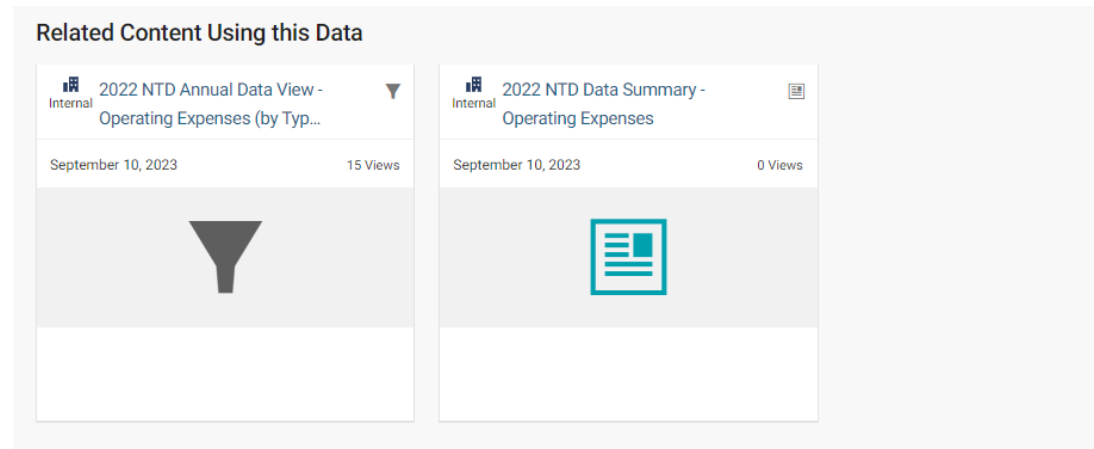


To download a dataset while viewing the table ([example](#)), click on the Export sidebar button and then select the "Download" subsection. The sidebar will display the available file formats for your dataset.”

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

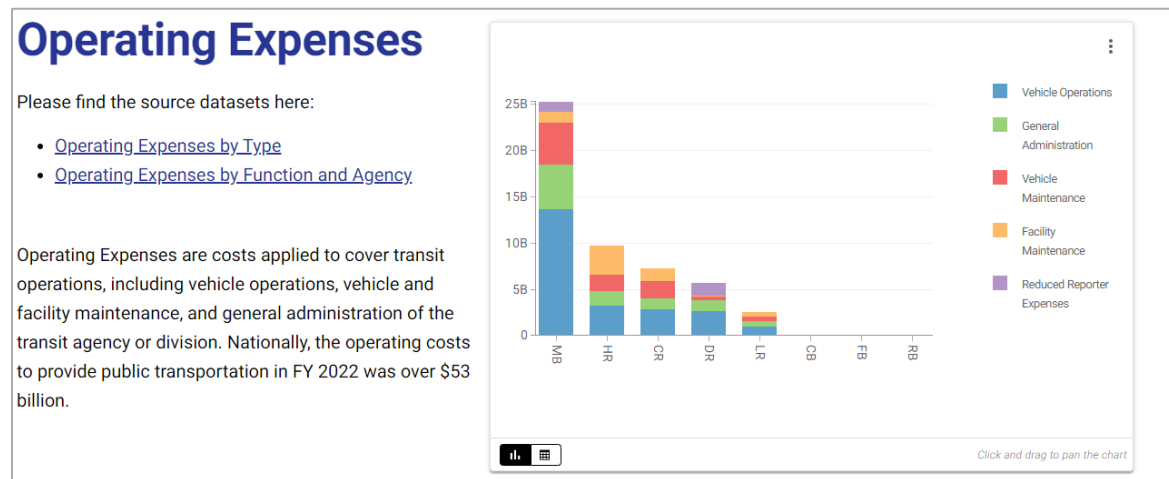
Data Table Views

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



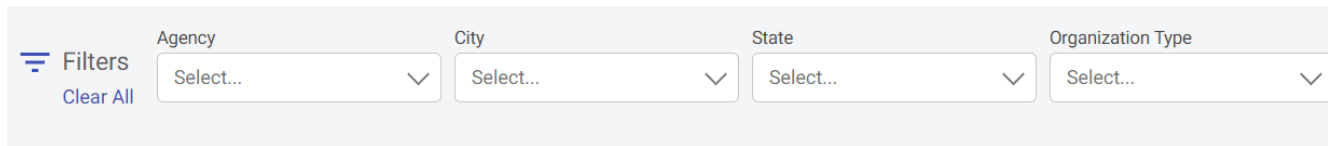
Data Summaries

FTA releases 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.



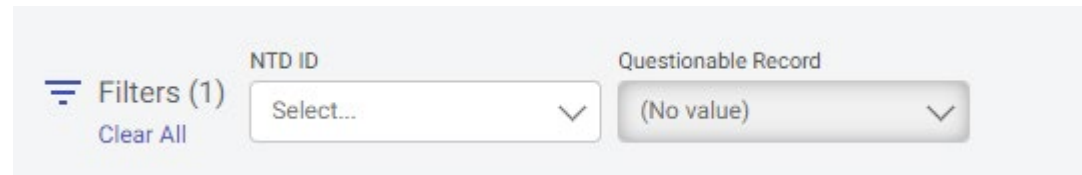
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Stories will present relevant metrics that may be of interest to data users from data tables and their views. They will allow for sorting as well as filtering on certain metrics:



A screenshot of a filter interface. On the left, there is a blue icon of three horizontal lines, followed by the text "Filters" and a link "Clear All" in blue. To the right of this are four dropdown menus. The first is labeled "Agency" and has "Select..." as its value. The second is labeled "City" and has "Select..." as its value. The third is labeled "State" and has "Select..." as its value. The fourth is labeled "Organization Type" and has "Select..." as its value. Each dropdown menu has a small downward arrow on its right side.

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:



A screenshot of a filter interface. On the left, there is a blue icon of three horizontal lines, followed by the text "Filters (1)" and a link "Clear All" in blue. To the right of this are two dropdown menus. The first is labeled "NTD ID" and has "Select..." as its value. The second is labeled "Questionable Record" and has "(No value)" as its value. Each dropdown menu has a small downward arrow on its right side.

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 2024 total reconciling items not applied was \$9,319,211,623.00.
- **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) (\$)	2024 Revenue Sources	71,182,137,658	-	Includes Non-Added revenues and Intercity Bus funds. Includes Operating Expense Reconciling Items – Funds Applied (see Operating Expenses Reconciling file) and funds reported separately (\$408,002,379 <- subtract this value for a national aggregate with reconciling items included).
	2024 Funding Sources Data Table, Time Series 1.1 and 1.2	71,046,847,387	135,290,271	Excludes \$89,905,629 Intercity Bus Funds and \$45,384,642 of Non-Added Revenues. This file is to be used to find agency-by-agency total revenues .
	2024 Operating Expenses Database File, 2024 Operating Expenses Data Table, Time Series 2.1 and	65,627,595,304	5,554,542,354	Excludes funds reported separately (\$408,002,379) and reconciling items applied (\$4,966,441,768). Excludes funds expended by planning agencies (\$27,237,405). Excludes Capital Leasing Expenses reported by Rural

Element	File	Value	Difference from Base Value	Explanation
	2.2			and Reduced Reporters (\$815,763). These files are to be used for mode-level analysis.
	2024 Metrics Data Table	53,689,231,332	(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.
	2024 FFA10, UZA Sums Database File	65,621,335,414	(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. <i>The remaining difference is due to the allowable tolerance of sums across UZAs.</i>
Fare Revenues (\$)	2024 Fare Revenue Database file	11,326,039,391	-	All Revenues are funds earned, not expended.
	TS2.1 and TS2.2			
	2024 Metrics Data Table	11,259,344,651	66,694,740	Excludes modes reported separately and PT Fares In Another Report.

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Element	File	Value	Difference from Base Value	Explanation
Operating Source Expended (Federal Funds) (\$)	2024 Revenue Sources Database File	12,253,779,547	-	
	2024 TS1.2 Operating and Capital Funding Time Series	12,163,873,918	89,905,629	Differs from the Revenue Sources file due to the inclusion of Intercity Bus Federal Funds.
Operating Source Expended (Local Funds) (\$)	TS1.2	23,909,508,989	5,577,334,799	Includes Directly Generated Funds Dedicated to Transit at Source not included in the database and data table files. For many time series users, the distinction between taxes levied by a city and taxes levied by a transit agency is not important- they would consider both to be a "local" source of funding. Therefore, these are included in the "Local" tab to simplify analyses.
	2024 Revenue Sources	18,332,174,190	-	The Revenue Sources database file includes \$5,577,334,799 of Directly Generated Funds Dedicated to Transit at Source (taxes levied by agency), but not in the Local Funds column. This is done preserve the data as reported.
Capital Source Expended (Federal Funds) (\$)	2024 Revenue Sources Database file	11,355,384,989	-	Excludes 14,836,056 Intercity Bus Federal Funds Expended on Capital.
	TS1.2 2024 Funding Sources Data Table	11,340,548,933	14,836,056	Excludes Intercity Bus Funds Expended on Capital.

Element	File	Value	Difference from Base Value	Explanation
Capital Source Expended (Local Funds) (\$)	2024 Revenue Sources Database file 2024 Funding Sources Data Table	7,640,405,773	-	
	2024 TS1.2	10,096,464,350	2,456,058,577	Includes Directly Generated Funds Dedicated to Transit at Source not included in the database and data table files. For many time series users, the distinction between taxes levied by a city and taxes levied by a transit agency is not important—they would consider both to be a "local" source of funding. Users interested in this distinction should consult the “Funding Sources - Taxes Levied by Agency” dataset.

Reconciling Service Data Across files

	File	Value	Difference from Base Value	Explanation
Vehicle Revenue Miles (VRM)	2024 Service Database File	4,551,070,923		
	2024 Federal Funding Allocation Database File, Service Data Table, UZA Sums	4,513,343,989	37,726,934	Excludes 37,726,934 Intercity Bus VRM.
	Time Series 2.1 and 2.2, Service Data Table	4,513,344,009	37,726,914	Excludes 37,726,934 Intercity Bus VRM. Remaining difference of 20 due to rounding on FFA-10 form.
Vehicles Operated In Maximum Service (VOMS)	2024 Agency Information, Agency Mode Service, and Service Database Files	123,518	—	
	2024 Data Tables (Mode VOMS)			
	Time Series 2.1 and 2.2			
	2024 Track and Roadway Data Table	68,993		Full Reporters only AND only bus and rail modes that operate on track and roadway.
VOMS -	2024 Fuel and Energy Data Table	99,773		Full Reporters Only.

	File	Value	Difference from Base Value	Explanation
Full Reporters Only	2024 Breakdowns Data Table	95,381		Demand Response – TX/TN and Publico do not report breakdowns.
Unlinked Passenger Trips	2024 Service Database File	7,672,454,529	–	
	2024 Metrics and Service Data Tables; TS2.1 and TS2.2	7,669,135,219	3,319,310	Excludes 3,319,310 Intercity Bus UPT included in the Service database file.
	2024 FFA10 and UZA Sums Database Files	7,669,135,203	3,319,326	Excludes 3,319,310 Intercity Bus UPT included in the Service Database File. The remaining difference (16) is the result of rounding from UPT allocation between UZAs.
Total Actual Miles	2024 Service Database File and 2024 Service Data Table	4,312,841,626	–	
	2024 Breakdowns Data Table	4,309,405,214	3,436,412	Demand Response Taxi and Publico do not report breakdowns.
Vehicle Revenue Hours (VRH)	2024 Service Database File, TS 2.1 and 2.2	302,936,914	–	
	2024 Federal Funding Allocation Database File	302,936,939	25	The result of rounding from allocation across UZAs.

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	File	Value	Difference from Base Value	Explanation
Directional Route Miles	2024 Service Data Database File, TS 2.1 and 2.2	398,555.0		
	2024 Service Data Table	398,679.1	124.1	The result of when the data was queried from the NTD; reportable segments may change to due post-reporting year updates.
Passenger Miles Traveled (PMT)	2024 Service Database File 2024 Metrics and Service Data Tables; TS2.1 and TS2.2	38,002,261,865	—	
	2024 FFA10, 2024 UZA Sums	38,002,261,900	35	The result of 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.

Database File Summary

Database File to Reporting Form Crosswalk

The following table is a crosswalk between the reporting form in NTD (left) and the database file within which the reported data appears (right).

Form	Database File
CEO Certification form (D-10)	Annual Database CEO Certification
Contractual Relationship form (B-30)	Annual Database Contractual Relationship
Employees form (R-10)	Annual Database Transit Agency Employees
Federal Funding Allocation Statistics form (FFA-10)	Annual Database Federal Funding Allocation
General Transit Feed Specification (P-50)	General Transit Feed Specification Weblinks
Geographic Area Coverage (B-15)	Demand Response Geographic Area Coverage - Counties and Places, Demand Response Geographic Area Coverage - Service Schedules, Demand Response Geographic Area Coverage - Passenger Eligibility and Fares
Identification form (B-10)	Annual Database Agency Information
Maintenance Performance form (R-20)	Annual Database Vehicle Maintenance
Operating Expenses form (F-30)	Annual Database Operating Expenses
Operating Expenses Summary form (F-40)	Annual Database Operating Expenses Reconciling
Reduced Reporting form (RR-20)	Annual Database Service, Annual Database Operating Expenses, Annual Database Fare Revenues
Reportable Segments (P-40)	Annual Database Reportable Segments
Reporter Basic Information (P-10)	Annual Database Agency Information
Reporter Modes (P-20)	Annual Database Agency Information Agency Mode Service
Revenue Vehicle Inventory form (A-30)	Annual Database Revenue Vehicle Inventory
Rural Public Transit Service Summary form (RU-30)	Annual Database Agency Information
Safety Data (S&S-60)	Annual Database Reduced Reporter Safety Information
Service form (S-10)	Annual Database Service
Service Vehicle Inventory form (A-35)	Annual Database Service Vehicle Inventory
Sources of Funds — Funds Expended and Funds Earned form (F-10)	Annual Database Revenue Sources, Annual Database Fare Revenues
Statement of Finances form (F-60)	Annual Database Statement of Finances
Stations and Maintenance Facilities form (A-10)	Annual Database Stations
Transit Asset Management Facilities form (A-15)	Annual Database Facility Inventory

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Form	Database File
Transit Asset Management Performance Measurement Targets form (A-90)	Annual Database Transit Performance Measure Targets
Transit Way Mileage form (A-20)	Annual Database Transit Way Mileage
Uses of Capital form (F-20)	Annual Database Capital Use

Database File Scope

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.

File Name	Full	Reduced	Build	Plan	Separate Service	Rural General (RGPT)	Intercity Bus	Asset	State	# Reports	Unit of Reporting	Org Type, Mode, TOS, Other Exclusions
Agency Information	x	x	x	x	x	x	x	x	x	2,914	Report	
Agency Mode/TOS	x	x	x		x	x		x		2,681	Report/ Mode/Type of Service	
Revenue Vehicle Inventory	x	x				x		x		2,249	Report/Fleet	Reduced w/no Service
Revenue Sources	x	x	x	x	x	x	x			2,343	Report/Funding Type	
Service	x	x				x	x			2,292	Report/Mode/ Type of Service/Time Period	
Capital Use	x	x	x		x	x				2,250	Report/Mode/ Type of Service/Expense Type	
Operating Expenses	x	x			x	x				2,241	Report/Mode/ Type of Service/Expense Type	
Fare Revenue	x	x			x	x				2,242	Report/Mode/ Type of	

File Name	Full	Reduced	Build	Plan	Separate Service	Rural General (RGPT)	Intercity Bus	Asset	State	# Reports	Unit of Reporting	Org Type, Mode, TOS, Other Exclusions
											Service/Expense Type	
Federal Funding Allocation	x	x				x				2,239	UZA/Report/Mode/Type of Service	
Maintenance Facilities	x	x				x				2,235	Report/Mode/Type of Service/Facility Ownership Type	
Reduced Reporter Safety Information		x				x				2,165	Report	
Group Plan Sponsors								x		1,935	Report/Group Plan	Reporters w/own TAM Plans
Facility Inventory	x	x				x		x		1,387	Report/Facility	Reporters w/no facilities
Service Vehicle Inventory	x	x				x		x		1,037	Report/Fleet	
Transit Stations	x	x								863	Report/Mode/Type of Service	Demand Response (DR), Vanpool (VP) modes
Performance Measure Targets	x	x	x			x		x		733	Report/Performance Measure	Tier 2 TAM reporters in Group Plans
Contractual Relationships	x		x		x					596	Report/Mode/Contract	Reports w/no Purchased Transportation (PT)
Energy Consumption	x									525	Report/Mode/Type of Service	Taxi and Transportation Network type of service (TX and

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File Name	Full	Reduced	Build	Plan	Separate Service	Rural General (RGPT)	Intercity Bus	Asset	State	# Reports	Unit of Reporting	Org Type, Mode, TOS, Other Exclusions
												TN)
Vehicle Maintenance	x									523	Report/Mode/Type of Service	Publico mode (PB) mode, TX and TN type of service
Operating Expense Reconciling	x				x					461	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					257	Report	All but Organization Type of Independent Public Authority, Other, Publicly Owned or Privately Chartered or Subsidiary Unit
Reportable Segments	x									170	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

			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-15	Geographic Area Coverage	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	
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
	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										
Safety	S&S-60	Safety Information		x					x		x	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		

			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
	P-40	Reportable Segments	x										
	P-50	GTFS Weblinks	x	x					x		x		