NTD Discussion Topics

- Status of MAP-21 Asset Management Program
- NTD safety reporting, summary & changes
- New NTD on-line reporting system
- NTD service consumed data
ASSET MANAGEMENT
Transit Asset Management (TAM) MAP-21 Overview
Requirements

FTA Defines State of Good Repair (SGR)

FTA Establishes SGR performance measures; Recipients set SGR targets based on the measures

Recipients and subrecipients develop TAM Plans

Recipients report asset inventories and condition assessments

FTA provides technical assistance
TAM Resources

• Tools
  – TERM Lite (2013)
  – TCRP’s Transit Asset Prioritization Tool (2014)

• Training
  – NTI’s Introduction to Transit Asset Management Course (ongoing)

• Guides and Reports
  – Transit Asset Inventory Guide (2012)
FTA Outreach

• State of Good Repair Pilots (2011)
• Online Dialogue (2012)
• Advanced Notice of Proposed Rulemaking (2013)
• TAM Newsletter (2014)
• State of Good Repair/TAM Roundtable (2015)
  – June 3rd, by invitation only
• TAM Guide for small & rural operators (2016)
Next Steps

• Publish National TAM System NPRM
• Open NPRM Docket for comments
SAFETY
NTD Safety & Security

- 2015 Safety data still reported in the old NTD
- Commuter Rail only reports security incidents (FRA regulates their safety)
- Changes starting with 2016 reporting
  - Fed Register notice of January 28, 2015
  - “Incidents” now called “Events”
  - Report events when on transit-owned property (no longer when “related to revenue service”)
  - Latitude and longitude of major events
# Monthly Safety Reporting

<table>
<thead>
<tr>
<th>Must Report</th>
<th>Not Required to Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Recipients/beneficiaries of Urbanized Area Formula (5307) program funds</td>
<td>• Agencies designated as Reduced Reporters (Small Systems, Rural, &amp; Tribal) who only need to provide an annual summary</td>
</tr>
<tr>
<td>• All agencies designated as “Full Reporters”</td>
<td>• Agencies that do not operate service (Building or Planning)</td>
</tr>
<tr>
<td>• Public and private providers who voluntarily provide full reports</td>
<td>• Agencies that are severely impacted by natural disaster (upon request)</td>
</tr>
</tbody>
</table>
When is Data Reported

• S&S-10 – Safety and Security Setup form
• S&S-20 – Safety and Security CEO Certification form
• S&S-30 – Security Configuration form
  – Due by end of February
• S&S-40 – Major Event Report form
  – Due 30 days of the date of the event
• S&S-50 – Non-Major Monthly Summary Report form
  – Due at the end of the following month
What is Reported

| Derailment (mainline or yard) | System security: |
| Collision | • Suspicious package, bomb threat, bombing, CBR, arson, sabotage, cyber, burglary, vandalism, hijacking, other |
| Fire | |
| Hazardous material spill | Personal Security: |
| Acts of God (nature) | • Homicide, suicide, attempted suicide, assault, robbery, rape, motor vehicle theft, larceny |
| Other Safety Occurrences not Otherwise Classified (OSONOC) | |

- Events occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle
- Excludes occupational safety events occurring in administrative buildings
Major Event Reports

• Fatality (includes suicides)
• One or more injuries (people transported for medical attention)
• Evacuation of a transit facility or vehicle due to potentially unsafe conditions or evacuation onto a rail right-of-way
• Property damage equal to or exceeding $25,000
Major Collision Events

- Involving a revenue transit vehicle where either vehicle requires towing
- Rail transit vehicle collisions occurring at grade crossings
- Rail transit vehicle collisions with an individual
- Rail transit vehicle collisions with any other rail transit vehicle
- All mainline or yard derailments including non-revenue vehicles
Local System User Manager (LSUM)

- LSUM at each reporting agency approves (certifies) new users of FTA systems
  - NTD 2.0
  - TRAMS (updated TEAM)
- FTA requires each agency to identify a LSUM to FTA for “authentication”
  - TEAM users upload designation letter in TEAM
  - Non-TEAM users send letter to FTA NTD project manager in Washington DC
My NTD Reporter Profile(s)

Click on reporting agency name
• Click View & Manage Basic Information (P-10)
Basic Information (P-10)

![Image of a screenshot of the Greater Mankato Transit System management interface]

### Name
- **Reporter Name**: Greater Mankato Transit System
- **Doing Business As**: 
- **Acronym**: MTS

### Address
- **Address (Line 1)**: 10 Civic Center Plaza
- **PO Box**: 3366
- **City**: Mankato
- **State**: Minnesota
- **Zip Code**: 56002

### Other
- **DUNS Number**: 010340099
- **FTA Recipient ID**: 2122
- **Website URL**: http://www.ci.mankato.mn.us/

[Save | Cancel]
View & Manage Users (P-30)

Click to Add User
What is a Kickoff?

• Confirmation of current “profile” information at beginning of fiscal year

• Actions
  – Confirm reporter contact information is accurate.
  – Confirm mode information is accurate.
  – Confirm declared reporter type for previous FY is still accurate (e.g., small systems waiver)
  – Declare reporter type for new fiscal year
Kickoff Starts on News Page

Click on *Tasks* to start FY 2015 and FY 2014 Annual Reporting
How to Start Report Kickoff

Click on 2015 Report Kickoff task
Manage Modes

- Add, edit, or end mode/TOS as needed
• Reporter type determines your required forms
• Click yes to go through questionnaire
  – Questions appear
  – Strongly suggested for first-time NTD 2.0 users even if they are confident about their type

Click continue to complete kickoff

Click yes for questionnaire
Reporter Type Questionnaire

- 5307 beneficiary?
- Reporting under another NTD ID?
- Operating public transit service?
- Building new modes?
- Fixed guideway or high intensity bus?
- Operating less than 31 VOMS?
- Report with SSW?
Getting to “Forms” Page

Click “Records”

Click “NTD Report Packages” to get to forms

Click to go to annual 2014 forms
**Report Package Summary Screen**

### FY 2014 Reporting - 50205 - Greater Mankato Transit System

**NTD Validation Analyst**
- Name: [Email]
- Phone: 434-299-8845

**Report Information**
- Reporting Agency: Greater Mankato Transit System
- Address: 10 Civic Center Plaza 3368
- Fiscal Year Start: 1/1/2014
- Fiscal Year End: 12/31/2014
- Report Status: Original Submission - Working Data

**Reporter Type**: Small Systems Reporter

### Report Package Forms

<table>
<thead>
<tr>
<th>Annual Forms</th>
<th>Module Type of Service</th>
<th>Last Modified</th>
<th>Modified By</th>
<th>Open Issues</th>
<th>Total Issues</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identification (B-10)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stations and Maintenance Facilities - DO - (A-10)</td>
<td>MB DO</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stations and Maintenance Facilities - DO - (A-10)</td>
<td>DR DO</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Revenue Vehicle Inventory (A-30)</td>
<td>MB DO</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Revenue Vehicle Inventory (A-30)</td>
<td>DR DO</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reduced Reporting (RR-26) - Small Systems</td>
<td></td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Funding Allocation Statistics (FIA-10)</td>
<td>MB DO</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Funding Allocation Statistics (FIA-10)</td>
<td>DR DO</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CEO Certification (C-10)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Click Related Actions*
Report Packages Screen

<table>
<thead>
<tr>
<th>Summary</th>
<th>News</th>
<th>Related Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. Department of Transportation</td>
<td>Federal Transit Administration</td>
<td></td>
</tr>
</tbody>
</table>

**Records / NTD Report Packages**

**FY 2014 Reporting - 50205 - Greater Mankato Transit System**

- **Annual Forms**
  - View or manage all Annual Forms associated with this package

- **View Issues**
  - View or manage validation issues associated with this report package

Click **Annual Forms**
Individual Annual Forms by Mode/TOS

1. Check box for specific form and mode/TOS

2. Click View Form

2. Click View Form

---

<table>
<thead>
<tr>
<th>Form Name</th>
<th>Mode/Type Of Service</th>
<th>Last Modified</th>
<th>Modified By</th>
<th>Open Issues</th>
<th>Total Issues</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identification (B-10)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contractual Relationship (B-30) - Gustavus Taxi Company</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stations and Maintenance Facilities - DO - (A-10)</td>
<td>MB DD</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stations and Maintenance Facilities - DO - (A-10)</td>
<td>DR DD</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Revenue Vehicle Inventory (A-30)</td>
<td>DT PT</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Revenue Vehicle Inventory (A-30)</td>
<td>MB DD</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Revenue Vehicle Inventory (A-30)</td>
<td>DR DD</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reduced Reporting (RR-20) - Small Systems</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Funding Allocation Statistics (FFA-10)</td>
<td>DT PT</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Funding Allocation Statistics (FFA-10)</td>
<td>MB DD</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Funding Allocation Statistics (FFA-10)</td>
<td>DR DD</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CEO Certification (Q-10)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Identification Form (B-10)

• Broken into sections
  – Organizational type
  – Demographic information
  – Filing a separate NTD report (seller)
Stations Maintenance Facilities (A-10)

Click **Save** before closing
1. Select existing fleet(s)

2. Click for Updates/Edit to selected existing fleet
Reduced Reporting (RR-20)

- Broken into sections
  - Financial Information
  - Non-Federal Funding Data
  - Federal Government Funds
  - Service Data
  - Safety Data

- Click update icons to update sections
Customized Federal Funds Reporting

1. Click to select funding sources

2. Click when completed
### Federal Funding Allocation Statistics (FFA-10)

**Click to select UZA Reporting Method**

**Click to move from UZA to UZA**

**Click Save before closing**

#### Federal Funding Allocation Statistics (FFA-10) - MB DO - Summary

**FFA-10 Data**

<table>
<thead>
<tr>
<th>Item</th>
<th>Actual Vehicle Revenue Miles</th>
<th>**(Percent)</th>
<th>Actual Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>UZA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total VRH</td>
<td>20,163</td>
<td>0.00%</td>
<td>20,163</td>
</tr>
<tr>
<td>Total LPT</td>
<td>351,188</td>
<td>0.00%</td>
<td>351,188</td>
</tr>
<tr>
<td>NFG VRM</td>
<td>260,917</td>
<td>0.00%</td>
<td>260,917</td>
</tr>
<tr>
<td>NFG OE</td>
<td>$1,321,154</td>
<td>0.00%</td>
<td>$1,321,154</td>
</tr>
</tbody>
</table>

**Current UZAs**

*Show 456*
CEO Certification (D-10)

- Completed in a sequence of 3 screens

**CEO Certification (D-10)**

50205 – Greater Mankato Transit System (Small Systems Reporter) - RY14 Original Submission (Working Data)

I hereby certify the following concerning the financial and non-financial / operating data submitted in the Greater Mankato Transit System NTD report for its fiscal year ending 12/31/2014.

<table>
<thead>
<tr>
<th>CEO Name</th>
<th>CEO Mankato</th>
<th>CEO Title</th>
<th>CEO</th>
</tr>
</thead>
</table>

**Overall Accuracy of the NTD Annual Report**

The financial and non-financial operating data in this submission are accurate and truthful records of the financial transactions and operations of Greater Mankato Transit System.

Is the statement above accurate and truthful? *
- Yes
- No

**Conformance to FTA NTD Manuals & USOA**

The financial and non-financial operating data in this submission conform in all material respects with the accounting and definitional requirements of the Federal Transit Administration’s (FTA) National Transit Database (NTD) Reporting manuals and Uniform System of Accounts (USOA).

Is the statement above accurate and truthful? *
- Yes

Click **Save** before going to next screen

Click **Next** to go to next screen
Training

- NTD Website training page:
  http://www.ntdprogram.gov/ntdprogram/seminars.htm

- National Transit Institute, NTD courses:
  http://www.ntionline.com/courses/courseinfo.php?id=7

- NTD Website presentations page:
  http://www.ntdprogram.gov/ntdprogram/announcements.htm
NTD Service Consumed

Transit Ridership vs. Employment
Service Consumed Data

- Reporting service consumed to the NTD
  - Unlinked Passenger Trips (UPT)
  - Passenger Miles Traveled (PMT)
- Reduced Requirements for Small Systems
  - No PMT
Sources of Data

• If available, you must report data based on a 100% count, if not, you must sample
• To measure UPT and trip length you may use
  – manual passenger counts
  – ticket information
  – registering fare boxes
  – automatic passenger counters
Stories from the Ops Center

Rochester
• Experienced a 28.8% increase in UPTs for their MB/DO mode between RY 2011 and RY 2012 (from 17.5M to 22.5M)
• They were counting UPTs using passenger fares before switching to APCs in 2012

San Diego
• Old estimation method used the number of one-way tickets sold, which dropped significantly when day passes replaced transfers
• installed APCs on their light rail system in FY 14 and UPT increased by 10 million
100% UPT Counts

• If you have 100% counts you must report them
  – all passengers counted each time they board an in-service transit vehicle.

• 100% count systems may miss up to 2% of total passengers
  – For personnel problems or equipment failures
  – May adjust data to account for the missing trips

• If the missing data exceeds 2% of total trips
  – Follow sampling rules
100% PMT Counts

• If you have 100% counts you must report them
  — all passengers counted each time they board and alight an in-service transit vehicle.

• Generally only available for rail modes with a distance-based fare system.

• 2% missed-data rule applies
Sampling Requirements

• FTA requirements are:
  – Minimum confidence of 95%; and
  – Minimum precision level of ±10 percent

• The required precision level (±10 percent) applies to the annual total data
  – For all mode/type of service combinations
  – Precision levels of data for average day schedules, will be larger if minimum sample size for total is used
### Sampling Cycle for PMT

**Exhibit 31 - Sampling Cycle Requirements**

<table>
<thead>
<tr>
<th>TOS</th>
<th>Primary UZA Population</th>
<th>DO VOMS All Modes</th>
<th>Mandatory Year</th>
<th>100% Count of UPT Required?</th>
</tr>
</thead>
<tbody>
<tr>
<td>DO</td>
<td>≥ 500,000</td>
<td>≥ 100</td>
<td>Annually</td>
<td>No</td>
</tr>
<tr>
<td>DO</td>
<td>≥ 500,000</td>
<td>&lt; 100</td>
<td>Triennially</td>
<td>Yes</td>
</tr>
<tr>
<td>DO</td>
<td>50,000 - 499,999</td>
<td>Any number</td>
<td>Triennially</td>
<td>Yes</td>
</tr>
<tr>
<td>PT</td>
<td>≥ 50,000</td>
<td>Any number</td>
<td>Triennially</td>
<td>Yes</td>
</tr>
</tbody>
</table>

- Estimate PMT data by multiplying the average trip length from the most recent mandatory year by the UPT for the current year
Sampling Documentation

• You must retain sampling documentation in your files
  – A description of the estimation method that specifies the parameters used
  – Signed review by a qualified statistician
  – A summary of the statistician’s education and experience

• FTA Sampling Manual
  - Provide ready-to-use plans for new systems
  - Provides template sampling plans
  - Provides guidance for statistician-consultants
APC Documentation

• To use APC data you must get *prior* FTA approval
  – For either sampling or a 100% count

• FTA must approve your agency APC plans
  – Validation of the APC data for UPT and PM data against a separate manual sample covering a full year
  – APC maintenance plan for subsequent years
Annual APC Calibration

• Compare APC UPT/PMT to data collected manually
  – Baseline of at least 100 bus runs using ride checkers
  – Runs do not need to be randomly distributed
  – Separate samples of at least 100 trips for each mode

• Examine the statistical variance between the two data sets

• Make appropriate adjustments as needed

• Submit results to NTD annually
<table>
<thead>
<tr>
<th>Bus</th>
<th>Date</th>
<th>Route</th>
<th>Block</th>
<th>Trip</th>
<th>Stop ID</th>
<th>Stop Address</th>
<th>Total Trips</th>
<th>Total Manual Counts</th>
<th>Manual Load</th>
<th>Total APC Counts</th>
<th>APC Load</th>
<th>Manual Ave Pass Trip</th>
<th>APC Ave Pass Trip</th>
<th>Trip Length</th>
<th>Manual PMT</th>
<th>APC PMT</th>
</tr>
</thead>
<tbody>
<tr>
<td>9052</td>
<td>12/2/2013</td>
<td>811</td>
<td>2060</td>
<td>1822</td>
<td>198119</td>
<td>700 E @ 1179 S</td>
<td>2</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>13.49294</td>
<td>13.95682</td>
<td>647.66130</td>
<td>614.1</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>198124</td>
<td>13000 S @ 159 E</td>
<td>2</td>
<td>45</td>
<td>45</td>
<td>44</td>
<td></td>
<td>13.52143</td>
<td>13.697147</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>301 N</td>
<td>ASHTON RV</td>
<td>2</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>8.565581</td>
<td>68.764649</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>302 W</td>
<td>@ 2503 W</td>
<td>2</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>1.242778</td>
<td>4.67256152</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>90 N</td>
<td>0</td>
<td>2</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.730322</td>
<td>8.03354175</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>35 N</td>
<td>0</td>
<td>2</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>1.06065</td>
<td>11.6671539</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>35 W</td>
<td>0</td>
<td>1</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.341558</td>
<td>3.75714119</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>901 N</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.491263</td>
<td>4.4213706</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>301 N</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.388453</td>
<td>3.10762326</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>301 N</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.489068</td>
<td>3.75254594</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>301 N</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.637385</td>
<td>5.0997701</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>301 N</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.415621</td>
<td>3.32496725</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>901 S</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.568526</td>
<td>3.97968348</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>301 N</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.141686</td>
<td>0.70843155</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>301 N</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.265232</td>
<td>1.59192374</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>301 N</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.246079</td>
<td>1.47647202</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>301 N</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.215253</td>
<td>1.27514081</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>301 N</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.129989</td>
<td>0.79793574</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>301 N</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.116202</td>
<td>0.69721393</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>301 N</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.364725</td>
<td>1.9263251</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>301 N</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.146648</td>
<td>0.73329325</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>301 N</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.555498</td>
<td>2.2219187</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>301 N</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.248613</td>
<td>0.99445053</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>301 N</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.610978</td>
<td>32.399121</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>301 N</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.328177</td>
<td>0.32817738</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>301 N</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.498234</td>
<td>0.49823372</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>301 N</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.216873</td>
<td>0.21687292</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>301 N</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.298912</td>
<td>0.29891241</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>301 N</td>
<td>0</td>
<td>0</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.326946</td>
<td>0.32694578</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>48</td>
<td>44</td>
<td>44</td>
<td></td>
<td>0.671165</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
National Transit Database Offices

- **NTD Operations Center**
  - Charlottesville, Virginia
  - Monday to Friday: 0800 – 1900 Eastern
  - (888) 252-0936
  - NTDHelp@dot.gov

- **NTD Program Office**
  - Washington, DC
  - Keith Gates, Program Manager
  - (202) 366-1794
  - keith.gates@dot.gov

Me, email works best
Questions?