

**Data Tables
for the
2005 National Transit Database Report Year**

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Chapter 1 – Introduction

Understanding and Using this Report

The Data Tables for the 2005 National Transit Database (NTD) report year is one of three publications comprising the National Transit Database Program's Annual Report. It provides detailed summaries of financial and operating data submitted to the Federal Transit Administration (FTA) by the nation's mass transit agencies for the report year ending on or between January 1 and December 31, 2005. FTA administers the NTD Program through a professional services support contract under the guidance of FTA's Office of Oversight in the Office of Program Management.

Two additional publications complete the Annual Report:

1. The National Transit Summaries and Trends
2. The Transit Profiles presented in two volumes: The Fifty Largest Agencies and Transit Profiles

For the 2005 report year, 643 transit agencies submitted data. Of that, 82 agencies operated nine or fewer vehicles across all modes and types of service (TOS), and 6 received waivers from detailed reporting. Thus, 555 agencies are included in the NTD database. Agencies granted waivers are listed in Appendix B — Transit Agencies Receiving Reporting Waivers. Appendix C lists agencies by name with Appendix D listing agencies by UZA name.

49 USC 5335 requires the establishment of a uniform system of accounts and records, plus a reporting system for the collection and dissemination of public mass transportation financial and operating data by uniform categories. All applicants and direct beneficiaries of Federal assistance under 49 USC 5307 are subject to the reporting system and the uniform system of accounts and records. The NTD Reporting System assists FTA in meeting the need for information on which to base planning for public transportation services and in making public-sector investment decisions at all levels of government.

Definitions for transit terminology used in the 2005 NTD Annual Report publications may be found in the 2005 NTD Reporting Manual or on the NTD web site at www.NTDProgram.com.

Report Organization

The report consists of two chapters:

1. Chapter 1 — Understanding and Using this Report: Provides general information to assist the reader in using this and earlier reports.
2. Chapter 2 — The Data Tables: Financial and operating data by specific mode for individual transit agencies. Each table is described and general information is provided.

Data Tables Organization

The Data Tables in Chapter 2 are organized into four major groups:

1. Transit revenues
2. Transit expenses
3. Non-financial operating data
4. Performance indicators.

The first three groups of tables (transit revenues, expenses, and non-financial operating data) contain summaries of the data required by NTD. The fourth group displays performance indicators comprised of selected statistics derived from data in the first three groups. Typically, these indicators are computed as ratios, relating measures of input to measures of output (e.g., operating expenses (OE) per vehicle revenue hour (VRH)), or measures of output to measures of service consumption (e.g., unlinked passenger trips (UPT) per VRH).

The following chart details the numbering of the 2005 Annual Report tables and notes on any changes made to the tables since 2004:

2005 National Transit Database Data Tables

2005 Table Number	Table Title	Table Description	Notes
1	Summary of Operating Funds Applied	Summary of the main operating sources grouped into large categories	See Table 3 below for changes to urbanized area formula funds. Added a separate item for funds derived from high occupancy tolls (HO/T) and separate item for other directly generated funds.
2	Directly Generated Sources for Transit Operating Funds Applied	Detailed directly generated funding sources	Added separate item for other directly generated funds
3	Federal Government Sources for Transit Operating Funds Applied	Detailed federal operating funding sources	Urbanized Area Formula Funds and Other FTA funds were broken down into two categories: operating funds expended on eligible operating assistance and capital assistance spent on operations.
4	State Taxes Dedicated at their Source for Transit Operating Funds Applied	Detailed state tax operating funding sources	
5	Local Taxes Dedicated at their Source for Transit Operating Funds Applied	Detailed local tax operating funding sources	
6	Directly Generated Taxes Dedicated at their Source for Transit Operating Funds Applied	Detailed directly generated tax operating funding sources	
7	Transit Capital Funds Applied — Summary and Federal Sources:	Summary of capital funding sources and detailed federal capital funding sources.	Added two new items: funds from high occupancy tolls and other directly generated funds.
8	State Taxes Dedicated at their Source for Transit Capital Funds Applied	Detailed state tax capital funding sources	
9	Local Taxes Dedicated at their Source for Transit Capital Funds Applied	Detailed local tax capital funding sources	
10	Directly Generated Taxes Dedicated at their Source for Transit Capital Funds Applied	Detailed directly generated tax capital funding sources	
11	Capital Funds Applied by Type of Expenditure	Detailed uses of capital funds by mode and type of service	
12	Transit Operating Expenses by Mode, Type of Service and Function	Operating expenses by function, by mode and type of service	
13	Transit Operating Expenses by Mode, and Object Class	Operating expenses by object class, by mode and type of service	
14	Transit Operating Expenses by Mode, and Object Class — Single Mode Bus Transit Agencies	Operating expense data by function and object class for agencies operating bus only	

2005 National Transit Database Data Tables

2005 Table Number	Table Title	Table Description	Notes
15	Operators' Wages: Details by Transit Agency	Detailed data on operators' wages and hours	
16	Revenue Vehicle Maintenance Performance	Detailed data on system interruptions by mode, directly operated service	
17	Energy Consumption	Detailed data on sources of energy (fuel) to propel vehicles by mode, directly operated service	
18	Employee Work Hours and Employee Counts	Detailed data on employee hours and employee counts for vehicle operations, vehicle maintenance, non-vehicle maintenance, general administration, and capital by mode, directly operated service	
19	Transit Operating Statistics; Service Supplied and Consumed	Detailed data on service supplied and consumed by mode and type of service	
20	Transit Operating Statistics; Service Supplied and Consumed — Train Statistics	Detailed data on train statistics by mode and type of service	
21	Passenger Stations	Detailed data on passenger stations, elevators, escalators, ADA stations by mode and type of service	
22	Maintenance Facilities	Detailed data on maintenance facilities, by mode and type of service	
23	Transit Way Mileage — Rail Modes	Detailed data on transit way mileage (track mileage) and crossings for rail modes, by mode and type of service.	
24	Transit Way Mileage — Non-Rail Modes	Detailed data on lane and directional route miles for non-rail by mode and type of service	
25	Age distribution of Active Vehicle Inventory	Fleet age distribution by vehicle type	
26	Fare per Passenger and Recovery Ratio	Detailed data on fare revenues, operating expenses, unlinked passenger trips, recovery ratio and fare per passenger by mode and type of service	
27	Service Supplied and Consumed Ratios	Detailed data on service efficiency and effectiveness measures by mode and type of service	

Special Notes on Reporting and the Data Tables

Several general issues pertaining to the reporting system and this Annual Report are summarized below. These summaries are to aid in interpreting and using the data published in this report.

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Number of Agencies Reporting Since 1995

Year	Report Submissions	Full Reports Included in the Database for the Year	Reporting Waivers	Reports Deleted
1995	537	468	55	14
1996	541	462	60	19
1997	556	476	66	14
1998	575	509	60	6
1999	587	516	63	8
2000	592	518	66	7
2001	601	533	66	2
2002	613	539	74	0
2003	622	548	74	0
2004	640	563	77	0
2005	643	555	82	6

Alphabetical by State

Transit agencies are organized alphabetically by state. This enables easier identification of specific transit agencies for data analysis.

Transit Agency Names

In the past, due to space limitations, transit agency names are abbreviated using 25 characters or less. Starting in 2002, the agency's full name was included in all tables.

Identification Number and Organization Type

A four-digit identification number is assigned to each transit agency. The first digit of this number corresponds with the FTA Region in which the transit agency is located (FTA Regions 1 through 10). FTA Region 10 is indicated with a zero (0).

The identification number is followed by the organization-type code:

Code	Organization Type
A	Public agency or authority that directly operates all transit service [not a state Department of Transportation (DOT)]
B	Public agency or authority that contracts for some or all transit service (not a state DOT)
C	State Department of Transportation
D	Private transportation carrier reporting on behalf of a public agency or authority
E	Private transportation broker reporting on behalf of a public agency or authority (not a broker)
F	Other

Transit Agency Fiscal Year

The NTD report year was changed beginning with 1983 to correspond to the fiscal year of the reporting transit agency.

Database Adjustments

Extensive efforts have been made to assure the quality of information contained in this report. It is impossible, however, to achieve complete accuracy and consistency of the reported data. In addition, the reported data do not include all relevant information generally necessary to explain apparent differences in performance (e.g., information related to work rules, topography, climate, and unusual events such as strikes and service start-ups). Users of this report, therefore, should be careful not to draw unwarranted conclusions based solely on the data contained herein.

Mode and Vehicle Type Codes

The following mnemonic codes represented by two alphabet letters are used to describe modes and vehicle types in the tables:

Code	Mode	Code	Mode
AR	Alaska railroad	LR	Light rail
AG	Automated guideway	MB	Bus
CC	Cable car	MO	Monorail
CR	Commuter rail	PB	Publico
DR	Demand response	TB	Trolleybus
FB	Ferryboat	TR	Aerial tramway
HR	Heavy rail	VP	Vanpool
IP	Inclined plane	OR	Other
JT	Jitney		

Code	Vehicle Type	Code	Vehicle Type
AB	Articulated buses	RP	Commuter rail passenger coaches
AG	Automated guideway vehicles	RS	Commuter rail, self-propelled passenger cars
AO	Automobiles	SB	School buses
BU	Buses	TB	Trolleybuses
CC	Cable cars	TR	Aerial tramway vehicles
DB	Double decked buses	TS	Taxicab sedan
FB	Ferryboats	TV	Taxicab van
HR	Heavy rail vehicles	TW	Taxicab station wagon
IP	Inclined plane vehicles	VN	Vans
LR	Light rail vehicles	VT	Vintage trolley / streetcar
MO	Monorail vehicles	OR	Other
RL	Commuter rail locomotives		

Multi-UZA Reports

Some transit agencies, particularly agencies reporting commuter rail mode, provide data for transportation services serving more than one urbanized area (UZA). For NTD reporting purposes, a transit agency serving more than one UZA and filing a single report is assigned to the UZA that receives the majority of transportation

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service. For 49 USC 5307 apportionment purposes, relevant data are desegregated into the various component UZAs.

Purchased Transportation

Many transit agencies contract for some or all transportation services. Public agencies and/or private carriers may provide these contracted services. Contracted transportation services (called purchased transportation) are split in two categories:

1. Expenses for contract carriers where data are included in the purchasing agency's report (object class 508.01).
2. Expenses for contract carriers that file their own report (object class 508.02). Contract carriers using 100 or more vehicles to provide annual maximum service are required to file a separate report. Three tables (tables 12 through 14) identify purchased (PT) and directly operated (DO) expenses. Note that contract carriers providing 100 or more revenue vehicles in maximum service (VOMS) must file a separate report and are listed as DO services. Transportation brokerage systems under contract to public agencies and managing 100 or more VOMS are listed as PT. This results in operating data being reported twice:
 1. As an expense for the transit agency contracting with the provider(s), which is reported under object class 508.02.
 2. For the individual contract operator that provides PT services under the contractual relationship.

Reporting of PT has undergone several revisions beginning with the 1984 report year:

1. The ability to allocate expenses from an object class, such as PT expenses, to a functional category. Thus, PT expenses could be reported by function:
 - Vehicle operations (010)
 - Vehicle maintenance (041)
 - Non-vehicle maintenance (042), and
 - General administration (160).

Prior to 1984, reporters were required to submit all PT expenses under general administration. Between 1991 and 1995, expenses allocated to object classes 508.01 and 508.02 for PT were reported under either vehicle operations (010) or general administration (160).

2. In 1995, FTA required all agencies contracting for transportation services to fully detail their PT costs by mode, function, and object class. The reporting change also required reporting the full cost of the PT services, including all costs whose funding sources were not included in the contracts. However, many agencies experienced problems complying with the new requirements, so until 1997 FTA allowed agencies to report PT expenses under object class 508.01 as in previous years. Table 12 includes PT expenses detailed by function.
3. In 2002, a new change was introduced to the reporting of PT expenses. Other costs incurred by the buyer (reported on the Contractual Relationship form (B-20)) is now detailed by function and object class. These are expenses incurred by the buyer of service that are associated to the purchased service. Contract costs are reported by function only as in the past.

Deleted, Questionable, Waived, and Not Reported Data

Appendix E documents all data items that were deemed questionable (Q) during the data validation process. The data is listed by module and form, and for each agency / mode / type of service (TOS) / data item, the affected tables are indicated. The data affected are those where the transit agency failed to respond satisfactorily to questions raised during the validation process, and / or did not collect the data in accordance with FTA's definitions and requirements. In addition, "W" indicates that the reporting agency was granted a waiver, deleted data is indicated with a "D", and "N" indicates data that was not reported.

Data may be deleted or considered questionable by FTA when one or more of the following circumstances exist:

- A transit agency did not submit the required declarations, Chief Executive Officer (CEO) Certification, and/or Independent Auditor Statement (IAS).
- For Title 49 USC 5307 purposes (formerly Section 9 of the Federal Transit Act, as amended), the IAS declared that the data were not collected in accordance with FTA's definitions and requirements.
- Issue(s) associated with the reporter's documentation, declaration(s), and/or data were not fully resolved prior to the closure of the database.
- Required data were omitted.
- A transit agency did not provide the complete cost of directly operated (DO) service.
- A transit agency reported the identical data for 2004 and 2005.
- The reported data were considered questionable following validation.
- Required documentation for non-rail fixed guideway directional route miles (FG DRM) was not provided.
- FTA granted a reporting waiver.

Code	Indication
Q	Questionable
W	Waived
D	Deleted (some or all data was deleted)
N	Not reported

Vehicles Operated in Maximum Service

Data for vehicles operated in maximum service (VOMS) are reported by mode and TOS on the Transit Agency Identification form (B-10). VOMS is the revenue vehicle count taken during a transit agency's maximum season of the year, on the day of the week that this maximum occurs. It is not taken on a day when a special event or other extreme set of circumstances would cause the resulting tally to represent a one-time event rather than a recurring maximum service requirement. Because it does not include spare and stored vehicles, this fleet-size measure provides a more meaningful estimation of a transit agency's operating characteristics.

Vehicles for Directly Operated and Purchased Transportation Services for a Specific Mode

For tables covering directly operated (DO) service only, the specific vehicle counts provided are only for those DO by the transit agency, as reported on the Transit Agency Identification form (B-10) for DO services. Therefore, a transit agency may be grouped in a larger fleet-size category than the number of vehicles shown in a specific table.

For example, a transit agency that both directly operates 450 non-rail vehicles and purchases services involving 75 non-rail vehicles, for a total of 525 vehicles is grouped in the 500-999 VOMS category. However, in a DO services only table this transit agency would show only 450 vehicles in the VOMS column, because only 450 vehicles are DO. Footnotes have been added to specific tables to indicate when VOMS data are derived only from DO services.

Multi-modal transit agencies are included in categories for the number of VOMS for the combined fleet size for all modes.

Vehicles Available for Maximum Service

Data are reported on the Service form (S-10). They include:

- Spares
- Out-of-service vehicles, and
- Vehicles in or awaiting maintenance.

They do not include:

- Vehicles held for sale
- Emergency contingency use, etc.

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If the total active fleet for a given mode varies during the year, the reported figure represents the same time period as that used to report vehicles operated in maximum service (VOMS). Thus, the difference between vehicles available for maximum service can be used to compute a transit agency's spare ratio.

Total active fleet data from the Revenue Vehicle Inventory form (A-30), reporting in Table 25, has been consistent since 1984. Unlike the vehicles available for maximum service data described above, the total active fleet data in Table 25 represent only those vehicles owned by the reporting transit agency at the end of their fiscal year and are reported by vehicle type, not mode.

Completeness and Accuracy of the Data

The data submitted to FTA are subjected to extensive analysis and validation. The process includes:

- A detailed examination of each transit agency's report
- Identification of errors or questionable entries, and
- Resolution of any problems by FTA, transit agency personnel and program staff.

FTA's role is to identify and resolve questions regarding the data's accuracy and determine whether or not the data is included in the National Transit Database and the Annual Report. FTA can reject a transit agency's report if the report is not in full compliance with reporting requirements. FTA may also refuse to enter data whose reliability is questionable. FTA does not change reported data.

The quality of the database improves each year as FTA simplifies and clarifies reporting procedures, enhances the reporting software and designs more sophisticated validation checks. Data validation encompasses primarily a review of reported data for consistency and reasonableness. The limitations of these procedures, as well as the volume of data submitted, may permit some erroneous data to find their way into this report. Errors of significant magnitude have been identified and corrected, but some minor errors remain. Minor errors generally result from difficulties experienced by transit agencies in obtaining information, or from misinterpretation of certain data requirements or definitions.

Caution

With the limitations described above and keeping in mind that weather conditions, topography, contractual work rules, etc., are not reported, users of this report should not draw unwarranted conclusions when examining the data. Although comparative evaluations are appealing, analyses cannot account for apparent differences in performance. Such evaluations should encompass a more detailed examination of underlying factors (unique aspects of the transit agency's operating environment, specific management practices, or unusual events during the period covered).

Further Information on the Reporting System

The following FTA documents are available to assist the reader gain a greater understanding of NTD reporting requirements:

- National Transit Database, Uniform System of Accounts (USOA), January 1995
- 2005 Annual Reporting Manual
- FTA Circular 2710.1A, Sampling Procedures for Obtaining Fixed Route Bus Operating Data Required Under the Section 15 Reporting System, July 18, 1988, and FTA Circular 2710.2A, Sampling Procedures for Obtaining Demand Responsive Bus Operating Data required Under the Section 15 Reporting System, July 22, 1988. These two circulars suggest optional sampling procedures for collecting unlinked passenger trip (UPT) and passenger mile (PM) data required for reports. Complete instructions and worksheets are provided for transit agencies wishing to use these procedures.
- Data User's Guide to the FTA Section 15 Reporting System, Transportation Systems Center, June 1, 1989. The User's Guide is available through McTrans Center [telephone (904) 392-0378].

These and other documents are available upon request from:

Federal Transit Administration
National Transit Database
P.O. Box 457
Merrifield, VA 22116-0457
(703) 462-5220

Industry / Government Cooperation

The National Transit Database (NTD) Reporting program evolved from the transit industry-initiated Project **FARE** (Uniform Financial Accounting and Reporting Elements). Over the years, a cooperative working environment has developed between the transit industry and the Federal government regarding issues relevant to data collection and the reporting system. Private and public sectors have recognized the importance of, and need for, timely and accurate data from which to assess the continued progress of the nation's mass transportation agencies.

A Reporting System Advisory Committee was established in January 1983 to make recommendations on improving the quality and usefulness of data collected under the program. Many of these recommendations were then incorporated in the Annual Report. The Advisory Committee's charter expired on September 30, 1986.

In its ongoing efforts to continue this cooperative effort, FTA urges all interested parties, including transit operators, state and local governments, planning organizations, trade unions, research organizations, etc., to review and critique this edition of the Data Tables and all publications comprising the Annual Report. Comments and suggestions should be forwarded to FTA at: www.fta.dot.gov, or: www.NTDProgram.com.

Data Availability

The Data Tables for report years 1996 through 2005 can be downloaded from FTA's web site at www.fta.dot.gov and the FTA NTD Project's web site at www.NTDProgram.com. The files are in .pdf and .xls format.

Complete databases going back to 1997 are also available for download at www.NTDProgram.com.

The data contained in the Annual Report are also available on disk organized by table and are compatible with PCs using Lotus 1-2-3 software. For further information on availability and associated costs, please contact:

McTrans Center
512 Weil Hall
University of Florida
Gainesville, FL 32611-9988
(904) 392-0378

or

PC-Trans
University of Kansas
Transportation Center
2011 Learned Hall
Lawrence, KS 66045
(913) 864-565

Additionally, complete data (including data not published in this report) and data for prior report years, are also available from:

NTD Project
U.S. Department of Transportation
Volpe National Transportation Systems Center
DTS-49, Kendall Square
Cambridge, MA 02142
(617) 494-2259
Fax: (617) 494-3260