

2015 Report Year 

# NTD

National Transit Database



## 2015 Annual Data Products Guide

Office of Budget and Policy

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Federal Transit Administration  
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## Changes in 2015

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The NTD typically retains the format of the annual data products for historical continuity; however, the 2015 annual data products contain slight changes to increase usability and consistency across files. The changes are as follows:

### Database Files

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#### *Background*

The Database files contain raw data from the NTD back-end, and they are intended for users comfortable with NTD data and Excel. In past years, the Database files only contained data from agencies that report to the Urban Reporting Module.

#### *What Changed*

2015 is the first year in which the Database files include data from the Rural Reporting Module. Going forward, the Database files will contain data from all agencies reporting to NTD, organized by Reporter Type and Form Module. Page 10 contains the Data Product files matrix, which details which reporting types are included in each file. Definitions for each NTD Reporting type can be found in the current NTD Policy Manual.

In order to retain reporting details that differ between the Urban and Rural Reporting Modules, the NTD has changed or added the following columns to each Database file:

- Changed the column titled "Reporter Name" to "Agency Name"
- Changed the column titled "4 digit NTD ID" to "NTD Legacy ID"
- Added column titled "Form Module"
  - Allows for easy filtering to compare the Database files to previous years
- Added column titled "Reported by"
  - Includes the name and ID of the State reporting on behalf on the subrecipient

The following changes or additions are for individual Database files, as follows:

- Agency UZA Database file: Added Tribal Area column for Tribes providing revenue service in a Federally-recognized Tribal Statistical Area.
- Revenue Vehicle Inventory Database file: Removed "Cross Mode Flag" column.
  - Field does not exist (NTD stopped data collection of this field in Report Year 2013.)
- Subrecipient Safety Information Database file: The name of this file has changed to Reduced Reporter Safety Information Database file to account for data added for Urban Reduced Reporters (formerly "Small Systems Waiver" reporters).
  - The NTD does not otherwise publish this data, except for totals in the monthly data products.
- Revenue Sources file: Changed the organization of the columns to reduce confusion. See the Read Me tab of the Revenue Sources file for more information.

## Data Tables

The NTD Data Tables now include several new features, most within the new interactive Summary tab. This guide will show and explain these new features.

### Questionable Data

When a data point appears invalid or inaccurate and the transit agency is not able to make a correction or offer an explanation prior to closeout, FTA marks the data point “Questionable.” On the Summary tab within each new data table, you can choose whether to include or exclude “Questionable” data in your totals by using the drop-down menu at the top of the sheet, to the left of the “National Totals” section. Whichever option you choose will apply to the entire Summary tab.

A	B	C	D	E	F	G	H	I	J
<input type="text" value="Include Questionable Data"/>					<b>National Totals</b>				
					<b>VOMS</b>	<b>Guideway</b>	<b>Stations</b>	<b>Administrative Buildings</b>	<b>Maintenance Facilities</b>
					134,542	\$7,473,440,414	\$2,717,348,987	\$221,314,686	\$1,340,520,730

On the other tabs of every data table, each data column has a corresponding “Q” column. If a data point was marked “Questionable” by NTD, there will be a “Q” to the right of it in the “Questionable” column. If the agency received a waiver for the data point, there will be a “W” instead. If it is blank, NTD accepted the data point. You can select whether or not you see “Q” columns. To change the visibility of the “Q” columns, use the “Show/Hide Questionable Data Tags” drop-down menu at the top right of each tab within a data table.

The image shows two screenshots of data tables. The top screenshot shows a data table with columns for various categories like Guideway, Stations, Administrative Buildings, etc., and a final column titled 'Any Data Questionable?'. A blue arrow points to this column. The bottom screenshot shows a similar data table with a 'Total' column and a 'Any Data Questionable?' column, also with a blue arrow pointing to it.

The final column, titled “Any Data Questionable?,” indicates whether there are any Qs in the row.

### Rural

The new Data Tables include data from rural transit providers, reported by State Departments of Transportation and Federally-recognized Indian Tribes. You can identify data from rural providers by selecting “Rural Reporter” from the “Reporter Type” filter on individual tabs within each Data Table file.

## Data Dictionary Reference

You will find a Data Dictionary tab within each Data Table file. This tab lists each of the data points present in the file, identifies which types of agencies report the data item, and provides a definition of the data point.

## Customizable Bins

In the “By Urbanized Area Size” section of the Summary tab, data are assigned to bins based on the population of the primary urban area that a transit agency serves. Each table starts with the default bins of “Under 200,000,” “Between 200,000 and 1,000,000,” and “Over 1,000,000.” You can customize these bins by entering new values under “enter bins below,” and new rows will automatically be created.

By Urbanized Area Size				Facility Size					
enter bins below			click to graph	VOMS	Under 200 Vehicles	200 to 300 Vehicles	Over 300 Vehicles	Heavy Maintenance Facilities	Total Facilities
under	200,000		<input checked="" type="radio"/>	28,120	419.1	2.0	2.0	5.0	1,115.0
between	200,000	and	<input type="radio"/>	8,859	215.8	3.0	4.0	3.7	226.5
between	500,000	and	<input type="radio"/>	30,038	354.3	33.4	6.0	17.7	411.4
between	3,000,000	and	<input type="radio"/>	20,179	183.0	36.0	8.0	16.0	234.0
over	5,000,000		<input type="radio"/>	41,895	347.0	47.0	29.0	28.2	469.2
			<input type="radio"/>						
			<input type="radio"/>						
			<input type="radio"/>						
			<input type="radio"/>						
			<input type="radio"/>						
Click to revert to default bins									

You can enter up to nine bins. If you would like to erase the custom bins you entered and go back to the default, click the “Click to revert to default bins” button at the bottom of the section.

In the “By Agency Size” section, data is broken down by number of vehicles operated. It works just like the “By Urbanized Area Size” table: you can enter custom bins and use the button to revert to default bins.

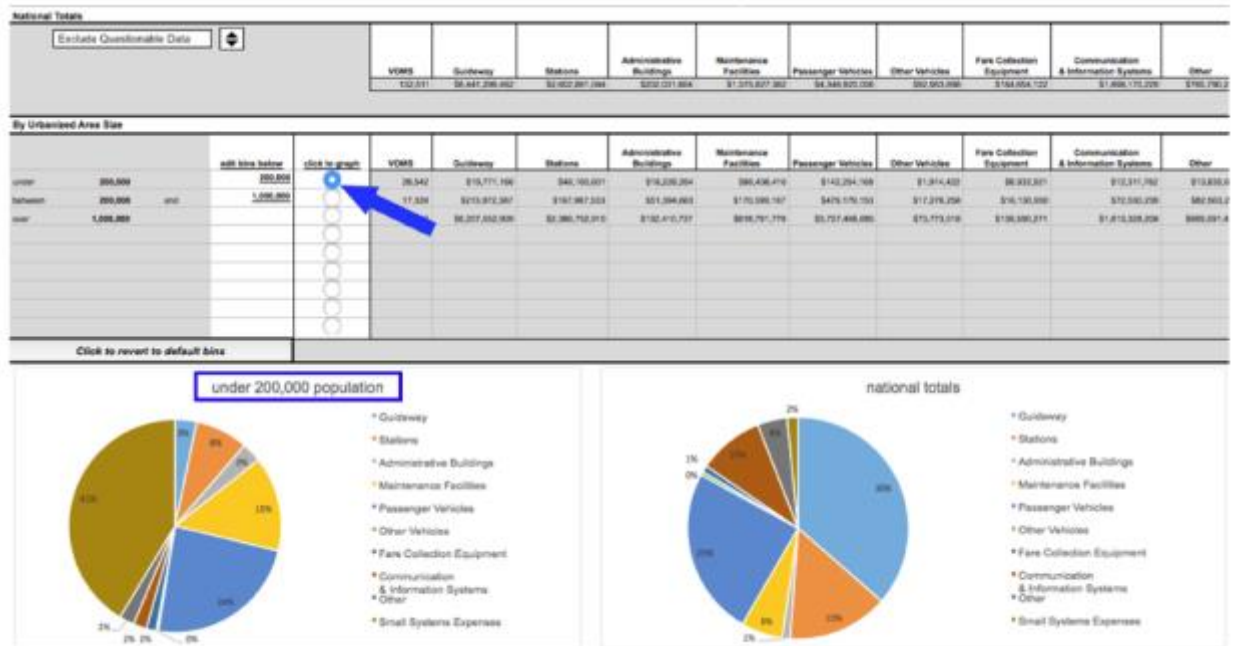
## Click to Graph

In most data tables, there are two graphs under the “By Urbanized Area Size” table (a few of the files do not have graphs). These graphs depict selected data from the “By Urbanized Area Size” table. In most files, you will have to choose which bin is graphed. You can do this by selecting one of the radio buttons under “click to graph.”

The graph on the left changes to display the bin you select. The graph on the right always shows the national total.

In some files, the “By Agency Size” section also includes click-to-graph functionality.

## 2015 Annual Data Products Guide



## Time Series files

### Background

The Time Series files contain specific data from the Urban Reporting Module to allow for easy trend analyses. The NTD does not include data from the Rural Reporting Module in the Time Series files.

### What Changed

NTD removed the reconciliation tab from Time Series 1.1 and 1.2 (Operating and Capital Funding Summary, Operating Funding Summary). The intention of the reconciliation tab was to remove the “filing separate report line” reported by the public buyer from the public seller’s operating costs to eliminate double counting costs to operate the service. This year’s file removes risk for double counting by sourcing in the “Total Operating Funds - No Funds Reported Separately” field into the Total tab.

In Time Series 1.1, 1.2 and 1.3 published in 2014, funds reported as “Other Directly Generated Funds” were erroneously included in the Local tab for years 2013–2014 only. In previous releases of these Time Series, this funding type was included in the “Other” tab. The NTD has corrected this inconsistency by reverting the change for year’s 2013–2014 in the 2015 Time Series release.

## Transit Agency Profiles

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### *Background*

The NTD provides basic profiles for each agency as well as common agency groupings (e.g., National Summary Profile, Full Reporter Summary Profile, etc.).

### *What Changed*

The format and data has not changed; however, 2015 is the first year NTD published profiles for Rural General Public Transit subrecipients and Reduced Reporter Tribes in the Rural Reporting Module. Previously, the NTD published profiles for the Urban Module only.



## Annual Data Products Matrix

This matrix details which reporting types are included in each data product file. For questions about individual reporting types, please see the data dictionary or the NTD policy manual.

### Database Files

	Urban Reporting Module			Reporting Types			Rural Reporting Module Reporting Types				Reporting Exclusions
	Full	Reduced	Building	Planning	Separate Service	Tribe	General (RGPT)	Intercity Bus	States		
<b>Agency Information</b>	x	x	x	x	x	x	x	x	x		
<b>Agency Mode/TOS</b>	x	x	x		x	x	x				
<b>Agency UZA</b>	x	x	x	x	x	x	x				
<b>Cap Use</b>	x	x	x		x	x	x				
<b>Contractual Relationships</b>	x	x	x		x	x					
<b>Employee Hours</b>	x										Agencies do not report this data for the Demand-Response Taxi (DT) mode; therefore, NTD excludes DT from this file.
<b>Energy Consumption</b>	x										Agencies do not report this data for the Demand-Response Taxi (DT) mode; therefore, NTD excludes DT from this file.
<b>Facilities</b>	x	x				x	x				
<b>Fare Revenue</b>	x	x				x	x				
<b>FFA-10</b>	x	x				x	x				
<b>Operating Expenses</b>	x	x			x	x	x				

	Urban Reporting Module			Reporting Types		Rural Reporting Module Reporting Types				Reporting Exclusions
	Full	Reduced	Building	Planning	Separate Service	Tribe	General (RGPT)	Intercity Bus	States	
<b>Operating Expenses Reconciliation</b>	x				x					
<b>Revenue Sources</b>	x	x	x	x	x	x	x	x		
<b>RVI</b>	x	x				x	x			
<b>Safety</b>		x				x	x			
<b>Segments</b>	x									
<b>Service</b>	x	x				x	x	x		
<b>Statement of Finances</b>	x				x					Agencies do not report this data unless they are a Full or Separate Service reporter with an Organization Type of Independent Public Authority, Other, Publicly Owned or Privately Chartered or Subsidiary Unit. Therefore, the NTD excludes all other agencies from this file.
<b>Stations</b>	x	x				x				Agencies do not report this data for the Demand Response (DR), Demand-Response Taxi (DT), and Vanpool (VP) modes; therefore, NTD excludes these modes from this file.
<b>Transit Way Mileage</b>	x									Agencies do not report this data unless they operate over Fixed Guideway in an Urban Area, excluding ferries. Therefore, the NTD excludes all other agencies from this file.
<b>UZA Sums</b>	x	x				x	x		x	
<b>Vehicle Maintenance</b>	x*									Agencies do not report this data for the Demand-Response Taxi (DT) mode; therefore, NTD excludes DT from this file.

Data Tables

	Urban Reporting Module			Reporting Types		Rural Reporting Module Reporting Types				Reporting Exclusions
	Full	Reduced	Building	Planning	Separate Service	Tribe	General (RGPT)	Intercity Bus	States	
<b>Breakdowns</b>	x									Agencies do not report this data for the Demand-Response Taxi (DT) mode; therefore, NTD excludes DT from this file.
<b>Capital Expenses</b>	x	x	x		x	x	x			
<b>Employees</b>	x									Agencies do not report this data for the Demand-Response Taxi (DT) mode; therefore, NTD excludes DT from this file. Directly operated service modes only
<b>Fuel and Energy</b>	x									Agencies do not report this data for the Demand-Response Taxi (DT) mode; therefore, NTD excludes DT from this file.
<b>Funding Sources</b>	x	x	x	x	x	x	x			
<b>Maintenance Facilities</b>	x	x				x	x			
<b>Metrics</b>	x	x				x	x			
<b>Operating Expenses</b>	x	x			x	x	x			
<b>Service</b>	x	x				x	x			
<b>Stations</b>	x	x				x				Agencies do not report this data for the Demand Response (DR), Demand-Response Taxi (DT), and Vanpool (VP) modes; therefore, NTD excludes these modes from this file.
<b>Track and Roadway</b>	x									
<b>Vehicles</b>	x	x				x	x			

## Time Series

	Urban Reporting Module					Rural Reporting Module Reporting Types				Reporting Exclusions
	Full	Reduced	Building	Planning	Separate Service	Tribe	RGPT	Intercity Bus	States	
<b>TS1.1 Op Cap Funding Summary</b>	x	x	x	x	x					
<b>TS1.2 Op Funding</b>	x	x	x	x	x					
<b>TS1.3 Cap Funding</b>	x	x	x	x	x					
<b>TS2.1 Op Expense Service Mode TOS</b>	x	x	x	x	x					
<b>TS2.2 System Wide Op Expense Service</b>	x	x	x	x	x					
<b>TS3.1 Uses of Capital</b>	x	x	x	x	x					
<b>TS4.1 Asset Mode</b>	x	x	x	x	x					

## Annual Data Product Comparison

	Product	Value	Difference from Base Value	Difference Explanation
Unlinked Passenger Trips (UPT)	2015 Service Database File	10,500,384,972	–	
	2015 FFA10, 2015 UZA Sums	10,496,436,311	3,948,661	3,948,663 Intercity Bus Trips are included in the Database File, but not in the FFA10 File. The remainder is accounted by rounding.
	2015 Metrics and Service Data Tables	10,496,436,309	3,948,663	3,948,663 Intercity Bus Trips are included in the Database File, but not in the Metrics and Service Data Tables.
	2015 TS2.1 and TS2.2	10,364,763,427	135,621,545	Time Series files contain only urban data. Excludes 135,621,545 Intercity Bus and Rural trips.
Vehicles Operated in Maximum Service (VOMS)	2015 Agency Information, Agency Mode Service and Service Database Files; 2015 Capital Expenses, Funding Sources, Metrics, Operating Expenses and Service Data Tables	134,542	–	
	2015 Maintenance Facilities Data Table	130,951	3,591	Excludes Demand Taxi Mode VOMS.
	2015 TS2.1 and TS2.2	115,048	19,494	Excludes Rural Reporter VOMS.
	2015 Stations Data Table	70,910	63,632	Includes only Full Reporters, Reduced Reporters, and Tribes. Excludes DR, DT, PB and VP modes as they do not report stations.
	2015 Track and Roadway Data Table	68,532	66,010	Full Reporters only, only bus and rail modes that operate on track and roadway.

	Product	Value	Difference from Base Value	Difference Explanation
VOMS (Full Reporters Only)	2015 Agency Information Database File	110,539	–	
	2015 Fuel and Energy Data Table	107,245	3,294	Demand Response Taxi does not report fuel consumption.
	2015 Breakdowns Data Table	105,445	5,094	Demand Response Taxi and Publicos do not report breakdowns, their VOMS are excluded.
Vehicle Revenue Miles (VRM)	2015 Service Database File	4,710,147,921	–	
	2015 Metrics and Service Data Tables	4,663,832,210	46,315,711	Excludes Intercity Bus VRM included in the Service Database File.
	2015 FFA10 and UZA Sums Database Files	4,663,832,201	46,315,720	Excludes Intercity Bus VRM included in the Service Database File.
	2015 TS2.1 and TS2.2	4,173,702,031	536,445,890	Excludes Rural and Intercity Bus Vehicle Revenue Miles included in the Service Database File.
Vehicle Revenue Miles (VRM) (Full Reporters Only)	2015 Service Database File	4,038,379,722	–	
	2015 FFA10 Database Files	4,038,379,717	5	Differences between Service and FFA-10 files are attributable to rounding errors between S-10 and FFA-10 forms.
	2015 Breakdowns Data Table	3,974,001,824	64,377,898	Demand Response Taxi and Publicos do not report breakdowns, VRM is excluded .
Total Actual Miles	2015 Service Database File and 2015 Service Data Table	4,495,313,588	–	

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	Product	Value	Difference from Base Value	Difference Explanation
Total Actual Miles	2015 Breakdowns Data Table	4,474,007,675	21,305,913	Demand Response Taxi and Publicos do not report breakdowns, VRM is excluded.
	2015 Service Database File, 2015 Metrics and Service Data Tables	304,737,738	–	
Vehicle Revenue Hours (VRH)	2015 FFA10, 2015 UZA Sums	304,737,752	14	A minor difference is attributable to rounding.
	2015 TS2.1 and TS2.2	277,045,020	27,692,718	Excludes Intercity Bus, Rural Vehicle Revenue Hours.
	2015 Service Database File	55,697,697,336	–	
Passenger Miles Traveled (PMT)	2015 FFA10, 2015 UZA Sums	55,697,697,358	22	A minor difference is attributable to rounding.
	2015 Operating Expenses Database File	44,398,117,126	–	

	Product	Value	Difference from Base Value	Difference Explanation
Operating Expenses (OE)	2015 Operating Expenses Data Table	44,398,117,126		
	2015 TS2.1 and TS2.2	43,072,579,644	1,325,537,482	Time Series excludes Rural Module Operating Expenses
	2015 Metrics Data Table	44,390,614,271	7,502,855	Differs from Operating Expenses Database file because of exclusion of Separate Service agencies (1,141,004), agencies with PT funds reported separately but no PT funds in report (5,446,240), agencies with PT funds reported separately with PT funds in Report (913,327).
	2015 FFA10, UZA Sums Database File	44,390,615,413	7,501,713	Differs from Operating Expenses Database file because of exclusion of Separate Service agencies (1,141,004), agencies with PT funds reported separately but no PT funds in report (5,446,240), agencies with PT funds reported separately with PT funds in Report (913,327) and reported differences between forms (1,142).
Total Uses of Capital	2015 Capital Use Database File, 2015 Capital Expenses Data Table	19,524,583,989	–	
	2015 TS3.1	19,342,432,525	182,151,464	Time Series excludes Rural Module Capital Expenses.
Other Uses of Capital	2015 Capital Use Database File, 2015 Capital Expenses Data Table	707,354,599	–	
	2015 TS3.1	2,649,859,285	1,942,504,686	Includes Fare Revenue Collection Equipment and Communication Information Systems.
Fleet Ages (Bus)	2015 Revenue Vehicle Inventory Database File	7.5 (Calculated value not presented in file)	–	Includes Full Reporters, Reduced Reporters, Rural Module, Fleet Ages by Mode.



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	Product	Value	Difference from Base Value	Difference Explanation
Fleet Ages (Bus)	2015 TS4.1	7.6 (Calculated value not presented in file)	0	Excludes Rural Module, Fleet Ages by Mode.
Fleet Ages (Demand Response)	2015 Revenue Vehicle Inventory Database File	4.6 (Calculated value not presented in the file)	–	Includes Full Reporters, Reduced Reporters, Rural Module, Fleet Ages by Mode.
	2015 TS4.1	3.9 (Calculated value not presented in the file)	1	Excludes Rural Module, Fleet Ages by Mode.
Fleet Ages (Ferry Boat)	2015 Revenue Vehicle Inventory Database File	22.9 (Calculated value not presented in the file)	–	Includes Full Reporters, Reduced Reporters, Rural Module, Fleet Ages by Mode.
	2015 TS4.1	22.8 (Calculated value not presented in the file)	0	Excludes Rural Module, Fleet Ages by Mode.
Fleet Ages (Bus Rapid Transit)	2015 Revenue Vehicle Inventory Database File	6.0 (Calculated value not presented in the file)	–	Includes Full Reporters, Reduced Reporters, Rural Module, Fleet Ages by Mode.
	2015 TS4.1	6.1 (Calculated value not presented in the file)	0	Excludes Rural Module, Fleet Ages by Mode.
Fleet Ages (Commuter Bus)	2015 Revenue Vehicle Inventory Database File	7.6 (Calculated value not presented in the file)	–	Includes Full Reporters, Reduced Reporters, Rural Module, Fleet Ages by Mode.
	2015 TS4.1	7.7 (Calculated value not presented in the file)	0	Excludes Rural Module, Fleet Ages by Mode .
Fare Revenues	2015 Fare Revenue Earned by Mode Database file, 2015 Funding Sources Data Table	15,651,195,610	–	All Revenues are funds earned, not expended.

	Product	Value	Difference from Base Value	Difference Explanation
Fare Revenues	2015 Metrics Data Table	15,587,536,227	63,659,383	Differs from the 2015 Fare Revenue Earned by Mode Database file because it does not include modes filed separately.
	2015 Revenue Sources, 2015 TS2.1, 2015 TS2.2	15,534,827,820	–	Funds earned for full reporters, sum of operations and capital for reduced reporters, Directly Generated funding.
	2015 TS1.2	15,395,961,661	138,866,159	Matches revenue sources database file upon limiting funds expend type to operations and limit reporter types to only urban reporters.
Operating Source Expended (Federal Funds)	2015 Revenue Sources Database file	3,953,750,292	–	
	2015 TS1.2	3,469,807,912	483,942,380	Differs from the Revenue Sources Database file due to exclusion of Rural Module.
	2015 Funding Sources Data Table	3,916,557,718	37,192,574	Differs from Revenue Sources Database File due to exclusion of Intercity Bus Expenses.
Operating Source Expended (State Funds)	2015 Revenue Sources Database file, 2015 Funding Sources Data Table	11,044,292,272	–	
	2015 TS1.2	10,795,578,848	248,713,424	Excludes Rural Module.
Operating Source Expended (Local Funds)	2015 Revenue Sources Database file, 2015 Funding Sources Data Table	11,650,323,301	–	

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	Product	Value	Difference from Base Value	Difference Explanation
Operating Source Expended (Local Funds)	2015 TS1.2	11,312,159,498	338,163,803	Differs from the Revenue Sources Database file due to exclusion of Rural Module.
Capital Source Expended (Federal Funds)	2015 Revenue Sources Database file	8,332,628,603	–	
	2015 TS1.3	8,204,131,518	128,497,085	Differs from the Revenue Sources Database file due to exclusion of Rural Module.
	2015 Funding Sources Data Table	8,326,594,217	6,034,386	Differs from Revenue Sources Database File due to exclusion of Rural Module.
Capital Source Expended (State Funds)	2015 Revenue Sources Database file, 2015 Funding Sources Data Table	2,868,728,432	–	
	2015 TS1.3	2,836,810,969	31,917,463	Differs from the Revenue Sources Database file due to exclusion of the Rural Module.
Capital Source Expended (Local Funds)	2015 Revenue Sources Database file, 2015 Funding Sources Data Table	7,755,189,381	–	
	2015 TS1.2	7,723,369,565	31,819,816	Differs from the Revenue Sources Database file due to exclusion of the Rural Module.
Uses of Capital (Total)	2015 Capital Use Database file, 2015 Capital Use Data Table	19,524,583,989	–	
	2015 TS3.1	19,342,432,525	182,151,464	Time series excludes Rural Module Operating Expenses.
Uses of Capital (Other)	2015 Capital Use Database file, 2015 Capital Expenses Data Table	707,354,599	–	

	Product	Value	Difference from Base Value	Difference Explanation
Uses of Capital (Other)	2015 TS3.1	2,649,859,285	1,942,504,686	Includes 1,942,504,686 of Fare Revenue Collection Equipment and Communication Information Systems.
Fuel Consumed (Other)	2015 Energy Consumption Database file	910,951	–	
	2015 Fuel and Energy Data Table	9,498,104	8,587,153	The Data Table sums Other Fuel, Hydrogen, LNG and Ethanol into this field.
Total Capital Funds Applied	2015 Capital Use Database file, 2015 Capital Expenses Data Table	19,524,583,989	–	
	2015 Revenue Sources Database file	19,533,371,536	8,787,547	Differs from the Capital Use Database file due to inclusion of Planning Agencies, Tribal Subsidies and Intercity Bus (5,741,467). Also includes 3,046,080 of reported discrepancies between the F-10 and F-20 forms
Federal Total	2015 Revenue Sources Database file	12,288,444,573	–	
	2015 Funding Sources Data Table	12,245,982,523	42,462,050	Differs from the Revenue Sources due to Intercity Bus Federal Funding excluded from the Data Table.
Capital Expenses (Reduced Reporter Expenses)	2015 Capital Expenses Data Table (National Total, By Urbanized Area Size, By Agency Size, By State)	281,331,184	–	
	2015 Capital Expenses Data Table (By Mode/Type of Service)	275,919,130	5,412,05	Differs due to the inclusion of rural agencies building service or filing modes separately. In rare instances, this data is not associated with a mode in the rural module. Data for these agencies is included in the totals for this data table, but not in the breakouts by mode and type of service.
Capital Expense (Total)	2015 Capital Expenses Data Table (National Total, By Urbanized Area Size, By Agency Size, By State)	19,529,846,613	–	

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	Product	Value	Difference from Base Value	Difference Explanation
Capital Expense (Total)	<b>2015 Capital Expenses Data Table (By Mode/Type of Service)</b>	19,524,434,559	5,412,054	Differs due to the inclusion of rural agencies building service or filing modes separately. In rare instances, this data is not associated with a mode in the rural module. Data for these agencies is included in the totals for this data table, but not in the breakouts by mode and type of service.