Labor Classification

FTA classifies labor into two categories: operating and capital.

Operating Labor

FTA defines operating labor as the personnel necessary to carry out the day-to-day requirements for providing transit service. Transit agencies report operating labor in four functions:

- Vehicle operations
- Vehicle maintenance
- Facility maintenance
- General administration

The Uniform System of Accounts (USOA) outlines these functions. For more information, see the USOA guide (available on the NTD website).

Capital Labor

Capital labor is the personnel involved in the purchase of equipment (e.g., buses, shelters) and construction of facilities (e.g., garages, guideway, stations). The work activities for capital labor are design and engineering, purchase, land acquisition/relocation, construction, rehabilitation, and management of capital grants and projects.

Maintenance Performance (Form R-20)

This section applies to Full Reporters only.

Taxi and Transportation Network Company TOS do not provide maintenance performance (e.g., mechanical system failure) data.

Full Reporters must provide data on mechanical system failures for revenue vehicles. Revenue vehicle system failures are mechanical problems that occur when:

- A vehicle does not complete its scheduled revenue trip, or
- A vehicle does not start its next scheduled revenue trip.

A transit agency must count each system failure as it occurs, even if the agency immediately substitutes another vehicle and no revenue service is lost. Additionally, an

agency must report a failure even if the agency later determines there is no actual problem with the vehicle.

For rail modes, count failure of any passenger car that is part of a train as a mechanical failure, even if the train continues in service. In this situation, a transit agency should close the car and require their passengers to ride in other cars.

Disruptions caused by a traffic collision, natural disaster, or vandalism are not considered mechanical failures. The NTD only collects data on mechanical failures onboard the transit vehicle. Do not report failures of systems off of the vehicle, or on service (non-revenue) vehicles. For electrically propelled services, do not count failures of off-vehicle power or signaling systems.

Do not include mechanical failures that occur in the yard or grounds of the maintenance facility during pull-out operations in the count of mechanical failures. The count of mechanical failures starts after a revenue vehicle departs from the yard or grounds of the maintenance facility.

FTA separates system failures into the following categories:

- Major mechanical system failures are those that limit actual vehicle movement or create safety issues
- Other mechanical system failures

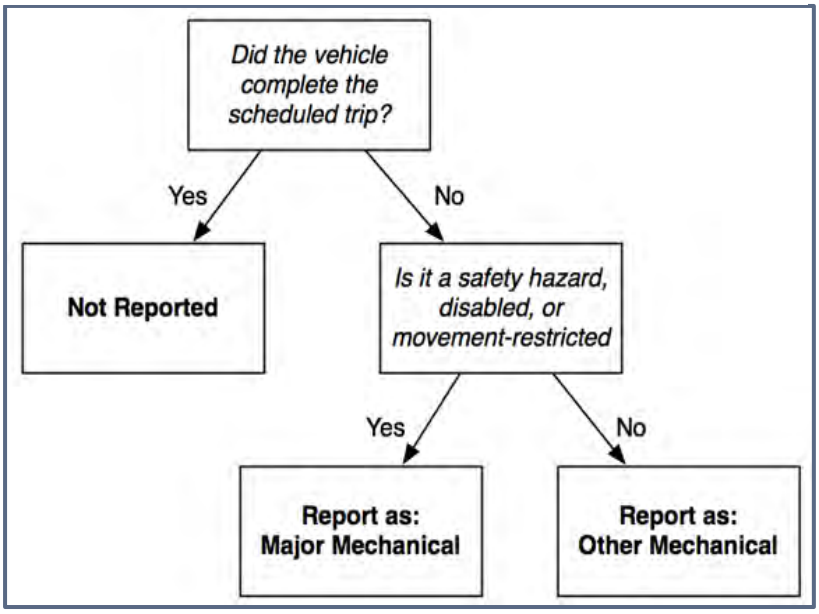
Major Mechanical System Failures

Major mechanical system failures are failures of some mechanical element of the revenue vehicle not caused by a collision, natural disaster, or vandalism and a vehicle from completing or starting a scheduled revenue trip because actual movement is limited or because of safety concerns. Examples of major bus failures include breakdowns of the following:

- Brakes
- Doors
- Engine cooling systems
- Steering, axles, suspension

Agencies must classify a failure as major if it results in a safety hazard or if the vehicle is disabled. This means that a major mechanical system failure does not have to be expensive or difficult to repair in order to meet the definition; it could be inexpensive or easy to repair, such as a flat tire.

Exhibit 72: Revenue Vehicle System Failure



A number of factors can affect the number of major mechanical system failures that an agency incurs, such as local operating conditions, vehicle type, and effectiveness of the maintenance program. However, transit agencies must uniformly report data on major mechanical failures to ensure consistency in the NTD database.

Other Mechanical System Failures

Other Mechanical System Failures are failures of some other mechanical element of the revenue vehicle not caused by a collision, natural disaster, or vandalism, but, because of local agency policy, prevents the revenue vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip even though the vehicle is physically able to continue in revenue service.

Common examples include breakdowns of the following:

- Fareboxes
- Wheelchair lifts
- Heating, ventilation, and air conditioning (HVAC) systems

Exhibit 73: Examples of Revenue Vehicle System Failure

Example	Solution
Example 1: The air conditioning on a Hamlet Transit Agency (Hamlet) bus fails while carrying passengers in revenue service. The driver determines that they are unable to repair the problem and calls for a backup because it is a hot day.	Hamlet reports this event as an "other" mechanical system failure. Faulty air conditioning is not a major mechanical system failure because the bus could physically continue in revenue service without working HVAC and would not pose a safety concern.
Example 2: During layover, a Hamlet bus experiences an engine cooling system failure. The agency tows the bus to the garage and dispatches a backup bus immediately. The next trip departs on time.	Hamlet reports this event as a major mechanical system failure because the bus could not physically operate to start its next scheduled trip.
Example 3: The brakes stick on a Hamlet bus. The driver radios for help from the mobile repair unit. The unit adjusts the brakes during the scheduled layover for the bus in time for the bus to start and complete its next scheduled trip.	Hamlet does not report this event because the bus started and completed its next scheduled trip.
Example 4: The front axle breaks on a Hamlet bus on its scheduled pullout from the garage to the beginning of the bus route. A tow truck tows the bus to the garage, and the Agency sends a replacement vehicle.	Hamlet reports this event as a major mechanical systems failure because the bus could not start its next scheduled trip.
Example 5: While deadheading back to the dispatching point at the end of the day, an electrical system problem activates the wheelchair lift on a Hamlet van. The lift is stuck in the extended position, and the van has to be towed to the garage.	Hamlet does not report the event since the van completed all its scheduled trips for the day.
Example 6: A substation that provides power to Hamlet's Light Rail experiences a temporary failure. Rail service halts and several scheduled trips are not performed.	Hamlet does not report this incident since the failure occurred off the vehicle.

Example	Solution
Example 7: A vehicle mirror breaks making it unsafe to operate. Another vehicle is replaced.	Since the vehicle was unsafe to operate, Hamlet reports it as a major mechanical failure.
Example 8: On a six-car Heavy Rail train, one of the doors fails, making one car unable to carry passengers, while the other five are still operable. The agency does not remove the train from service, but the one car with the faulty door no longer carries passengers.	Since one car is unable to provide service, this is a major mechanical failure of one vehicle.
Example 9: A driver complains that the brakes are not functioning properly. The agency removes the vehicle from revenue service. Later, a mechanic checks the brakes and determines that there is no issue.	Since the agency removed the vehicle from service, this is a major mechanical failure.