



Item #5

October 8, 2015

**MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE**  
**FROM: ELLEN TALBO, REGIONAL TRANSIT PLANNING MANAGER**  
**SUBJECT: FTA PROPOSED RULE FOR TRANSIT AGENCIES TO ACHIEVE STATE OF GOOD REPAIR**

**RECOMMENDATION:**

- Receive and file

**BACKGROUND:**

On September 30, 2015, the Federal Transit Administration issued a proposed rule that would require public transportation agencies to monitor and manage their capital assets to achieve and maintain a state of good repair. Attached is the section of the Federal Register Notice containing the proposed rule.

The proposed rule would require public transportation agencies to develop a Transit Asset Management (TAM) Plan that determines the condition of its capital assets, including the system's equipment, rolling stock, infrastructure, and facilities. To reduce the burden on small operators, the proposed rule offers a two-tiered approach for the TAM Plan requirement. Small transit providers operating 100 or fewer vehicles in revenue service and no rail fixed-guideway service and all subrecipients under the Rural Area Formula Program would be allowed to participate in a Group TAM Plan that would be developed by a State or other direct recipient of FTA funding. Once the rule goes into effect, VCTC will have 3 months to develop and adopt standards, and the standards must be the same for the entire "group" which means that by that deadline it will be necessary to decide who is in VCTC's "group."

The proposed rule would also define the term "state of good repair," establish state of good repair performance measures, and have transit agencies set performance targets based on those measures, which they can then use to prioritize limited capital investment funding. In addition, transit agencies would be required to report new information to the National Transit Database.

The attached federal register states that the agency will have 2 years to develop the Asset Management Plan but it also must be in sync with the TIP cycle. VCTC or other agencies may want to make a comment to FTA saying that since the next SCAG FTIP is scheduled for adoption next summer, there isn't enough time to create an asset management plan by then and so there needs to be a method allowing at least 12 months to allow adoption of the TIP in advance of the completion of the Asset Management Plan. Public comments on the proposed rule are accepted through Nov. 30, 2015.

that a categorical exclusion is appropriate for this rulemaking.

*Executive Order 12630 (Taking of Private Property)*

This rulemaking will not affect a taking of private property or otherwise have taking implications under Executive Order 12630 (March 15, 1998), Governmental Actions and Interference with Constitutionally Protected Property Rights.

*Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations)*

Executive Order (E.O.) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, and DOT Order 5610.2(a) (77 FR 27534) require DOT agencies to achieve environmental justice (EJ) as part of their mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects, including interrelated social and economic effects, of their programs, policies and activities on minority and/or low-income populations. The DOT Order requires DOT agencies to address compliance with the Executive Order and the DOT Order in all rulemaking activities. In addition, on July 17, 2014, FTA issued a Circular to update to its EJ Policy Guidance for Federal Transit Recipients ([www.fta.dot.gov/legislation\\_law/12349\\_14740.html](http://www.fta.dot.gov/legislation_law/12349_14740.html)), which addresses administration of the E.O. and DOT Order.

FTA has evaluated this rule under the EO, the DOT Order, and the FTA Circular and has determined that this rulemaking will not cause disproportionately high and adverse human health and environmental effects on minority or low income populations.

*Executive Order 12988 (Civil Justice Reform)*

This action meets the applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988 (February 5, 1996), Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

*Executive Order 13045 (Protection of Children)*

FTA has analyzed this proposed rulemaking under Executive Order 13045 (April 21, 1997), Protection of Children from Environmental Health Risks and Safety Risks. FTA certifies that this proposed rule will not cause an environmental risk to health or safety

that may disproportionately affect children.

*Executive Order 13175 (Tribal Consultation)*

FTA has analyzed this action under Executive Order 13175 (November 6, 2000), and believes that it will not have substantial direct effects on one or more Indian tribes; will not impose substantial direct compliance costs on Indian tribal governments; and will not preempt tribal laws. Therefore, a tribal summary impact statement is not required.

*Executive Order 13211 (Energy Effects)*

FTA has analyzed this proposed rulemaking under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use (May 18, 2001). FTA has determined that this action is not a significant energy action under the Executive Order, given that the action is not likely to have a significant adverse effect on the supply, distribution, or use of energy. Therefore, a Statement of Energy Effects is not required.

*Privacy Act*

Anyone is able to search the electronic form of all comments received into any of FTA's dockets by the name of the individual submitting the comment or signing the comment if submitted on behalf of an association, business, labor union, or any other entity. You may review USDOT's complete Privacy Act Statement published in the **Federal Register** on April 11, 2000, at 65 FR 19477.

*Statutory/Legal Authority for This Rulemaking*

This rulemaking is issued under the authority of section 20019 of the Moving Ahead for Progress in the 21st Century Act (MAP-21), which requires the Secretary of Transportation to prescribe regulations to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance and to establish SGR performance measures. The authority is codified at 49 U.S.C. 5326.

*Regulation Identifier Number*

A Regulation Identifier Number (RIN) is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. The RIN set forth in the heading of this document can be used to cross-reference this action with the Unified Agenda.

**List of Subjects**

49 CFR Part 625

Public Transportation.

49 CFR Part 630

National Transit Database.

Issued in Washington, DC, under authority delegated in 49 CFR 1.91.

**Theresa W. McMillan,**  
*Acting Administrator, Federal Transit Administration.*

For the reasons set forth in the preamble, and under the authority of 49 U.S.C. 5326, 5335, and the delegations of authority at 49 CFR 1.91, FTA hereby amends Chapter VI of Title 49, Code of Federal Regulations as follows:

- 1. Add part 625 to read as follows:

**PART 625—TRANSIT ASSET MANAGEMENT**

**Subpart A—General Provisions**

Sec.

625.1 Purpose.

625.3 Applicability.

625.5 Definitions.

**Subpart B—National Transit Asset Management System**

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625.29 Transit Asset Management Plan: horizon period, amendments, and updates.

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625.33 Investment prioritization.

**Subpart D—Performance Management**

625.41 Standards for measuring the condition of capital assets.

625.43 Performance measures for capital assets.

625.45 Setting performance targets for capital assets.

**Subpart E—Recordkeeping and Reporting Requirements for Transit Asset Management**

625.53 Recordkeeping for Transit Asset Management

625.55 Annual reporting for Transit Asset Management

Appendix A to Part 625—Examples of Asset Categories, Asset Classes, and Individual Assets

**Authority:** Sec. 20019 of Pub. L. 112–141, 126 Stat. 707, 49 U.S.C. 5326; Sec. 20025(a) of Pub. L. 112–141, 126 Stat. 718, 49 CFR 1.91.

**Subpart A—General Provisions****§ 625.1 Purpose.**

This part carries out the mandate of 49 U.S.C. 5326 for transit asset management. This part establishes a National Transit Asset Management System to monitor and manage public transportation capital assets to improve safety and increase reliability and performance.

**§ 625.3 Applicability.**

This part applies to all recipients or subrecipients of Federal financial assistance under 49 U.S.C. Chapter 53 that own, operate, or manage capital assets used in the provision of public transportation.

**§ 625.5 Definitions.**

All terms defined in 49 U.S.C. Chapter 53 are incorporated into this part by reference. The following definitions also apply to this part:

*Accountable executive* means a single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's public transportation agency safety plan, in accordance with 49 U.S.C. 5329(d), and the agency's transit asset management plan in accordance with 49 U.S.C. 5326.

*Asset category* means a grouping of asset classes, including a grouping of equipment, a grouping of rolling stock, a grouping infrastructure, and a grouping of facilities. See Appendix A.

*Asset class* means a subgroup of capital assets within an asset category. For example, buses, trolleys, and cutaway vans are all asset classes within the rolling stock asset category rolling stock. See Appendix A.

*Asset inventory* means a register or repository of capital assets, and information about those assets.

*Capital asset* means a unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used in public transportation.

*Decision support tool* means a methodology:

- (1) To help prioritize projects to improve and maintain the state of good repair of capital assets within the public transportation system based on available condition data and objective criteria; or
- (2) To assess financial needs of asset investments over time.

*Direct recipient* means an entity that receives funds directly from the Federal Transit Administration.

*Equipment* means an article of nonexpendable, tangible property having a useful life of not less than one year.

*Facility* means a building or structure that is used in the provision of public transportation.

*Full level of performance* means the objective standard for determining whether a capital asset is in a state of good repair.

*Group TAM plan* means a single transit asset management plan that is developed by a State or direct recipient that includes more than one transit provider's capital asset inventory, condition assessments, decision support tools, investments prioritization, and performance targets.

*Group TAM plan participant* means a tier II transit provider, all subrecipients under the Rural Area Formula Program, and Native American tribes that elect to participate in a group TAM plan developed by a State or a direct recipient.

*Group TAM plan sponsor* means a State or a direct recipient that develops a group transit asset management plan for eligible participants.

*Horizon period* means the fixed period of time within which a transit provider will evaluate the performance of its transit asset management plan.

*Implementation strategy* means the approach to carrying out transit asset management practices, including establishing a schedule, accountabilities, tasks, dependencies, roles and responsibilities.

*Infrastructure* means permanent installations that interconnect capital assets for use in public transportation.

*Investment prioritization* means:

- (1) A ranking of capital projects; or
- (2) The methodology that leads to ranking of capital projects based on the condition of those assets and reasonably anticipated financial resources from all sources over the time horizon period of the transit asset management plan.

*Key asset management activities* means a list of the transit asset management activities that are critical to achieving a transit provider's transit asset management goals for a particular year.

*Life-cycle cost* means the cost of managing an asset over its whole life.

*Performance measure* means a parameter that is used to assess performance outcomes.

*Performance target* means a specific level of performance for a given performance measure over a specified timeframe.

*Public transportation system* means the entirety of a transit provider's operations, including the services provided through contractors.

*Recipient* means an entity that receives Federal financial assistance under 49 U.S.C. Chapter 53 and includes subrecipients.

*Rolling stock* means any revenue vehicle used in a public transportation system.

*Safety management system (SMS)* means the formal, top-down, organization-wide data-driven approach to managing safety risk and assuring the effectiveness of safety risk mitigations. It includes policies, procedures, and practices for the management of safety risk.

*State of good repair (SGR)* means the condition in which a capital asset is able to operate at a full level of performance.

*Subrecipient* means an entity that receives Federal transit grant funds indirectly through a State or a Direct Recipient.

*TERM scale* means the five (5) category rating system used in the Federal Transit Administration's Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5.0—Excellent, 4.0—Good; 3.0—Adequate, 2.0—Marginal, and 1.0—Poor.

*Tier I provider* means a recipient or subrecipient of Federal financial assistance under 49 U.S.C. Chapter 53 that has one hundred and one (101) or more vehicles in revenue service during peak regular operations, across all modes of service, or that operates a rail fixed-guideway public transportation system.

*Tier II provider* means a recipient or subrecipient of Federal financial assistance under 49 U.S.C. Chapter 53 that has one hundred (100) or fewer vehicles in revenue service during peak regular operations, across all modes of service, and does not operate a rail fixed-guideway public transportation system, or any subrecipient under the section 5311 Rural Areas Formula Program.

*Transit asset management (TAM)* means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycle in order to provide safe, cost-effective, and reliable service.

*Transit asset management plan* means a plan developed by a recipient or group TAM plan sponsor that includes capital asset inventories and condition assessments, decision support tools, and investment prioritization.

*Transit asset management policy* means a transit provider's documented commitment to achieving a state of good

repair for all of its capital assets. The transit asset management policy defines the transit provider's transit asset management objectives and defines and assigns roles and responsibilities for meeting those objectives.

*Transit asset management strategy* means the approach a transit provider takes to affect its policy, including how it will meet objectives and state of good repair performance targets.

*Transit asset management system* means a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, through the life cycles of those assets.

*Transit provider* means a recipient or subrecipient who owns, operates, or manages capital assets used in the provision of public transportation.

*Useful life* means the expected life cycle of a capital asset, or the acceptable period of use in service.

*Useful life benchmark (ULB)* means the expected life cycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment.

#### **Subpart B—National Transit Asset Management System**

##### **§ 625.15 Elements of the National Transit Asset Management System.**

The National Transit Asset Management System includes the following elements:

(a) The definition of state of good repair, which includes objective standards for measuring the condition of capital assets in accordance with subpart D of this part;

(b) SGR performance measures for capital assets and requirements for transit providers and group TAM plan sponsors to establish SGR performance targets for improving the condition of their capital assets in accordance with subpart D of this part;

(c) Requirements for recipients of FTA financial assistance who own, operate, or manage capital assets, to develop and carry out a transit asset management plan in accordance with subpart C of this part, which must include:

(1) Inventories of their capital assets;

(2) Condition assessments of those assets;

(3) A prioritization of investments to improve the state of good repair of capital assets; and

(4) Decision support tools;

(c) Reporting requirements for transit asset management and SGR performance in accordance with subpart E of this part; and

(d) Analytical processes and decision support tools developed or recommended by FTA and available to the public transportation industry in the form of best practices, guidance, training, templates and other documents and resources.

##### **§ 625.17 State of good repair principles.**

(a) A capital asset is in a state of good repair if it is in a condition sufficient to enable the asset to operate at a full level of performance. In determining whether a capital asset is in a state of good repair, a transit provider must consider the life cycle of that asset, and whether scheduled maintenance, repair, and rehabilitation have been completed.

(b) A capital asset may operate at a full level of performance regardless of whether other capital assets within the public transportation system are in a state of good repair.

(c) A transit provider's accountable executive must balance transit asset management, safety, operation, and expansion needs in approving and carrying out transit asset management practices and a transit agency safety plan.

#### **Subpart C—Transit Asset Management Plans**

##### **§ 625.25 Transit Asset Management Plan Requirements.**

(a) *General.* (1) Except as provided in subsection 625.25(a)(3), each tier I provider must develop and carry out its own TAM plan.

(2) A tier II provider may either participate in a group TAM plan developed by a State or a Direct Recipient or develop its own TAM plan; in either instance, a tier II provider must carry out the TAM plan.

(3) The transit provider's accountable executive is ultimately responsible for ensuring that a TAM plan is developed and carried out in accordance with this part.

(4) A TAM plan developed under this part should be coordinated, to the extent practicable, with States and Metropolitan Planning Organizations.

(b) *Transit asset management plan elements.* A TAM plan must include, at minimum, each of the following elements:

(1) An inventory of capital assets sufficient to generate accurate, comprehensive data on the number and types of capital assets that would be identified in a transit provider's program of capital projects;

(2) A condition assessment of the capital assets that must generate information in a level of detail sufficient to monitor and predict the performance

of each capital asset identified in the asset inventory;

(3) A list of the transit provider's analytical processes or decision-support tools that:

(i) Estimate capital investment needs over time; and

(ii) Assist capital asset investment prioritization;

(4) A project-based prioritization of investments in accordance with subsection 625.33 of this part, including those projects for which funding will be sought under the State of Good Repair Grants Program;

(5) A transit asset management and SGR policy;

(6) A strategy for the implementation of the TAM plan;

(7) A description of annual key transit asset management activities spanning the time horizon of the TAM plan;

(8) A specification of the resources, including personnel, needed to develop and implement the TAM Plan; and

(9) An outline of how the TAM plan and related business practices will be monitored, evaluated and updated, as needed, to ensure the continuous improvement of transit asset management practices.

(c) *Special provision.* Both the accountable executive of a tier II provider or a rural area formula grant subrecipient that develops its own TAM plan and a group TAM plan sponsor may elect to forgo the requirements of paragraphs (b)(5)–(b)(9) of this section.

##### **§ 625.27 Group plans for transit asset management.**

(a) *Responsibility for development of group TAM plans.* (1) A State must develop a group TAM plan for all of its tier II provider subrecipients and subrecipients under the Rural Area Formula Program that own, operate, or manage capital assets used in the provision of public transportation.

(2) A Native American tribe may choose to participate in a State-sponsored group TAM plan, or develop its own TAM plan.

(3) A direct recipient must develop a group TAM plan for all its tier II provider subrecipients that own, operate, or manage capital assets used in the provision of public transportation

(4) Notwithstanding subparagraphs (1) and (3) of this subsection, a State or direct recipient is not required to develop a group TAM plan if each of its eligible group TAM plan participants notifies the State or direct recipient that it is opting-out of the group TAM plan for one of the following reasons:

(i) The eligible participant will develop its own transit asset management plan; or

(ii) The eligible participant will participate in another State's or direct recipient's group TAM plan.

(b) *Group TAM plan requirements.* (1) A group TAM plan must comply with the requirements of section 625.25(b).

(2) A group TAM plan sponsor must coordinate with the accountable executive of each group TAM plan participant in the development of a group TAM plan.

(3) A group TAM plan must identify each participant.

(4) Upon completion of a group TAM plan, the group TAM plan sponsor must make the group TAM plan available to all participants in a format that is easily accessible.

(c) *Group TAM plan participants.* (1) An eligible group TAM plan participant may participate in only one group TAM plan.

(2) The accountable executive of each transit provider is ultimately responsible for carrying out the transit asset management practices necessary to implement a group TAM plan for that provider.

(3) Within a reasonable time limit to be set by the group TAM plan sponsor, a participant's accountable executive must provide each relevant group TAM plan sponsor with written notification of a decision to opt-out of a group TAM plan.

(4) Group TAM plan participants must provide group TAM plan sponsors with all information necessary and relevant to the development of the group TAM plan, including, but not limited to, their asset inventories, condition assessments, funding sources, and investment priorities.

**§ 625.29 Transit asset management plan: Horizon period, amendments, and updates.**

(a) *Horizon period.* A TAM plan must cover a horizon period of at least four (4) years.

(b) *Amendments.* A TAM plan may be updated at any time during the horizon period. A TAM plan should be amended during the horizon period in any year in which there is a significant change to the asset inventory, condition assessments, or investment prioritization that was not reasonably anticipated when the TAM plan was initially completed.

(c) *Updates.* A TAM plan must be updated in its entirety at least once every four (4) years. An update of the TAM plan should coincide with the cycle for the relevant Transportation Improvement Program or Statewide Transportation Improvement Program.

**§ 625.31 Implementation deadline.**

(a) An initial TAM plan must be completed no later than two years after the effective date of this part.

(b) Prior to the due date for completion of an initial TAM plan, a transit provider or group TAM plan sponsor may submit a written request to FTA to extend its implementation deadline. At its discretion, FTA may grant an extension of the implementation deadline, provided that the transit provider or group TAM plan sponsor demonstrates a good faith effort to complete its initial TAM plan by the two-year deadline and proposes a new deadline subject to FTA approval.

**§ 625.33 Investment prioritization.**

(a) A TAM plan must include an investment prioritization that identifies projects to improve or maintain the state of good repair of capital assets over the horizon period of the TAM plan.

(b) Projects to improve or maintain the state of good repair of capital assets must be ranked in order of priority and the year in which they are anticipated to be carried out.

(c) Ranking of projects in the investment prioritization must be established on the basis of the transit asset management policy and strategies identified in the TAM plan.

(d) The investment prioritization must give due consideration to those projects for state of good repair that pose an identified unacceptable safety risk.

(e) The investment prioritization must take into consideration an estimate of funding levels and funding sources that are reasonably expected to be available in each fiscal year during the TAM plan horizon period.

(f) The investment prioritization must take into consideration requirements under 49 CFR 37.161 and 37.163 concerning maintenance of accessible features, as well as requirements under 49 CFR 37.43 concerning alteration of transportation facilities.

**Subpart D—Performance Management**

**§ 625.41 Standards for measuring the condition of capital assets.**

(a) *General.* Each of the SGR standards in this section must be met for an asset to achieve a state of good repair.

(b) *SGR standards.* For the purpose of determining whether a capital asset is in a condition sufficient to enable the asset to operate at a full level of performance, the following standards apply to equipment, facilities, rolling stock, and infrastructure:

(1) The capital asset is able to perform its designed function;

(2) The use of the asset in its current condition does not pose a known unacceptable safety risk; and

(3) The life-cycle investment needs of the asset have been met or recovered, including all scheduled maintenance, rehabilitation, and replacements.

**§ 625.43 Performance measures for capital assets.**

(a) *Equipment- (non-revenue) service vehicles.* The performance measure for non-revenue, support-service and maintenance vehicles is the percentage of vehicles that have met or exceeded their useful life benchmark. To determine the ULB, a transit provider may either use the default ULB established by FTA or a ULB established by the transit provider in consideration of local conditions and usage and approved by FTA.

(b) *Rolling stock.* The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB. To determine the ULB, a transit provider may either use the default ULB established by FTA or a ULB established by the transit provider in consideration of local conditions and usage and approved by FTA.

(c) *Infrastructure-rail fixed-guideway track, signals, and systems.* The performance measure for rail fixed-guideway track, signals, and systems is the percentage of track segments, signal, and systems with performance restrictions.

(d) *Facilities.* The performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the TERM scale.

**§ 625.45 Setting performance targets for capital assets.**

(a) *General.* (1) Within three months after the effective date of this part, a transit provider or group TAM plan sponsor must set SGR performance targets for the following fiscal year for each asset class included in its TAM plan.

(2) At least once every fiscal year, each transit provider or group TAM plan sponsor must set SGR performance targets for the following fiscal year.

(3) A transit provider or group TAM plan sponsor must set an SGR performance target for each asset class in its asset inventory.

(4) An SGR performance target must be set based on realistic expectations.

(5) An SGR performance target must be based on both the most recent data available and the financial resources from all sources reasonably expected to be available during the TAM plan horizon period.

(b) *Role of the accountable executive.* The accountable executive for a transit provider that develops its own TAM plan must establish and approve each SGR performance target that is set each year.

(c) *Setting SGR performance targets for group plan participants.* (1) A group TAM plan sponsor must set one unified SGR performance target for each asset class reflected in the group TAM plan.

(2) To the extent practicable, a group TAM plan sponsor must coordinate its unified SGR performance targets with the accountable executive of each group TAM plan participant.

(d) *Coordination with metropolitan, statewide and non-metropolitan planning processes.*

To the maximum extent practicable, a transit provider or group TAM plan sponsor must coordinate with States and Metropolitan Planning Organizations in the selection of State and Metropolitan Planning Organization performance targets.

**Subpart E—Recordkeeping and Reporting Requirements for Transit Asset Management.**

**§ 625.53 Recordkeeping for transit asset management.**

(a) At all times, each transit provider and group TAM plan sponsor must maintain records and documents that support, and set forth in full, its TAM plan.

(b) A transit provider or group TAM plan sponsor must make its TAM plan, any supporting records or documents performance targets, investment strategies, and the annual condition assessment report available to States and Metropolitan Planning Organizations to aid in the planning process.

**§ 625.55 Annual reporting for transit asset management.**

(a) Each transit provider must submit the following reports:

(1) An annual data report to FTA's National Transit Database which reflects the SGR performance targets for the following year and a current assessment of the condition of the transit provider's public transportation system.

(2) An annual narrative report to the National Transit Database which provides a description of any change in the condition of the transit provider's transit system from the previous year and describes the progress made during the year to meet the SGR targets set in the previous reporting year.

(b) A group TAM plan sponsor must submit one consolidated annual data report and one consolidated annual narrative report, as described in subsection (a)(1) and (a)(2) of this section, respectively, to the National Transit Database on behalf of its group TAM plan participants.

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**Appendix A to Part 625—Examples of Asset Categories, Asset Classes, and Individual Assets**

		ASSET CLASS	INDIVIDUAL ASSET
Equipment	Construction		Crane Prime Mover
	Maintenance		Vehicle Lift Track Geometry Car
	Service Vehicles		Tow Truck or wrecker Emergency Response Vehicle
Rolling Stock	Buses		40 Foot Bus 60 Foot Bus
	Cutaways		
	Cars and Vans		
	Railcars		Light Rail Vehicle Locomotive Passenger Coach
	Paratransit Vehicles		Van Cutaway
	Ferries		Catamaran Docking
Infrastructure	Signal Systems		Signal or Relay House Substation Interlockings
	Rail-Fixed Guideway		Track Segment Interlockings
	Catenary		
	Structures		Bridges Tunnels Elevated Structures
	Mechanical Systems		
	Electrical Systems		
	IT Systems		
Facilities	Maintenance		
	Administration		
	Depots or Terminals		
	Parking Garages		

BILLING CODE C

**PART 630—NATIONAL TRANSIT DATABASE**

■ 2. The authority citation for part 630 is revised to read as follows:

Authority: 49 U.S.C. 5335.

■ 3. Amend § 630.3 by revising the definitions of “Applicant” and “Reporting Entity” to read as follows:

**§ 630.3 Definitions.**

\* \* \* \* \*

(c) \* \* \*

*Applicant* means an entity seeking Federal financial assistance under 49 U.S.C. chapter 53.

\* \* \* \* \*



*Reporting entity* means an entity required to provide reports as set forth in the reference documents.

\* \* \* \* \*

■ 4. Amend § 630.4 by revising paragraph (a) to read as follows:

**§ 630.4 Requirements.**

(a) *National Transit Database Reporting System*. Each applicant for

and beneficiary of Federal financial assistance under 49 U.S.C. chapter 53 must comply with the applicable requirements of 49 U.S.C. 5335, as set forth in the reference documents.

\* \* \* \* \*

■ 5. Revise § 630.5 to read as follows:

**§ 630.5 Failure to report data.**

Failure to report data in accordance with this part may result in the noncompliant reporting entity being ineligible to receive any funding under 49 U.S.C. chapter 53, directly or indirectly, until such time as a report is filed in accordance with this part.

[FR Doc. 2015-24491 Filed 9-29-15; 8:45 am]

**BILLING CODE C**