

# MTA Asset Management (AM) Factsheet for LOTS

## AM & Decision Making

How will AM inform capital investment decisions? Is this a replacement for the existing ATP process?

- The AMP and the AM planning process is not a replacement for existing capital investment processes.
- AM provides an additional data point for OLTS to consider to make more informed investment decisions;
- The existing ATP process will remain unchanged;

## Asset Inventory

What assets should we include in our Asset Management Plan (AMP)?

Per MTA Policy, the capital asset inventory includes all assets used in the provision of public transportation, with or without federal funds, including:

- All Revenue Vehicles;
- All Facilities (including all building components);
- Equipment
  - Non-revenue vehicles regardless of unit value;
  - All IT-related equipment regardless of unit value;
  - Maintenance and other equipment or passenger amenities integral to the public transportation system or network valued over \$15,000.

To what extent should third-party assets or shared resources be included in our AMP?

- For the capital asset inventory:
  - All revenue vehicles and facilities (leased, operated under contract, assets you have responsibility for managing even if owned by a third-party, or only partially used for transit purposes);
  - No third-party owned equipment.
- For the asset condition assessment:
  - Only assets for which you have direct capital responsibility.

## Useful Life vs. ULB

What is the useful life of an asset?

- Defines the minimum eligibility for replacement or disposal of an asset for grant making purposes;
- Authorization to replace/dispose of an asset is at the discretion of MTA, typically determined through the MTA disposal process.

What is the useful life benchmark (ULB)?

- The realistic projection for when an asset would be replaced (after useful life criteria has been met, an order has been placed with the vendor, and the new replacement asset has been delivered), based on procurement timelines;
- ULBs are tracked by age in years (for all assets).

## Asset Class Crosswalk

How do MTA asset classes relate to the FTA/NTD asset classes?

MTA/LOTS Asset Class	FTA/NTD Equivalent
Accessible Car	Automobile (AO)
Accessible Van	Van (VN)
Heavy Duty Bus	Bus (BU)
Medium Duty Bus	Bus (BU)
Light Duty Bus	Cutaway Bus (CU)
Administrative Building	Administrative Facility
Maintenance Building	Maintenance Facility
Administrative/Maintenance Building	Combined Administrative and Maintenance Facility
Stations	Passenger/Parking Facility

## Performance Measures/Targets

How do we set performance targets?

- Tier I operators are required to set their own targets; Tier II operators share a single set of performance targets;
- Performance targets are set for all participants in the Group Plan on an annual basis;
- Targets are based on the snapshot of asset inventory and condition data as part of the ATP process;
- There is no penalty for missing targets at the end of the one-year period.
- Success or failure in meeting targets has no bearing on the grant making process.

## Federal Compliance

What are our options for meeting FTA regulations?

- Per FTA regulations, MTA is sponsoring one group plan for all subrecipients in the state of Maryland;
- All LOTS must designate an Accountable Executive for their agency who will sign off on the AMP;

What is the MPO's role in meeting FTA regulations?

- MPOs are solely responsible for setting their own performance targets.
- MPOs are unable to sponsor a Group Plan for any LOTS.

For additional information, contact your Regional Planner at the MTA Office of Local Transit Support (see LOTS Manual Appendix B for contact information).

