TRANSIT ASSET MANAGEMENT PLAN

2025 – 2029

for

Metropolitan Evansville Transit System

METS
Metropolitan
Evansville
Transit System

Evansville MPO

Henderson • Vanderburgh • Warrick

TRANSIT ASSET MANAGEMENT PLAN
2025-2029
for Metropolitan Evansville Transit System

Certified by METS on: October 29, 2025

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This Transit Asset Management Plan is covering the assets of the Metropolitan Evansville Transit System (METS). The Evansville MPO, the Metropolitan Planning Organization for the Evansville Urbanized Area, developed the plan in coordination with and assistance from METS.

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Transit Asset Management Plan

Certification

The City of Evansville, Indiana METS certifies the completion of this Transit Asset Management Plan (TAM) Plan in accordance with the Federal Transit Administration's (FTA) Transit Asset Management Regulations (49 CFR 625). The Accountable Executive for METS will ensure the staff understands and is committed to the implementation of this TAM Plan. The agency worked in cooperation with the Evansville Metropolitan Planning Organization (MPO) to provide the required information and assist in the development of this TAM Plan. METS will provide the required TAM Targets annually to the National Transit Database (NTD) and to the Evansville MPO for inclusion in the TAM Plan appendix.

10/22/25

Date

Metropolitan Evansville Transit System (METS)

Todd Robertson
Executive Director
City of Evansville Department of Transportation & Services

Jonathan Siebeking
Director (Accountable Executive)
Metropolitan Evansville Transit System (METS)

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ES EXECUTIVE SUMMARY

A Transit Asset Management (TAM) Plan identifies the condition of current assets and guides the prioritization of funding to replace assets beyond their useful life. Through this prioritization process, the transit agencies can efficiently replace assets with available funding and keep the transit systems in a State of Good Repair (SGR). The benefits of implementing a TAM Plan include:

- Improved transparency and accountability for safety, maintenance, asset use, and funding investments;
- Optimized capital investment and maintenance decisions;
- Data-driven maintenance decisions; and
- System safety and performance outcomes.

Failure to implement and follow a TAM Plan and keep the transit system in a State of Good Repair could lead to increased safety risks, decreased system reliability due to breakdowns, higher maintenance costs, and higher asset costs over time.

This Transit Asset Management Plan covers the assets of the Metropolitan Evansville Transit System (METS) . The Evansville MPO, the Metropolitan Planning Organization for the Evansville Urbanized Area, developed the plan in coordination with and assistance from METS.

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METS has always been committed to asset management to ensure that vehicles, equipment and facilities are in a State of Good Repair. The agency strives to provide the best possible transit service to as many residents as possible. By tracking their assets, they are able to identify those assets that are approaching the end of their useful life and can prioritize their replacement based on available funding. Asset tracking has been completed through operations and maintenance supervisors using asset and maintenance software. Development of this TAM Plan will provide more detail to METS' asset management process and allow for the MPO and METS to prioritize asset replacement at the regional level.

This TAM Plan outlines how METS will assess, monitor, and report the condition of all rolling stock, non-revenue vehicles, and facilities in their ownership. In order to accomplish a State of Good Repair, METS will continue to thoroughly monitor operations and maintenance activities and develop a prioritized timeline of maintenance, rehabilitation, and replacement of assets at an optimal cost.

01 ABOUT THE 2025-2029 TAM PLAN

METS Admin and Garage

Tier I & II Providers

Per FTA's Transit Asset Management regulations (49 CFR § 625), transit operators are divided into one of two Tiers, which determines the information that is required to be included within the TAM Plan. The definitions provided in 49 CFR § 625.5 for Tier I and Tier II providers are as follows:

Tier I Providers:
Tier I provider means a recipient that owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit.

Tier II Providers:
Tier II provider means a recipient that owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.

Based on these definitions, METS operates as a Tier II transit operator.

Tier I	Tier II
Operates > 100 vehicles in peak revenue service,	Operates ≤ 100 vehicles in peak revenue service,
or	and
Operate rail fixed-guideway public transportation systems	Do not operate rail fixed-guideway public transportation systems
	or
	Receive federal funds exclusively from §5310 or §5311 programs

Based on FTA's Transit Asset Management regulations, METS is a Tier II provider.

TAM Plan Elements

The elements of a Transit Asset Management Plan are dependent on the size of the transit operator. Nine elements are required for all Tier I TAM Plans, but only the first four are required for Tier II TAM Plans. Because METS is a Tier II operator, this TAM Plan covers the following required elements:

1. **Inventory of Capital Assets:** All capital assets that the transit provider owns, operates or manages, including those acquired without FTA funds.
2. **Condition Assessment:** A rating of inventoried assets, collected at the individual or asset class level.
3. **Decision Support Tools:** The analytical process used to make investment prioritization.
4. **Investment Prioritization:** The prioritized list of proposed investments by year of planned implementation.

Tier I & II

1. **Inventory of Capital Assets:** All capital assets that a transit provider owns, operates or manages, including those acquired without FTA funds
2. **Condition Assessment:** Rating of inventoried assets, collected at individual or asset class level
3. **Decision Support Tools:** Analytical processes used to make investment prioritization
4. **Investment Prioritization:** Ranked list of proposed projects and programs ordered by year of planned implementation

Tier I only

5. **Transit Asset Management and State of Good Repair Policy:** Transit providers' vision, defining objectives, roles and responsibilities
6. **Implementation Strategy:** Operational level process for implementing TAM Plan
7. **List of Key Annual Activities:** Actions needed to implement TAM Plan for each year of the Plan's four-year horizon
8. **Identification of Resources:** Staff time, funding, technology requirements, etc.
9. **Evaluation Plan:** How TAM activities will be monitored, evaluated, and updated to ensure continuous improvement

As Tier II providers, the TAM Plan for METS must include the first four required elements.

This TAM Plan includes additional information beyond those requirements to provide additional context. Chapters covered in this TAM Plan include:

- **Executive Summary**
- **Chapter 1:** Introduction
- **Chapter 2:** Inventory of Capital Assets
- **Chapter 3:** Condition Assessment
- **Chapter 4:** TAM Performance Measures and Targets
- **Chapter 5:** Decision Support Tools
- **Chapter 6:** Investment Prioritization
- **Chapter 7:** Record Keeping, NTD Reporting, and Adoption
- **Appendix:** Inventory and Condition Rating Tables

Accountable Executive

Transit Asset Management regulations require each transit agency to designate an "Accountable Executive" who is responsible for approving and implementing the TAM Plan. The Director of METS is the Accountable Executive. They are also responsible for ensuring that all staff understand and are committed to implementation of this TAM Plan.

TAM Plan Development

This Transit Asset Management Plan covers the assets of METS. The Evansville MPO, the Metropolitan Planning Organization for the Evansville Urbanized Area took the lead in developing the plan in coordination with and assistance from METS. The Director, Maintenance Supervisor, and Superintendent of Operations at METS worked closely with MPO staff and provided the necessary data to complete this plan. The MPO and METS will continue to work together to maintain the TAM Plan and create annual TAM Targets.

Horizon Period

This TAM Plan has a "Horizon Period" of four years beginning on October 31, 2025 and ending on October 31, 2029. This Plan will be updated periodically to at least include updated annual TAM Targets and in the case of significant changes to asset inventory, condition assessments, or investment prioritization. A new TAM Plan will be developed and certified in October 2029.

Overview of METS

The Metropolitan Evansville Transit System was created in 1971 to address Evansville's growing need for public transportation. Since then, METS buses and paratransit vans have transported more than 45 million passengers. METS provides both Fixed Route Service and Mobility Service within the City of Evansville and one-half mile beyond the city limits. In addition, Fixed Route Service is provided through contract to the University of Southern Indiana and Mobility Service through contract throughout Vanderburgh County. The following are highlights of METS' current operations:

- 17 fixed routes running Monday-Friday, 5:45am- 12:15am
- 10 fixed routes running Saturday, 6:15am-12:15am
- 5 fixed routes running Sunday, 6:15am-6:15pm
- Operation: within Evansville City limits, plus one-half mile buffer
- Annual Ridership: approximately 1 million
- Fares:
  - General: $0.75
  - Students (K-12 & college): $0.50
  - Seniors and individuals with a disability: $0.35
  - Monthly unlimited pass: $60
  - Mobility: $1.50

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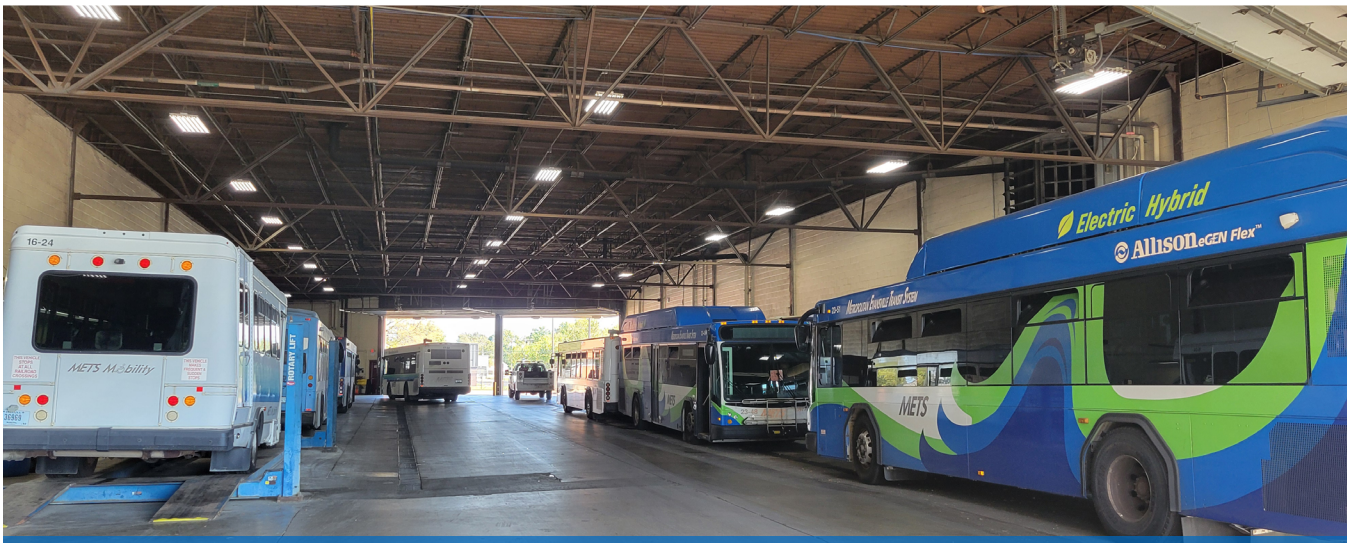
The inventory of capital assets lists all items that METS owns, operates, or has a direct capital responsibility in the three asset classes: Rolling Stock, Equipment, and Facilities. METS has maintained a database of their inventory to track maintenance and asset condition. Evansville MPO staff are utilizing the agency's individual data to develop an inventory for the development of this TAM Plan. The following sections provide information about each asset class, with a summary of the asset inventory at the end of this chapter. The full inventory of capital assets table can be found in the Appendix.

02 INVENTORY OF CAPITAL ASSETS



METS Garage

Rolling Stock

Rolling stock includes all buses in revenue service for METS, including both fixed route service and paratransit service. For fixed route service, METS uses a combination of 30- and 35-foot Gillig diesel and hybrid buses as well as a variety of cutaways, including Ford E-450s, Freightliners and Chevy 4500s. METS also uses these same cutaways for their paratransit service.

Equipment

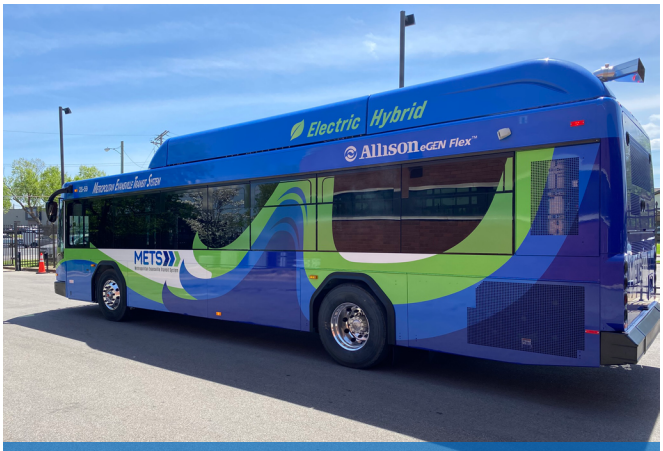
Equipment for the purposes of this TAM Plan includes all non-revenue vehicles regardless of value and any equipment that is not part of a facility with a value of over $50,000. Equipment for METS is primarily non-revenue vehicles. The only other equipment for METS is the bus wash located within METS' garage with a value just over $100,000 and a floor scrubber valued at $55,000.

METS has 14 non-revenue vehicles, including one minivan, nine SUVs, three trucks, and one tow truck. Most vehicles are used for administrative purposes, maintenance, driver exchanges, and travel to meetings and conferences. The tow truck is used to remove stuck or broken-down vehicles. METS also has a bus wash that was installed in 2019. Although it is part of METS' admin/maintenance facility, it is included as equipment due to its overall value.

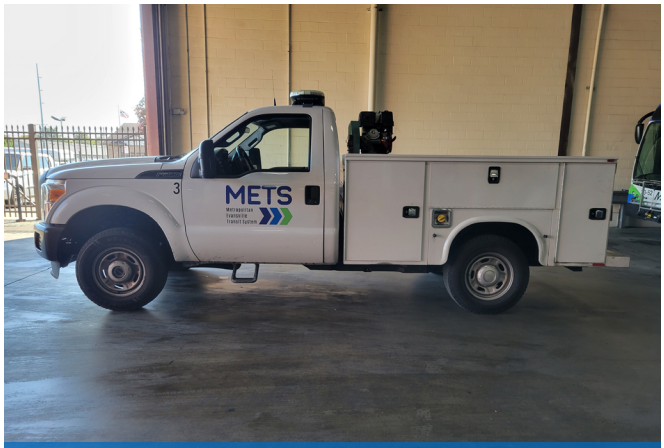
Facilities

Facilities are all buildings and structures used in providing public transportation. METS uses a combined administration and maintenance building. The METS administration/maintenance building is located at 601 John Street, just east of downtown Evansville. METS also has a downtown terminal building located along N.W. 6th Street between Sycamore Street and Vine Street.

METS has bus shelters used as transfer stations and along multiple routes. METS' Eastside transfer point is located at the Lawndale Shopping Center and includes three bus shelters. METS' Northside transfer point is located at the Northside Target, near the North Park Shopping Center. METS' Westside transfer point is located at the Westside Schnucks.



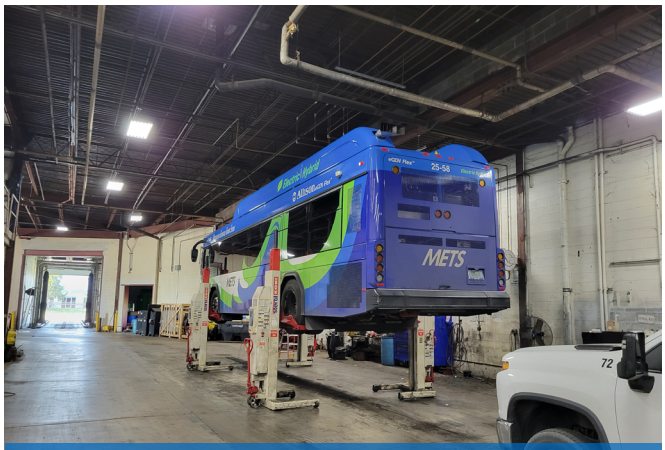
METS Rolling Stock



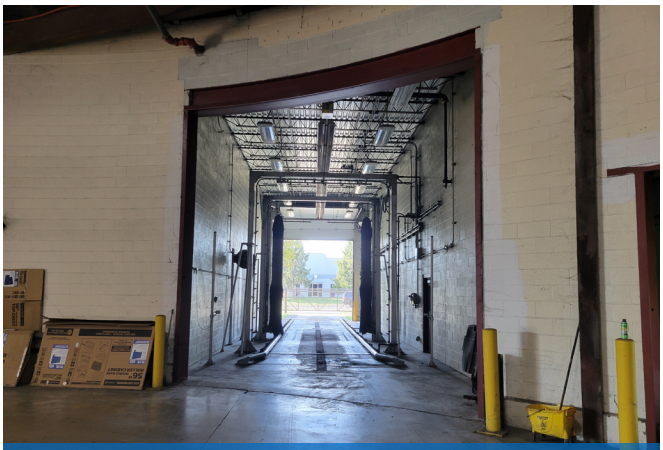
METS Non-Revenue Vehicle

METS Facilities: Admin and Garage


METS Facilities: Administration Interior

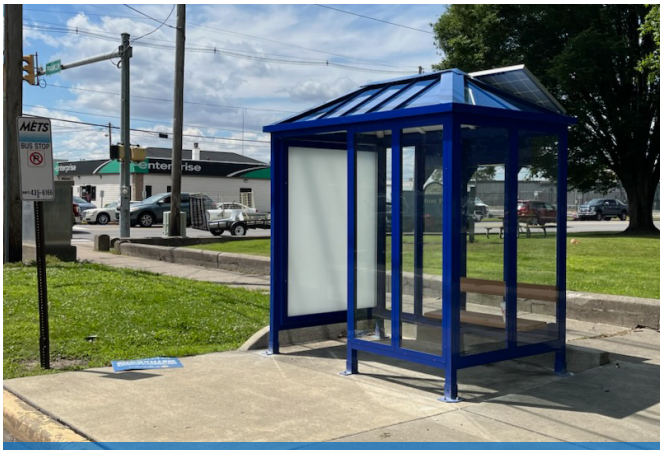


METS Facilities: Maintenance Garage



METS Facilities: Bus Wash

METS Facilities: Downtown Terminal



METS Facilities: Bus Stop Shelter

METS Asset Inventory Summary (as of 1/1/2025)		
Asset Category	**Total #**	**Total Value**
Rolling Stock: Fixed Route	30	$14,861,398
Rolling Stock: Paratransit	15	$1,431,029
Equipment: Non-Revenue Vehicles	14	$560,013
Equipment: Other (bus wash and floor scrubber)	2	$163,000
Facilities	2	$4,000,000

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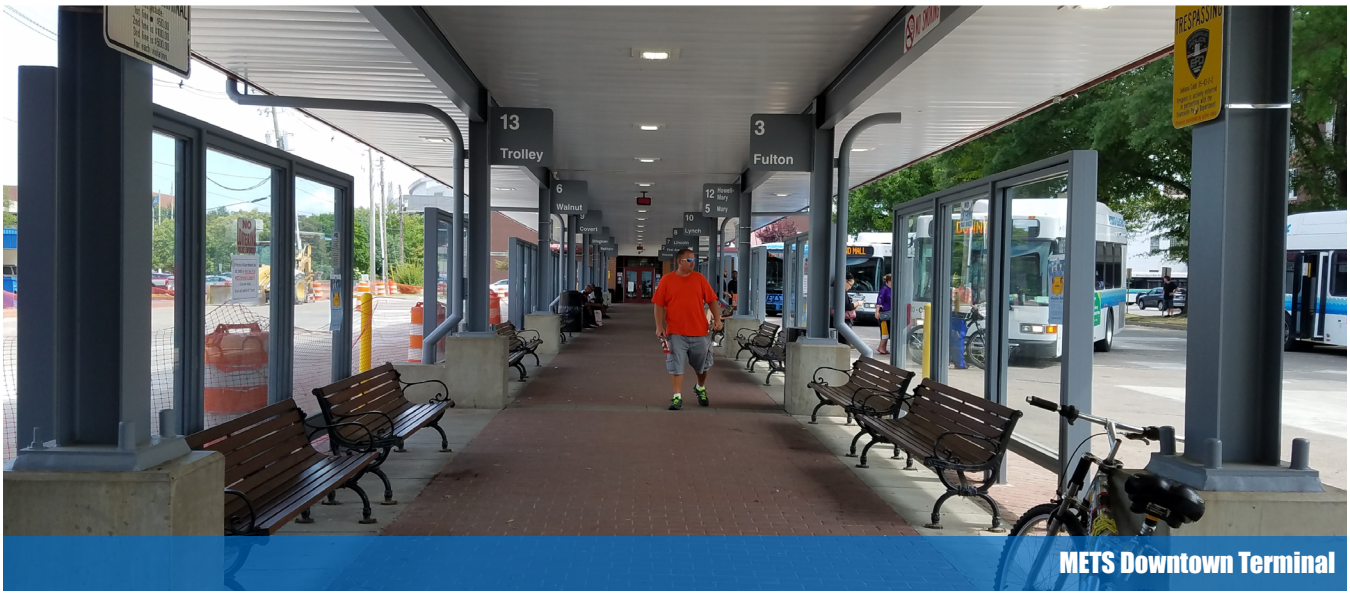
03 CONDITION ASSESSMENT

An asset's condition is measured in one of two ways, the age of the asset in relation to its useful life or the rating of the asset based on the Transit Economic Requirements Model (TERM) condition assessment scale. This TAM Plan uses both measurements based on the asset class measured. All vehicles, both revenue and non-revenue, are assessed based on their useful life. All other equipment and facilities are assessed based on the TERM scale.

The Useful Life Benchmark (ULB) of an asset is the expected lifecycle of an asset based on the transit agency's operating environment, or the acceptable period of use in service for that transit agency's operating environment. The ULB is defined locally by the transit operator. METS has determined to use the following ULBs.

Vehicle Type	Useful Life Benchmark	
	Years	Miles
Heavy Duty Bus (35'+)	12	500,000
Heavy Duty Bus (30')	10	350,000
Medium Duty Cutaway (30')	7	200,000
Light Duty Cutaway (<30')	5	150,000
Service Vehicles	4	100,000



METS Downtown Terminal

The Transit Economic Requirements Model (TERM) condition assessment scale is a rating scale for equipment and facilities. METS uses the TERM scale to rate their equipment and facilities. The table to the right describes the TERM scale.

The following sections provide information about how the condition of each asset class is assessed, with a summary of the conditional assessments at the end of this chapter. The conditional assessment table of all capital assets can be found in the Appendix.

METS has always maintained a current database of rolling stock, non-revenue vehicles, equipment, and facilities through asset management and tracking software. The software tracks assets and maintenance schedules. See Chapter 5: Decision Support Tools for more information.

TERM Condition Assessment Scale		
Condition	**Rating**	**Description**
Excellent	5.0 to 4.8	New asset; no visible defects.
Good	4.7 to 4.0	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s).
Adequate	3.9 to 3.0	Asset has reached its mid-life (condition of 3.5); some moderately defective or deteriorated components
Marginal	2.9 to 2.0	Asset reaching or just past the end of its useful life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
Poor	1.9 to 1.0	Asset is past its useful life and is in need of immediate repair or replacement; may have critically damaged components.

Rolling Stock

The database in the asset management software includes the year, make, and model of all rolling stock, a locally established identification number, date of acquisition, date first placed in service, and current mileage updated throughout the year. The database compares the age and mileage of each vehicle to its useful life. When a vehicle has neared or reached the end of its useful life, the agencies include acquisition of a replacement in their next budget to be included in the next grant. When vehicles are near the same age and/or mileage, or a vehicle has had greater wear and tear than an older vehicle, the condition of the vehicle is also taken into consideration and moved higher on the replacement list.

Equipment: Non-Revenue Vehicles

For non-revenue vehicles, the software tracks the age and mileage of each vehicle and compares it to the useful life of that vehicle. Because the mileage and wear and tear on a non-revenue vehicle is much less than a rolling stock vehicle, they are less likely to be replaced immediately upon reaching the end of its useful life in age. More emphasis is placed on the mileage of the vehicle and vehicle condition.

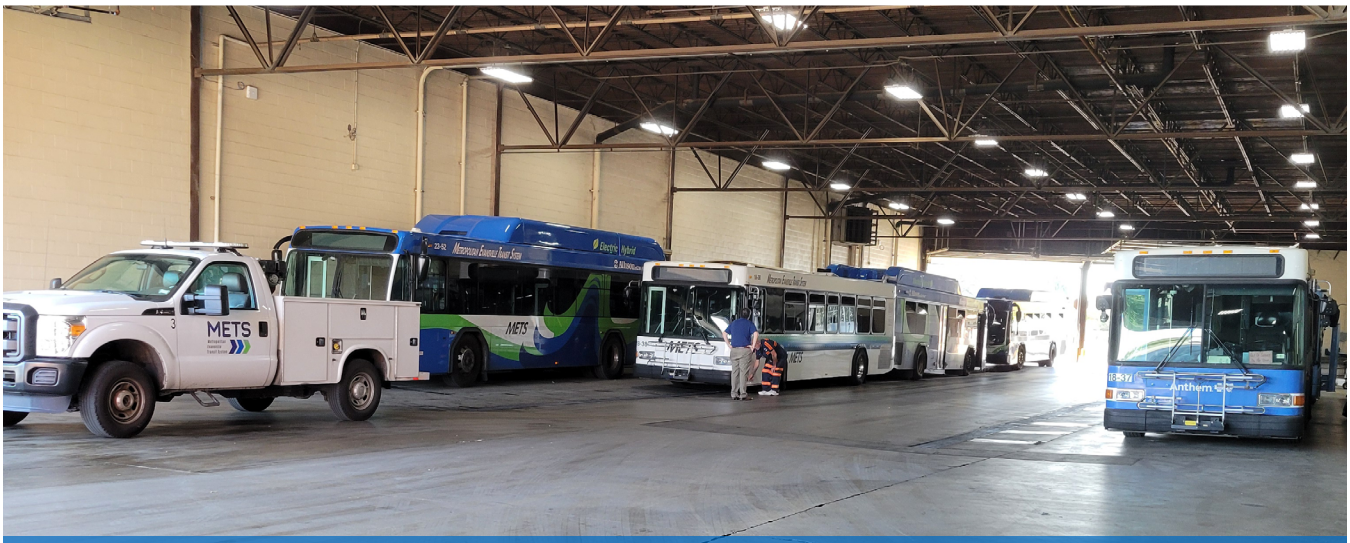
Facilities and Equipment

The facilities and related equipment within those facilities are also tracked within the software. The wear and tear on facilities and equipment is more important than the actual age, so a rating scale is used for tracking. Well-maintained equipment and facilities should last for several years. Normal maintenance and inspections help determine when equipment and facilities are in need of improvement or replacement.

METS Condition Assessment Summary (as of 1/1/2025)			
Asset Category	**Total #**	**Average Age**	**Average TERM Rating**
Rolling Stock: Fixed Route	30	7.50	
Rolling Stock: Paratransit	15	6.2	
Equipment: Non-Revenue Vehicles	14	12.4	
Equpiment: Other (bus wash and floor scrubber)	2		
Facilities	2		

Transit Asset Management regulations require performance measures and targets to be reported annually. These performance measures and targets quantify the conditional assessment of assets and goals for the end of the year. In coordination with METS, the Evansville MPO began developing targets in 2017. The MPO develops performance measures and targets covering METS and non-profits receiving Section 5310 funds annually. METS reports targets to the NTD annually. Based on discussions with METS, an agreed upon set of Useful Life Benchmarks were established as part of this TAM Plan process. These ULBs (listed in the previous chapter) will be used for all TAM Targets moving forward. The table on the next page shows the Performance Measures that are required for METS per TAM regulations.

04 TAM PERFORMANCE MEASURES & TARGETS



METS Garage

At the beginning of each calendar year, the MPO will work with METS to determine the previous year's actual performance metrics and develop TAM Targets for the end of that year. The performance metrics are the actual calculations for the end of that year. TAM Targets are based on anticipated vehicle deliveries and proposed facility improvements to develop realistic Targets for the end of that year. The table below shows the actual performance metrics for the end of 2024 and the end of 2025 Targets. New annual Targets will be added to the appendix of this TAM Plan each year.

TAM Performance Measures		
Asset Class	**Performance Measure**	**Definition**
Rolling Stock: All revenue vehicles	Age	% of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Equipment: Non-revenue vehicles	Age	% of non-revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Facilities: All buildings or structures	Condition	% of facilities with a condition rating below 3.0 on FTA's Transit Economic Requirements Model (TERM) Scale

METS TAM Targets			
Asset Class		**2024 Performance Metrics (% exceeding ULB)**	**2025 Target (% exceeding ULB)**
Rolling Stock: All revenue vehicles	Bus	40%	31%
	Cutaway	73%	38%
Equipment: Non-revenue vehicles	Service Vehicles	88%	69%
Facilities: All buildings or structures		0%	0%

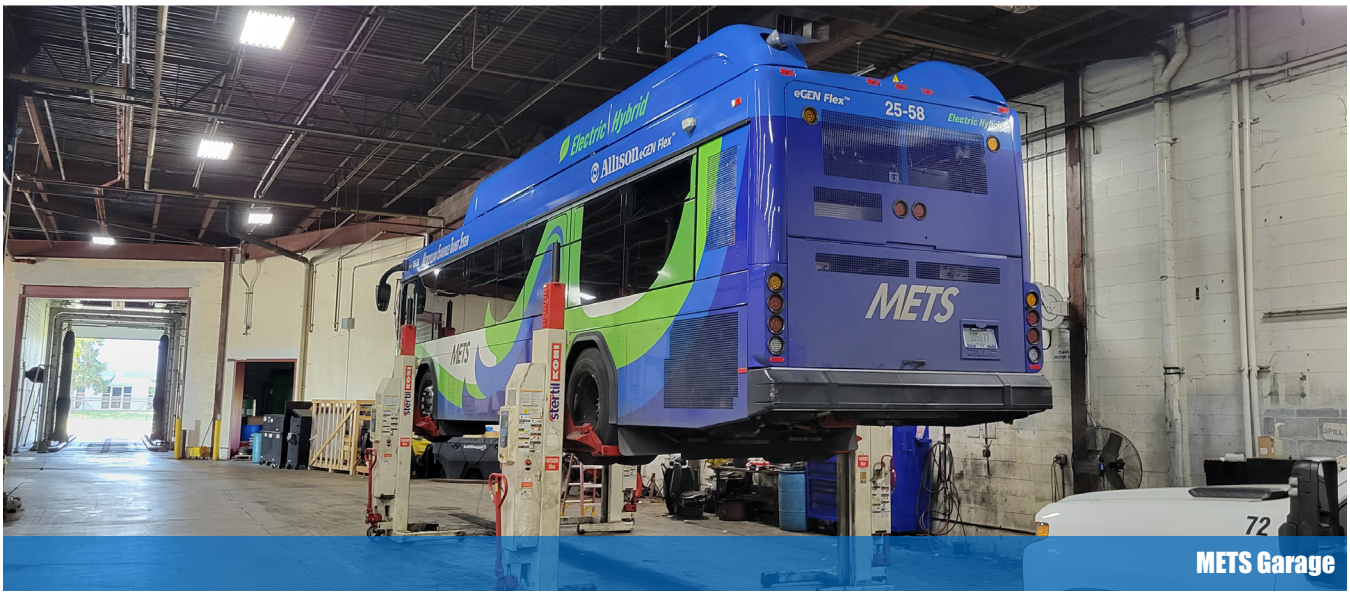
METS uses a variety of policies, manuals, and software to manage and maintain assets from procurement through disposal. The following list provides a summary of each tool. More detail regarding the procurement process, maintenance schedule, rehabilitation/overhaul policies, and disposal procedures follow.

Decision Support Tools

METS uses the following tools and policies to track assets and determine maintenance schedules:

- Fleetmate
  - METS uses Fleetmate software for all data records regarding their fleet and facilities maintenance.
- Fuelmaster
  - METS uses Fuelmaster software to monitor the fueling and mileage of all vehicles.
- METS Maintenance Plan
  - The METS Maintenance Plan details all policies and procedures related to the fleet and facilities.

05 DECISION SUPPORT TOOLS



METS Garage

Procurement

As a city department, METS follows the purchasing policy of the City of Evansville. Once an asset is beyond its useful life and in need of replacement, METS works with their corresponding purchasing department. The policy for the City of Evansville is listed below.

City of Evansville Purchasing Policy

Once it is decided a new item is needed METS follows all Federal Transit Administration (FTA), State, and Local guidelines on procurement. All items over $300 require three price checks. Once the price checks are reviewed, they are forwarded to the City Controller's Office for approval. All purchases over $50,000 require formal bids or quotes. Items between $50,000 and $150,000 may be purchased by inviting quotes from three persons that are given seven days to bid. Purchases greater than $150,000 must go through the competitive bid process and include public notices with bids open publicly. These bids also require contractual terms, evaluation of criteria, and require financial proof.

Maintenance

METS has a detailed maintenance strategy as described in their maintenance policies. The following provides an overview of the METS maintenance strategy.

METS' first line of defense is the drivers. They play a vital role in the maintenance program. The driver is responsible for reporting all vehicle defects daily so that prompt attention can be given to the defects as soon as they are reported.

An Operator's Defect Card is completed by the driver at the end of their shift each day for the vehicle they operated that day. The purpose of the Defect Card is to allow drivers to let the maintenance department know of defects they have found while driving.

The Operator's Defect Card is reviewed by the Maintenance Department, making any necessary minor repairs. If the repair is such that it will take longer than four hours, the equipment is deadlined until the repair is completed. In addition, a posting is added to the equipment showing the equipment is not to be driven.

Mechanics making repairs complete the opposite side of the Operator Defect Card noting the repairs made, the parts used, and date. The data is also entered into the Fleetmate system (the software utilized by METS to track repairs made to vehicles).

METS' second preventive tool is the daily fueling inspection. Each vehicle is fueled daily. While the fueling is being completed, the Mechanic and/or Utility checks the tires, oil levels, lights, wipers, brakes, and completes a brief interior visual inspection. If the vehicle checks out, it is sent through the bus wash and assigned for the next day of service.

METS' final maintenance tool is the scheduled Preventive Maintenance (PM) Service. All vehicles are serviced every 5,000 miles. Miles are tracked by the Fuelmaster system and visual inspection of the odometers. A PM Service Report is completed each service. Each PM includes inspection of the security cameras. Because the average monthly mileage per bus is 3,500 miles, each bus is subject to this service approximately every 45 days; depending on miles driven.

A daily check by the Maintenance Manager of the Daily Mileage Report showing PM intervals vs where each bus is on mileage is completed. The Manager then assigns the unit(s) that need to be completed within the 10 percent rule of FTA procedures. This process will ensure that METS will meet the 80 percent completion rate. METS' goal is 100 percent completion to aid the life and upkeep of the fleet.

On the 14th of each month the Maintenance Manager does a visual and physical inspection of the grounds. This includes checking the plumbing, ADA equipment, shop equipment, security equipment, and the HVAC system.

Facility and Mission Critical preventive maintenance for all of METS' real estate and equipment is conducted by the procedures and time period recommended by the manufacturer. Mission Critical items include Garage Doors, the METS Admin building, HVAC systems, Security Systems, Lifts, Electrical Systems, Grounds, and shop equipment. The building and equipment maintenance schedule runs from daily to annually. (i.e. daily, weekly, monthly, quarterly, semi-annual and annually).

Rehabilitation and Overhaul

It is the policy of METS to repair damaged or non-functional assets and components on an as needed basis only. METS does not overhaul or rehabilitate assets unless additional specific funding is obtained and a replacement asset is available while the asset is being overhauled or rehabilitated.

Disposal

Once vehicles and equipment have met their useful life, METS goes before the City of Evansville Board of Public Works and seeks their approval for disposal. METS then offers the vehicles to other City departments for training purposes (Police and Fire use them for training, not transportation). If no other department wants the vehicle, they are sent to Public Auction. The vehicle is sold to the highest bidder. METS contacts the FTA if any vehicle or equipment sells for more than $10,000. The vehicle or equipment is then removed from the inventory list.

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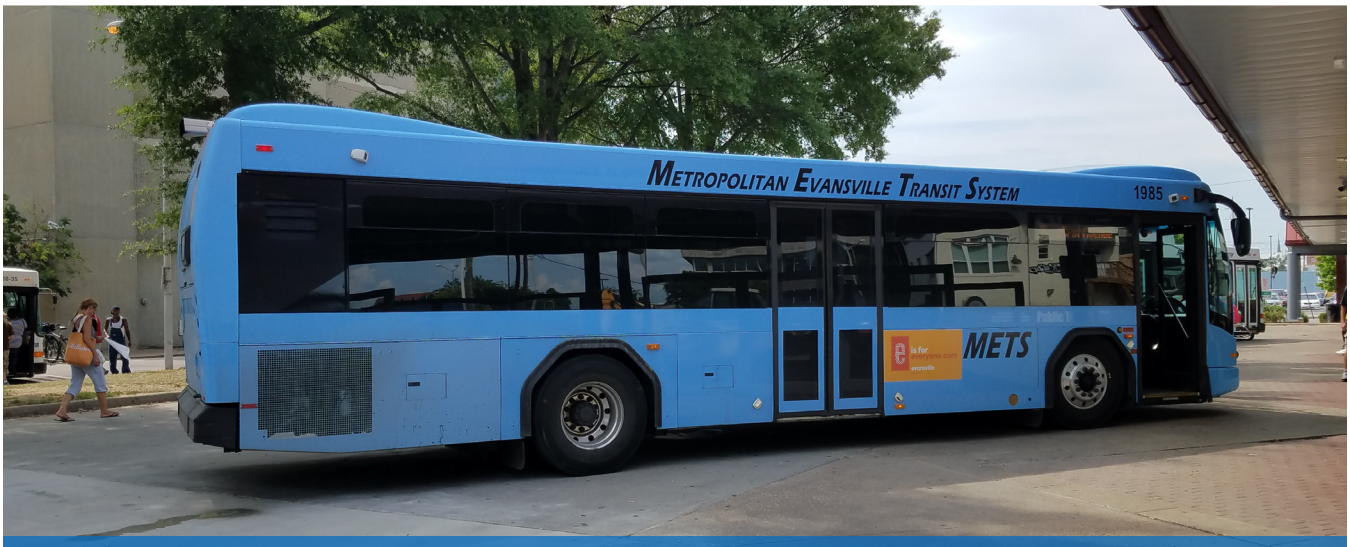
Using the Rolling Stock, Equipment (Non-Revenue Vehicles), and Facilities Inventory & Condition Rating tables in the Appendix, an investment prioritization was developed, as shown in the Replacement Prioritization column of the tables. For Rolling Stock and Non-Revenue Vehicles, the number of years under or over the ULB was calculated for each vehicle, as shown in the ULB +/- column. The ULB met by 2025 column states whether the particular vehicle has exceeded its useful life by January 1, 2025. The ULB met by 2029 column states whether the particular vehicle will exceed its useful life by January 1, 2029, the last year of the Horizon Period for the TAM Plan.

06 INVESTMENT PRIORITIZATION



METS Bus at the Downtown Terminal

All vehicles that will exceed their ULB by 2029 have a Replacement Prioritization listed. The vehicle that is over its useful life by the highest amount receives a Replacement Prioritization of 1, meaning it should be replaced first. When two or more vehicles are over their useful life by the same number of years, the vehicle with the highest mileage receives the lower Replacement Prioritization. All Rolling Stock are prioritized together and all Non-Revenue Vehicles are prioritized together.

Facility replacement prioritization is based on the TERM value of the facility. Because no facilities are expected to have a TERM value below 3, there is no Replacement Prioritization for facilities at this time.

The Inventory & Condition Rating tables also include an estimated year of replacement at the end. This estimate is dependent upon available funding and may change over the horizon period of this TAM Plan. The replacement year is listed as a calendar year for METS from 2026-2029. If a replacement is estimated to be after 2029, it is listed as such and will be updated in the next TAM Plan.

See the Appendix for the Replacement Prioritizations and Replacement Year shown in the Inventory & Condition Rating tables.

The Evansville MPO and METS will continue to work together to maintain the Inventory & Condition Rating tables. Any updates to these tables will be included in this 2025-2029 TAM Plan.

Annual TAM Targets will be developed at the beginning of each year through coordination between METS and the MPO and added to the Appendix of this TAM Plan. METS is responsible for reporting TAM Targets annually to the NTD.

Upon completion of the TAM Plan, it is to be certified by METS. Annual TAM Targets will be approved by the Evansville MPO Policy Committee at the beginning of each year. METS has representation on the Policy Committee.

07 RECORDKEEPING, NTD REPORTING & ADOPTION

METS Bus

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METS Rolling Stock
Inventory & Condition Rating 2025

ID #	Vehicle Use	Year	Make	Model	Asset Owner*	Acquisition Date	Age	Mileage**	Replacement Cost	ULB	ULB +/-	ULB Met by 2025	ULB Met by 2029	Replacement Prioritization	Replacement Year
Bus - Heavy Duty (35'+)															
1965	FR	2012	Gillig	35' Low Floor	METS	11/18/2017	7.1	429,198	$432,000.00	12	4.9	No	No		
1985	FR	2012	Gillig	35' Low Floor	METS	1/18/2018	7.0	391,044	$431,719.00	12	5.0	No	No		
1835	FR	2018	Gillig	35' Low Floor	METS	6/29/2018	6.5	305,039	$431,719.00	12	5.5	No	No		
1836	FR	2018	Gillig	35' Low Floor	METS	6/29/2018	6.5	339,993	$431,719.00	12	5.5	No	No		
1837	FR	2018	Gillig	35' Low Floor	METS	7/14/2018	6.5	293,889	$431,719.00	12	5.5	No	No		
1838	FR	2018	Gillig	35' Low Floor	METS	7/14/2018	6.5	318,846	$431,719.00	12	5.5	No	No		
1839	FR	2018	Gillig	35' Low Floor	METS	7/14/2018	6.5	320,342	$431,719.00	12	5.5	No	No		
1840	FR	2018	Gillig	35' Low Floor	METS	7/14/2018	6.5	334,265	$431,719.00	12	5.5	No	No		
1945	FR	2019	Gillig	35' Low Floor	METS	2/5/2020	4.9	254,949	$450,000.00	12	7.1	No	No		
2348	FR	2023	Gillig	35' Low Floor Hybrid	METS	8/21/2023	1.4	64,894	$869,536.00	12	10.6	No	No		
2349	FR	2023	Gillig	35' Low Floor Hybrid	METS	8/21/2023	1.4	35,272	$869,536.00	12	10.6	No	No		
2350	FR	2023	Gillig	35' Low Floor Hybrid	METS	11/3/2023	1.2	37,330	$869,536.00	12	10.8	No	No		
2351	FR	2023	Gillig	35' Low Floor Hybrid	METS	8/21/2023	1.4	87,066	$869,536.00	12	10.6	No	No		
2352	FR	2023	Gillig	35' Low Floor Hybrid	METS	8/21/2023	1.4	68,999	$869,536.00	12	10.6	No	No		
Bus - Heavy Duty (30')															
1002	FR	2010	Gillig	Low Floor - Hybrid - 29'	METS	4/10/2010	14.7	653,628	$432,000.00	10	-4.7	Yes	Yes	5	2027
1003	FR	2010	Gillig	Low Floor - Hybrid - 29'	METS	4/10/2010	14.7	589,480	$432,000.00	10	-4.7	Yes	Yes	6	2027
1004	FR	2010	Gillig	Low Floor - Hybrid - 29'	METS	4/10/2010	14.7	692,850	$432,000.00	10	-4.7	Yes	Yes	4	2026
1213	FR	2012	Gillig	Low Floor - Trolley - 29'	METS	5/2/2012	12.7	314,532	$485,000.00	10	-2.7	Yes	Yes	13	2029+
1214	FR	2012	Gillig	Low Floor - Hybrid - 29'	METS	5/2/2012	12.7	472,239	$432,000.00	10	-2.7	Yes	Yes	12	2028
1215	FR	2012	Gillig	Low Floor - Hybrid - 29'	METS	5/2/2012	12.7	499,011	$432,000.00	10	-2.7	Yes	Yes	11	2028
14-20	FR	2014	Gillig	Low Floor - 29'	METS	6/13/2014	10.6	456,195	$432,000.00	10	-0.6	Yes	Yes	18	2029+
14-21	FR	2014	Gillig	Low Floor - Trolley - 29'	METS	8/11/2014	10.4	204,926	$485,000.00	10	-0.4	Yes	Yes	20	2029+
16-26	FR	2016	Gillig	Low Floor - 29'	METS	9/2/2016	8.3	397,437	$432,000.00	10	1.7	No	Yes	21	2029+
16-27	FR	2016	Gillig	Low Floor - 29'	METS	9/2/2016	8.3	364,613	$432,000.00	10	1.7	No	Yes	22	2029+
17-32	FR	2017	Gillig	Low Floor - 29'	METS	5/4/2017	7.7	383,549	$432,000.00	10	2.3	No	Yes	23	2029+
17-33	FR	2017	Gillig	Low Floor - 29'	METS	5/4/2017	7.7	359,826	$432,000.00	10	2.3	No	Yes	24	2029+
Cutaway - Medium Duty (30')															
2046	FR	2020	Freightliner	S2	METS	9/21/2020	4.3	221,510	$127,222	7	2.7	No	Yes	25	2029+
2047	FR	2020	Freightliner	S2	METS	9/21/2020	4.3	213,612	$127,222	7	2.7	No	Yes	26	2029+
Cutaway - Light Duty (<30')															
12-16M	Para	2012	Ford	E450	METS	5/2/2012	12.7	277,224	$92,955	5	-7.7	Yes	Yes	2	2026
13-19M	Para	2013	Chevy	4500	METS	6/11/2013	11.6	228,976	$79,573	5	-6.6	Yes	Yes	3	2026
16-24	Para	2016	GMC	Savana	METS	4/7/2016	8.7	192,927	$92,955.00	5	-3.7	Yes	Yes	7	2027
16-25	Para	2016	GMC	Savana	METS	4/7/2016	8.7	188,811	$92,955.00	5	-3.7	Yes	Yes	8	2027
16-28	Para	2016	Chevy	4500	METS	10/18/2016	8.2	158,312	$92,955.00	5	-3.2	Yes	Yes	10	2028
16-29	Para	2016	Chevy	4500	METS	10/18/2016	8.2	159,285	$92,955.00	5	-3.2	Yes	Yes	9	2028
17-31	Para	2016	Chevy	4500	METS	7/25/2017	7.4	183,085	$92,955.00	5	-2.4	Yes	Yes	14	2029+
1942	Para	2019	Ford	E450	METS	6/12/2019	5.6	166,888	$75,719.00	5	-0.6	Yes	Yes	15	2029+
1943	Para	2019	Ford	E450	METS	6/19/2019	5.5	165,079	$75,719.00	5	-0.5	Yes	Yes	19	2029+
1944	Para	2019	Ford	E450	METS	6/12/2019	5.6	149,955	$75,719.00	5	-0.6	Yes	Yes	17	2029+
1941	Para	2019	Ford	E450	METS	3/26/2019	5.8	151,727	$75,719.00	5	-0.8	Yes	Yes	16	2029+
2353	Para	2023	Ford	E350	METS	7/14/2023	1.5	35,810	$117,489.52	5	3.5	No	Yes	28	2029+
2354	Para	2023	Ford	E350	METS	7/14/2023	1.5	29,878	$117,489.52	5	3.5	No	Yes	29	2029+
2355	Para	2023	Ford	E350	METS	7/14/2023	1.5	36,766	$117,489.52	5	3.5	No	Yes	27	2029+
2457	Para	2025	Ford	E450	METS	10/23/2024	0.2	500	$125,000.00	5	4.8	No	No		
50	FR	2009	Ford	Supreme E450	METS	7/27/2009	15.4	368,441	$915,000.00	5	-10.4	Yes	Yes	1	2026
2456	FR	2025	Ford	E450	METS	7/29/2024	0.4	16,842	$150,241.00	5	4.6	No	No		

* Actual asset owner for METS is the City of Evansville
** Mileage is as of 1/1/2025 for METS vehicles

A APPENDIX: INVENTORY & CONDITION RATING TABLES

METS Equipment
Inventory & Condition Rating 2025

ID #	Vehicle Use	Year	Make	Model	Asset Owner*	Acquisition Date	Age	Mileage**	Replacement Cost	ULB	ULB +/-	ULB Met by 2025	ULB Met by 2029	Replacement Prioritization	Replacement Year
Service Vehicles															
151	Service	2001	Dodge	Minivan	METS	7/1/2001	23.5	55,282	$26,500.00	4	-19.5	Yes	Yes	2	2026
169	Service	1999	Ford	Tow Truck	METS	1/1/1999	26.0	55,913	$77,500.00	4	-22.0	Yes	Yes	1	2026
170	Service	2003	Ford	Truck	METS	1/1/2003	22.0	46,099	$52,895.00	4	-18.0	Yes	Yes	3	2027
78	Service	2003	Jeep	SUV	METS	1/1/2003	22.0	74,026	$30,375.00	4	-18.0	Yes	Yes	4	2027
76	Service	2003	Ford	SUV	METS	1/1/2003	22.0	113,433	$54,705.00	4	-18.0	Yes	Yes	5	2028
1	Service	2013	Ford	SUV	METS	7/1/2013	11.5	74,725	$36,170.00	4	-7.5	Yes	Yes	6	2028
2	Service	2013	Ford	SUV	METS	7/1/2013	11.5	97,380	$36,170.00	4	-7.5	Yes	Yes	7	2029+
3	Service	2016	Ford	Truck	METS	2/1/2016	8.9	62,362	$33,355.00	4	-4.9	Yes	Yes	8	2029+
5	Service	2019	Chevy	SUV	METS	5/13/2019	5.6	21,788	$22,835.25	4	-1.6	Yes	Yes	9	2029+
6	Service	2019	Chevy	SUV	METS	5/13/2019	5.6	23,673	$22,835.00	4	-1.6	Yes	Yes	10	2029+
7	Service	2019	Chevy	SUV	METS	5/13/2019	5.6	19,061	$22,835.00	4	-1.6	Yes	Yes	11	2029+
8	Service	2019	Chevy	SUV	METS	5/13/2019	5.6	13,887	$22,835.00	4	-1.6	Yes	Yes	12	2029+
4	Service	2023	Chevy	Suburban	METS	7/7/2023	1.5	4,721	$58,323.00	4	2.5	No	Yes	14	2029+
9	Service	2023	Ford	F250	METS	6/12/2023	1.6	4,319	$62,679.72	4	2.4	No	Yes	13	2029+

Type	Equipment Type	Asset Owner*	Acquisition Date	Age	Replacement Cost	TERM Rating	ULB Met by 2025	ULB Met by 2029	Replacement Prioritization	Replacement Year
Equipment	Bus Wash	METS	12/6/2019	5.1	$107,742		No	No		2029+
Equipment	Floor Scrubber	METS	9/5/2023	1.3	$55,000		No	No		2029+

* Actual asset owner for METS is the City of Evansville.
** Mileage is as of 1/1/2025 for METS vehicles

METS Facilities
Inventory & Condition Rating 2025

Name	Address	Asset Owner*	Year Built	Replacement Cost	TERM Rating	Below 3.0 TERM by 2018	Below 3.0 TERM by 2025	Replacement Prioritization	Replacement Year
Facilities									
Administration/Maintenance Building	601 John Street Evansville, IN 47713	METS	1988	$3,000,000	4.1 Good	No	No	-	-
Transfer Terminal	101 NW 6th Street Evansville, IN 47708	METS	1990s Renovated 2006	$1,000,000	3.6 Adequate	No	No	-	-

* Actual asset owner for METS is the City of Evansville

TAM Targets			
Asset Class		**2024 Performance Metrics (% exceeding ULB)**	**2025 Target (% exceeding ULB)**
Rolling Stock: All revenue vehicles	Bus	40%	31%
	Cutaway	73%	38%
Equipment: Non-revenue vehicles	Service Vehicles	88%	69%
Facilities: All buildings or structures		0%	0%

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TRANSIT ASSET MANAGEMENT PLAN

2025 - 2029

for Metropolitan Evansville Transit System

Evansville MPO

Henderson • Vanderburgh • Warrick