
The Infrastructure Investment and Jobs Act

Federal transit law requires that all transportation projects funded through the Federal Transit Administration's (FTA) Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Program be included in a locally developed Coordinated Public Transit - Human Services Transportation Plan (Coordinated Plan). Guidance from the FTA states that the plan should be developed and approved through a process that includes participation by seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human service providers, and other members of the public. The plan should include an assessment of the barriers, needs, and gaps in transportation for individuals with disabilities, seniors, and people with low incomes and implementation strategies to meet those needs.

The Infrastructure Investment and Jobs Act (IIJA) is the current transportation bill. Also known as the Bipartisan Infrastructure Law, the IIJA was signed into law on November 15, 2021. The IIJA provides approximately \$550 billion in new spending on the nation's infrastructure over the next five years, which includes approximately \$39 billion for public transit.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which became law on August 10, 2005, was the first Transportation Bill requiring the development of a Coordinated Plan in order to be eligible for Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities Program) funding from the FTA. Additionally, a Coordinated Plan is required for Section 5311 funding through KYTC. The Moving Ahead for Progress in the 21st Century Act (MAP-21), approved in 2012, and the Fixing America's Surface Transportation (FAST) Act, approved in 2015, continued and refined the requirements for development of a Coordinated Plan.

01 ABOUT THE PLAN



Easterseals Rehabilitation Center

Eligible activities for Section 5310 funding based on Federal regulations include:

- Traditional Section 5310: At least 55% of program funds must be used on capital or “traditional” 5310 projects. Examples include:
 - Buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/ routing/ on-call systems; and mobility management programs.
 - Acquisition of transportation services under a contract, lease, or other arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies are considered one form of eligible arrangement. Funds may be requested for contracted services covering a time period of more than one year. The capital eligibility of acquisition of services as authorized in 49 U.S.C. 5310(b)(4) is limited to the Section 5310 program.
- Non-Traditional Section 5310: The remaining 45% is for other “nontraditional” projects. Under MAP-21, the program was modified to include projects eligible under the former 5317 New Freedom program, described as: Capital and operating expenses for new public transportation services and alternatives beyond those required by the ADA, designed to assist individuals with disabilities and seniors. Examples include:
 - Travel training; volunteer driver programs; building an accessible path to a bus stop including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage, or way-finding technology; incremental cost of providing same day service or door-to-door service; purchasing vehicles to support new accessible taxi, rides sharing and/ or vanpooling programs; and mobility management.

Evansville-Henderson Coordinated Plan

The Coordinated Public Transit - Human Services Transportation Plan for the Evansville Urbanized Area (Evansville-Henderson Coordinated Plan) is developed by the Evansville Metropolitan Planning Organization (MPO). The Coordinated Plan allows for the Evansville Urbanized Area to be eligible for Section 5310 funding. The MPO amends the Coordinated Plan as changes occur in transportation serving the elderly and individuals with disabilities. Full updates are completed periodically. The last full update was completed in 2017.

The primary goal of the Coordinated Plan, in addition to Section 5310 and Section 5311 eligibility, is to create a collaborative network of transportation services that improve mobility for seniors, individuals with disabilities, and low income individuals. For many people, public transportation is the only means for accessing medical care, social services, government offices, and other essential services.

The Coordinated Plan aids in directing Section 5310 and Section 5311 funding to projects that improve transportation options and prevent overlapping services.

The term public transportation, as used throughout this plan, refers to all forms of transportation that are not personal vehicles owned by an individual or corporation. Public transportation includes fixed route public transit (METS and HART), paratransit service provided by public transit agencies, transportation service provided by non-profit organizations, and taxi services. The focus of this plan is access to these services for seniors and individuals with disabilities.

The Coordinated Plan covers the Evansville Metropolitan Planning Area (MPA), which consists of Vanderburgh and Warrick counties in Indiana and Henderson County in Kentucky. Within this Planning Area is the Evansville, IN Urbanized Area (sometimes referred to as the Evansville Urbanized Area). An Urbanized Area as defined by the U.S. Census Bureau is a densely developed region encompassing residential, commercial, and other non-residential urban land uses with over 50,000 people. Funding and eligibility for some federal programs are based on these boundaries. Figure 1.1 shows the Evansville Metropolitan Planning Area and Urbanized Area.

The Coordinated Plan is divided into seven chapters as follows:

Chapter 1: About the Plan

A summary of the Section 5310 Program and the development of the Evansville-Henderson Coordinated Plan.

Chapter 2: Section 5310 Funding

A listing of past and current Section 5310 funding available to the Evansville Urbanized Area and projects that have been funded with this program.

Chapter 3: Regional Demographics

An overview of the region's demographics and mapping of concentrated areas of seniors and individuals with disabilities that may have the greatest need for public transportation.

Chapter 4: Transportation Providers

A list of all public transportation providers in the Evansville MPA, including municipal and rural transit providers, non-profit organizations, and for-profit services.

Chapter 5: Public Involvement

A summary of the public involvement process and public meetings.

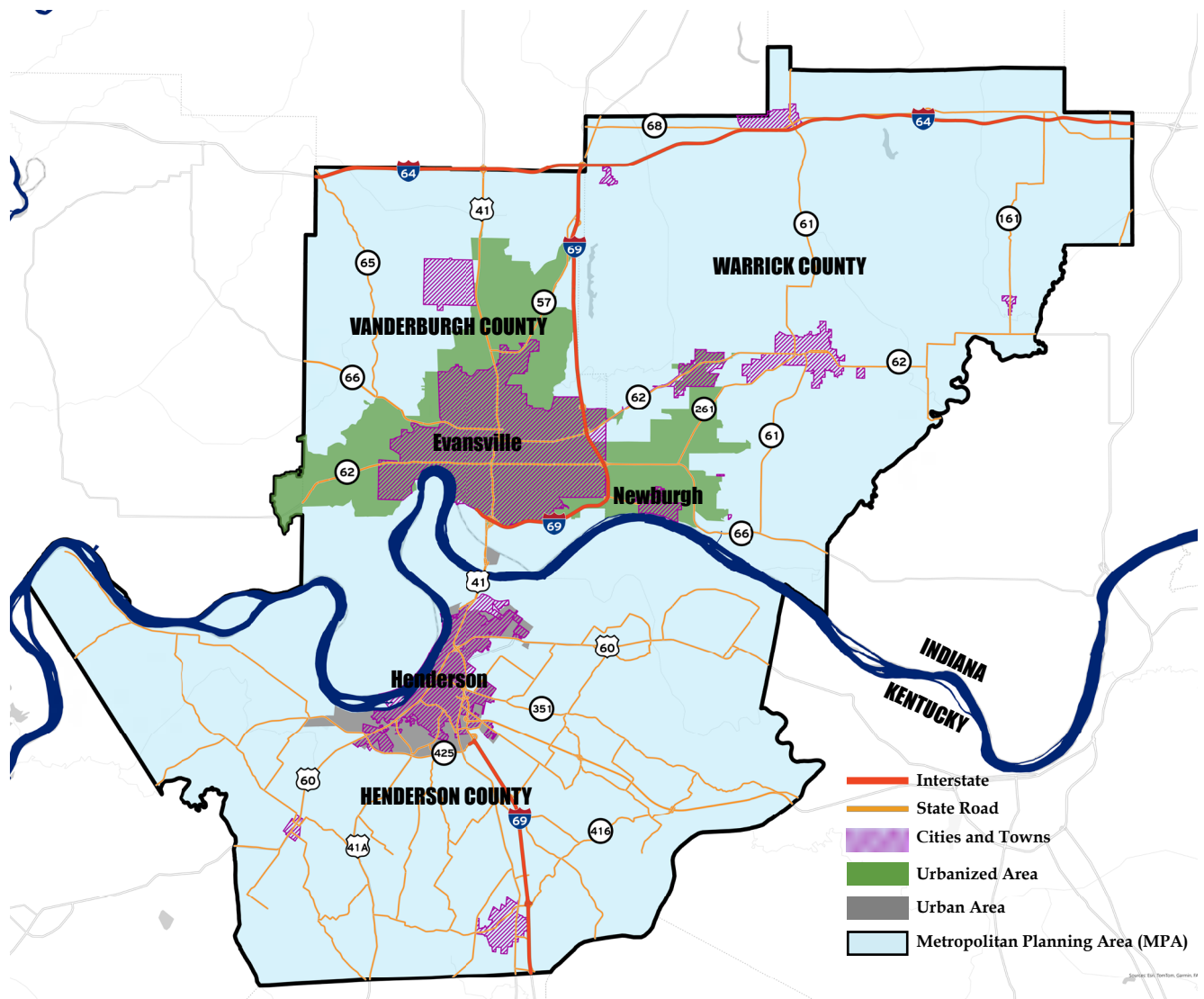
Chapter 6: Assessment of Barriers, Needs, and Gaps

An assessment of the public transportation needs based on demographic data, existing services, and public input.

Chapter 7: Implementation

An overview of strategies to remove barriers and address the needs of seniors and individuals with disabilities.

Figure 1.1: Evansville MPO Metropolitan Planning Area and Urbanized Area



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Available Funding

The Section 5310 program was created by the Surface Transportation Assistance Act (STAA) of 1982. The program made funds available to each state based on the total population of older adults and people with disabilities in the state. These funds could only be used for transportation services for seniors and individuals with a disability. INDOT administered this program for the State of Indiana. Non-profits throughout the State applied to INDOT for these funds. The application process was competitive, meaning funds were only provided to non-profits that presented the greatest need.

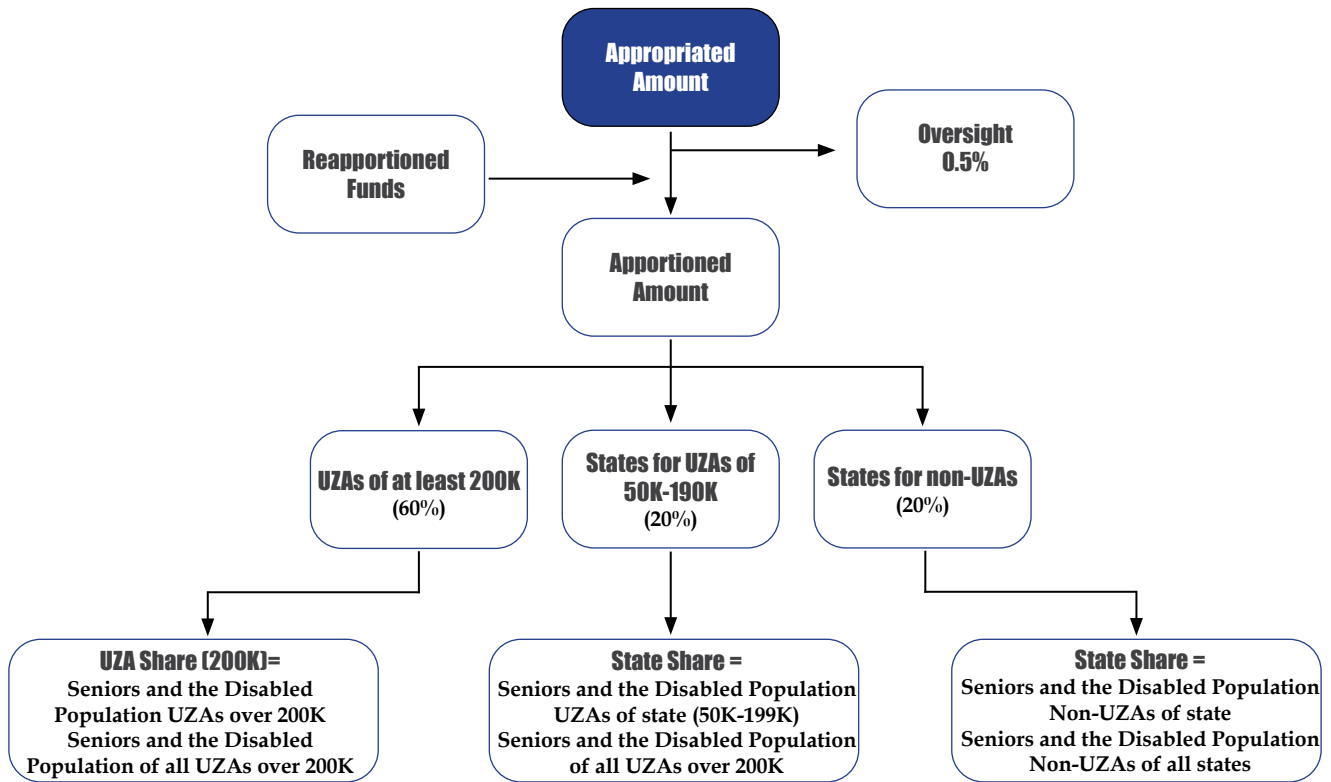
The program was unchanged by subsequent transportation bills, until MAP-21 was authorized in 2012. MAP-21 changed the formula from a statewide distribution to a three-tiered formula with 60% of the funds going directly to urbanized areas over 200,000, 20% allocated to states for urbanized areas under 200,000, and 20% to states for non-urbanized areas, and subsequent transportation bills continued this funding breakdown. The Infrastructure Investment and Jobs Act (IIJA) provided an increase in Section 5310 funding for Federal Fiscal Year 2022 of more than 40% to our area compared to the 2021 apportionment. Figure 2.1 shows a breakdown of Section 5310 distribution.

02 SECTION 5310 FUNDING



Evansville Association for the Blind

Figure 2.1: Section 5310 Distribution



UZA = Urbanized Area
Non-UZA = Portions of State outside of Urbanized Area

Due to the changes made by MAP-21, the Evansville Urbanized Area has received Section 5310 funds directly from the FTA since 2013. Each Federal Fiscal Year (October 1 - September 30), the FTA announces the total amount of available Section 5310 funding for each urbanized area for that Federal Fiscal Year (FFY). METS and non-profit organizations in Vanderburgh and Warrick counties apply for these funds through the Evansville MPO. The MPO awards funds to applicants based on need and total amount available through the program. Funds can only be used for transportation services for seniors and individuals with a disability, which includes the paratransit services of METS and special transportation services provided by area non-profits.

Table 2.1 shows the Section 5310 funds available to the Evansville Urbanized Area since the previous Coordinated Plan was adopted in the summer of 2017. The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) and the American Rescue Plan Act (ARPA) included additional Section 5310 funding to support transit agencies and non-profits during

the COVID-19 public health emergency. These funds were used to help local non-profits that had losses in other revenues while still providing transportation services.

Table 2.1: Section 5310 Available Funds (2018-2023)

Federal Fiscal Year	Total Apportionment
2018	\$233,922
2019	\$241,223
2020	\$249,674
2021	\$252,808
CRRSA	\$43,322
ARPA	\$43,323
2022	\$356,892
2023	\$348,590

Funded Projects

The Section 5310 program has funded multiple projects in the Evansville Urbanized Area. The majority of these projects were for transit vehicles for area non-profits. These organizations use the vehicles to transport seniors and individuals with disabilities to and from their home, organizational programs, medical appointments, employment opportunities, etc.

Table 2.2 shows all of the projects funded by the Section 5310 program since the adoption of the previous Coordinated Plan.

Table 2.2: Section 5310 Distribution

Calendar Year	Agency/Organization	Project
2018	The Arc of Evansville	Low-Floor Minivan
	Warrick County Council on Aging	Small Transit Vehicle
	METS	1 Paratransit Vehicle & ADA Bus Stop Improvements
2019	The Arc of Evansville	Low-Floor Minivan
	Warrick County Council on Aging	Small Transit Vehicle
	Missing Pieces CDC (S.A.F.E.)	Small Transit Vehicle
	Easterseals Rehabilitation Center	2 Large Transit Vehicles
	METS	3 Paratransit Vehicles
2020	The Arc of Evansville	Low-Floor Minivan
	Missing Pieces CDC (S.A.F.E.)	Medium Transit Vehicle
	Easterseals Rehabilitation Center	Large Transit Vehicle
2021	The Arc of Evansville	Low-Floor Minivan
	Missing Pieces CDC (S.A.F.E.)	Low-Floor Minivan
	Royal Transportation	Low-Floor Minivan
	Bridge Builders	1 Medium & 1 Large Transit Vehicle
	Easterseals Rehabilitation Center	Large Transit Vehicle & 4 Security Cameras
CRRSA & ARPA	The Arc of Evansville	Operating assistance for shortfalls in revenue due to COVID-19
	Missing Pieces CDC (S.A.F.E.)	
	SIRS Link-N-Go	
	Posey County Council on Aging	
	The Arc of Southwest Indiana	
2022	Missing Pieces CDC (S.A.F.E.)	Operating Assistance
	Royal Transportation	Operating Assistance
2023	Arc of Evansville	Low-Floor Minivan
	Missing Pieces CDC (S.A.F.E.)	Operating Assistance

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A region's demographics help determine the need for public transportation. It also provides insight to the type of public transportation necessary. In order for a transit system to be effective, it must provide service to the areas with the greatest need. For some people, a normal fixed route system is not an option due to a disability or obstacles that prevent them from accessing bus stops. This group requires other forms of public transportation. METS and HART can provide this need with their paratransit services. Non-profit organizations can help fill the gaps as well, especially for the individuals that utilize their programs.

The following sections provide an overview of the demographics for the Evansville, IN Urbanized Area. The Evansville Urbanized Area includes the connected urban-suburban region covering the City of Evansville, the Town of Newburgh, the Town of Chandler, and the developed areas just beyond and between these communities. A map of the Evansville Urbanized Area is included in Chapter 1.

The U.S. Census website was used to gather the demographic data. The American Community Survey (ACS) was used for the 2020 and 2014 data. The ACS data is released annually as either a 1-year estimate, 3-year estimate, or 5-year estimate. The 5-year estimates were used for this document as they provide a more accurate estimate.

03 REGIONAL DEMOGRAPHICS



Planning Outreach Areas

Much of the regional population can be informed of the MPO planning activities through general outreach methods, such as the MPO website, social media, and legal notices. However, some segments of the population may benefit from additional outreach efforts to ensure they have an opportunity to be involved in the planning process. These additional outreach efforts include communication with neighborhood associations, flyers in civic and community centers, and outreach to organizations that assist certain populations.

The MPO has identified Planning Outreach Areas (POAs) based on census tracts with concentrations of populations that may benefit from additional outreach efforts. The POAs were developed based on 2016-2020 American Community Survey (ACS) data from the U.S. Census Bureau. Percentages for the following factors were gathered for all 89 census tracts in Vanderburgh, Warrick and Henderson counties:

- individuals below poverty;
- individuals age 65 and older;
- minority population;
- Hispanic population;
- individuals with limited English proficiency (speak English “less than very well”);
- individuals with a disability; and
- households with no vehicles.

A 3-county regional percentage for each factor was determined, and this percentage is considered to be the POA Population Threshold. If the percentage of a census tract for an individual factor exceeds the POA Population Threshold in more than one factor, it is considered to be a Planning Outreach Area. These thresholds are shown in Table 3.1.

For each census tract, POA Tiers were created based on the number of factors within the census tract that exceeded the Threshold. Below are the POA Tiers:

- Tier 1: Exceeds 6-7 POA Population Thresholds
- Tier 2: Exceeds 4-5 POA Population Thresholds
- Tier 3: Exceeds 2-3 POA Population Thresholds

A map of the Planning Outreach Areas is shown in Figure 3.1.

Total Population

The 2020 ACS shows the three-county population for Vanderburgh, Warrick, and Henderson counties to be 287,809. The Urbanized Area includes a large portion of this population, at 229,776. (Note: A portion of the Evansville Urbanized Area reaches into a small area in Posey County.) Figure 3.2 shows the region and county populations.

The majority of the Urbanized Area population is served by public transportation. The City of Evansville has a population of 118,414 and is served by METS. The City of Henderson has a population of 28,469 and is served by HART. Both agencies provide fixed route and paratransit services. WATS provides fixed route public transportation for southwest Warrick County. Their service area includes the City of Boonville with a population of 6,512, Town of Newburgh with a population of 3,263, and the Town of Chandler with a population of 3,669.

Figure 3.2: 2020 Regional Population

