

COORDINATED PUBLIC TRANSIT - HUMAN SERVICES TRANSPORTATION PLAN

2023 — 2027

Evansville MPO

Henderson • Vanderburgh • Warrick

COORDINATED PUBLIC TRANSIT - HUMAN SERVICES TRANSPORTATION PLAN

2023-2027

Evansville MPO Policy Committee Adoption: March 9, 2023
Amended: March 13, 2025
Proposed Amendment Approval: November 12, 2026
The amendments to the plan can be found on pages 29 and 41

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This project was partially funded through the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration.

RESOLUTION
ADOPTING THE EVANSVILLE METROPOLITAN PLANNING ORGANIZATION
2023-2027 COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

WHEREAS the Evansville Metropolitan Planning Organization (MPO) is the organization designated by the Governor of the State of Indiana as the Designated Recipient for the Federal Transit Administration (FTA) Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) grant program; and

WHEREAS the Safe, Accountable, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Federal Legislation passed in 2005, requires that an area must develop a Coordinated Public Transit-Human Services Transportation Plan to be eligible to receive FTA Section 5310 grant funds; and

WHEREAS the Moving Ahead for Progress in the 21st Century (MAP-21) Federal Legislation passed in 2012, expanded the requirements to include stakeholder involvement in developing the Coordinated Public Transit-Human Services Transportation Plan; and

WHEREAS the Fixing America's Surface Transportation (FAST) ACT Federal Legislation passed in 2015 and the Infrastructure Investment and Jobs Act (IIJA) passed in 2021, each continued the requirement for developing a Coordinated Public Transit-Human Services transportation Plan; and

WHEREAS the Evansville MPO has developed the *2023-2027 Coordinated Public Transit-Human Services Transportation Plan* in collaboration with local stakeholders, with input from the public, and including all required elements.

BE IT THEREFORE RESOLVED that the Evansville Metropolitan Planning Organization Policy Committee, at its regular meeting of March 9, 2023 adopts the *2023-2027 Coordinated Public Transit-Human Services Transportation Plan.*

Jack Corn, Jr., Chairman
Evansville Metropolitan Planning Organization
Policy Committee

March 9, 2023

ACKNOWLEDGEMENTS

Evansville MPO Policy Committee Members

Jack Corn, Jr.	Chairperson, Evansville City Council Appointment
John Stoll	Vice-Chairperson, Vanderburgh County Engineer
Rusty Fowler	Indiana Department of Transportation
Stephanie Terry	Mayor, City of Evansville
Dylan Ward	Henderson City Manager, City of Henderson Appointment
Mary Allen	Councilmember, Evansville City Council
Amy Canterbury	Commissioner, Vanderburgh County Commission
Jill Hahn	Councilmember, Vanderburgh County Council
Sarah Seaton	Commissioner, Warrick County Commission
Nick Stallings	County Engineer, Henderson County Appointment
Todd M. Robertson	Transportation and Services Director, City of Evansville Mayoral Appointment
Chris Cooke	Town Manager, Town of Newburgh Appointment
Deneatra Henderson	Chief District Engineer, Kentucky Transportation Cabinet
Michael Smith	Indiana Department of Transportation (NV)
Jermaine Hannon	Indiana Federal Highway Administration (NV)
La'Kesha Stewart	Indiana Federal Highway Administration (NV)
Shawn Seals	Indiana Department of Environmental Management (NV)
Kelley Brookins	Federal Transit Administration Region V (NV)
Tony Greep	Federal Transit Administration Region V (NV)
Todd Jeter	Kentucky Federal Highway Administration (NV)
John Ballantyne	Kentucky Federal Highway Administration (NV)
Jim Gray	Kentucky Transportation Cabinet (NV)
Mikael Pelfrey	Kentucky Transportation Cabinet (NV)
Michael Kennedy	Kentucky Division of Air Quality (NV)

(NV) = Non-voting

Regional Transit Advisory Committee (RTAC)

Arc of Evansville
Arc of Gibson County
City of Evansville Dept of Transportation & Services/METS
City of Evansville Det of Metropolitan Development (DMD)
Community Transportation Assocation of America (CTAA)
Easterseals Rehabiltation Center
Easterseals Rehabiltation Center (Posey County)
Evansville Association for the Blind
Evansville MPO
Evansville Promise Zone
Evansville Trails Coalition
Federal Transit Administration (FTA)
Gibson County Council on Aging
Good Samaritan Home
Growth Alliance for Greater Evansville
Health by Design
Henderson Area Rapid Transit (HART)
Hillcrest
Interstellar Co.
Keeping Family Connected
Metropolitan Evansville Transit System (METS)
Missing Pieces CDC
National Center for Mobility Management (NCMM)
Posey County Council on Aging
Ride Solution/WATS
Royal Transportation
SIRS/Link-N-Go
Southwest Indiana Workforce Board
SWIRCA & More
Sycamore Services
Use What You've Got Ministry
Veteran Affairs
Warrick County Council on Aging (WCCOA)
Welborn Baptist Foundation

ACKNOWLEDGEMENTS

Evansville MPO Technical Committee Members

Nate Hahn, Chairperson	Executive Director, Evansville Vanderburgh Airport Authority
Rick Wilson, Vice Chairperson	Superintendent of Operations, METS

The following organizations are represented on the Technical Committee:

American Medical Response
American Structurepoint, Inc.
Arc of Evansville
Ascension St. Vincent
Black Chamber of Commerce Evansville
Carver Community Organization
Commonwealth Engineers, Inc.
CSX Transportation
David Matthews Associates
Dpatrick Automotive
Easterseals Rehabilitation Center
Eastland Mall
Evansville Regional Economic Partnership
EnviroKinetics, Inc.
Evansville Bicycle Club
Evansville Board of Public Safety
Evansville City Engineer
Evansville Department of Metropolitan Development
Evansville Department of Transportation and Services
Evansville Department of Urban Forestry
Evansville Deputy Mayor
Evansville Environmental Protection Agency
Evansville Parks and Recreation Department
Evansville Police Department
Evansville Regional Airport
Evansville Trails Coalition
Evansville/Vanderburgh County Area Plan Commission
Evansville/Vanderburgh County Emergency Management Agency
Evansville Water and Sewer Department
Federal Highway Administration (Indiana)
Federal Highway Administration (Kentucky)
Federal Transit Administration (Region V)
Green River Area Development District
Henderson Area Rapid Transit
Henderson City Engineer
HOLA Evansville
Henderson City Manager
Henderson County Engineer
Henderson County Riverport Authority
Henderson-Henderson County Chamber of Commerce
Henderson-Henderson County Plan Commission
Henderson County Judge Executive
Indiana Department of Environmental Management (Indianapolis)
Indiana Department of Transportation (Indianapolis)
Indiana Department of Transportation (Vincennes)
Indiana Southern Railroad
Kentucky Transportation Cabinet (Frankfort)
Kentucky Transportation Cabinet (Madisonville)
Lochmueller Group
Metropolitan Evansville Transit System
Port of Indiana-Mount Vernon
Posey County Chamber of Commerce
Qk4 Inc.
Shrewsberry & Associates, LLC
Southern Indiana Resource Solutions, Inc. (SIRS)
Town of Chandler
United Neighborhoods of Evansville (UNOE)
University of Evansville
US House of Representatives District 8
Vanderburgh County Emergency Management Agency
Vanderburgh County Engineer
Warrick County Economic Development
Warrick County Plan Commission
Warrick County School Corporation
Westside Improvement Association

Evansville MPO Staff

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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.

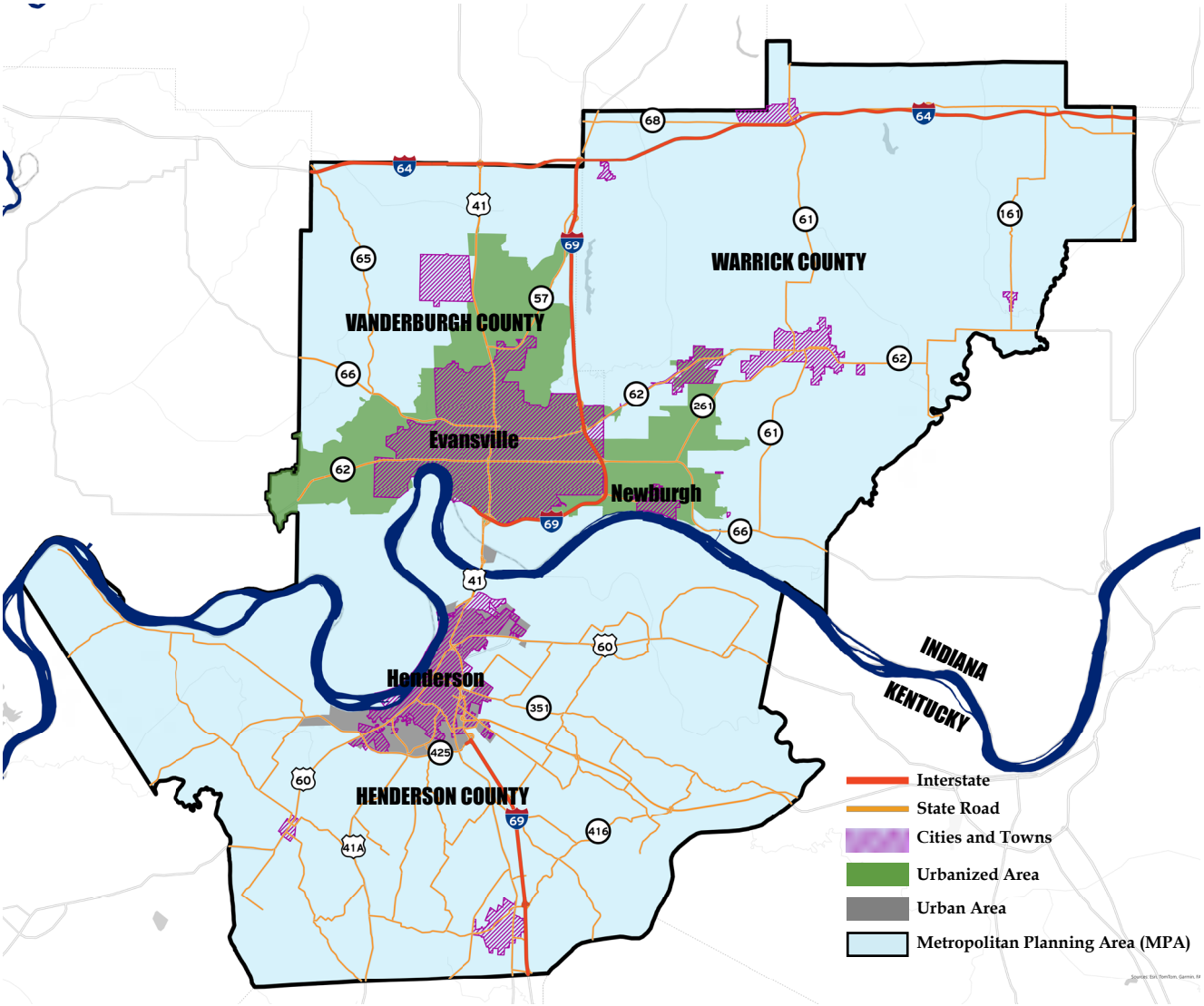
Chapter 4: Transportation Providers
A list of all public transportation providers in the Evansville MPA, including municipal and rural transit providers, non-profit organizations, and for-profit services.

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.

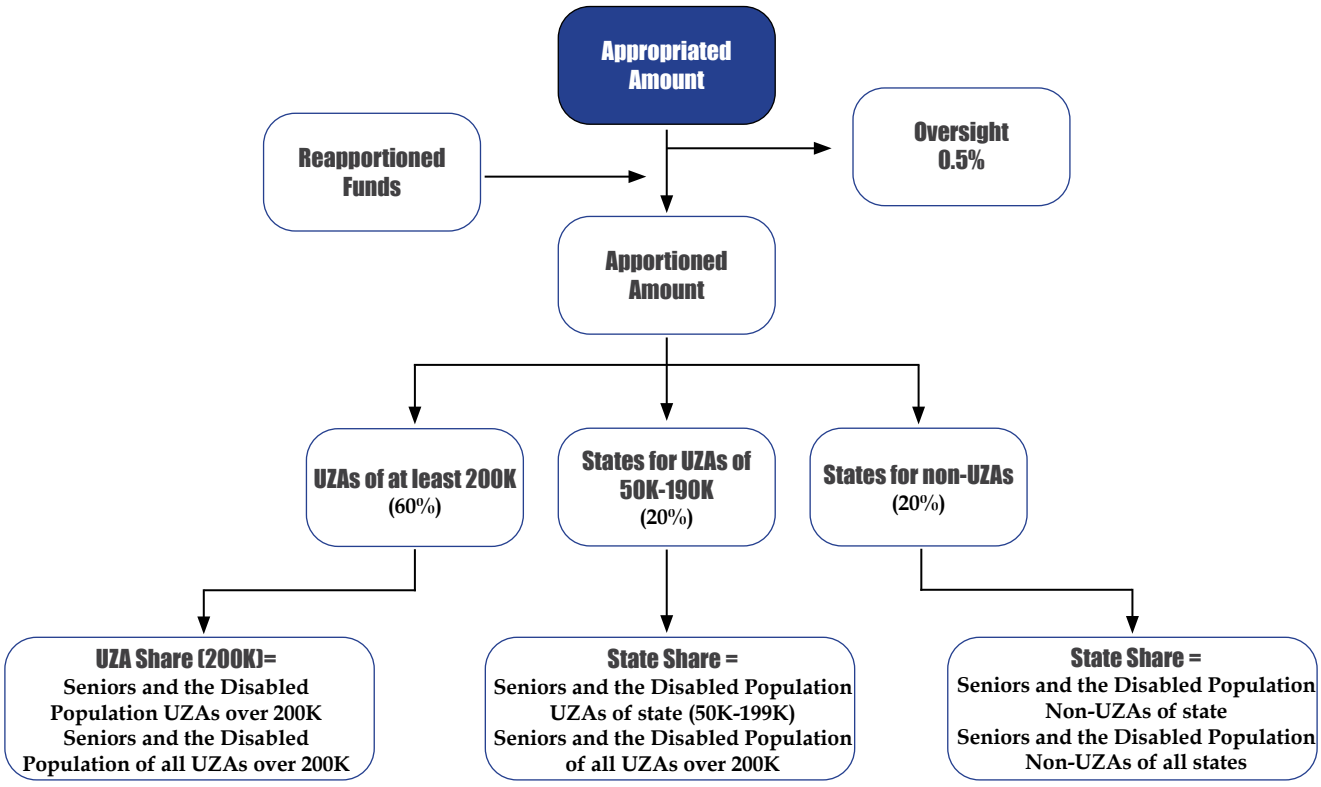
The program was unchanged by subsequent transportation bills, until MAP-21 was authorized in 2012. MAP-21 changed the formula from a statewide distribution to a three-tiered formula with 60% of the funds going directly to urbanized areas over 200,000, 20% allocated to states for urbanized areas under 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



HART

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

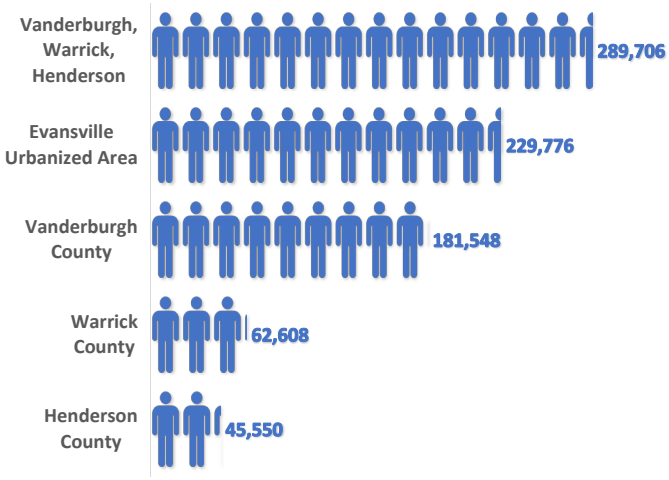
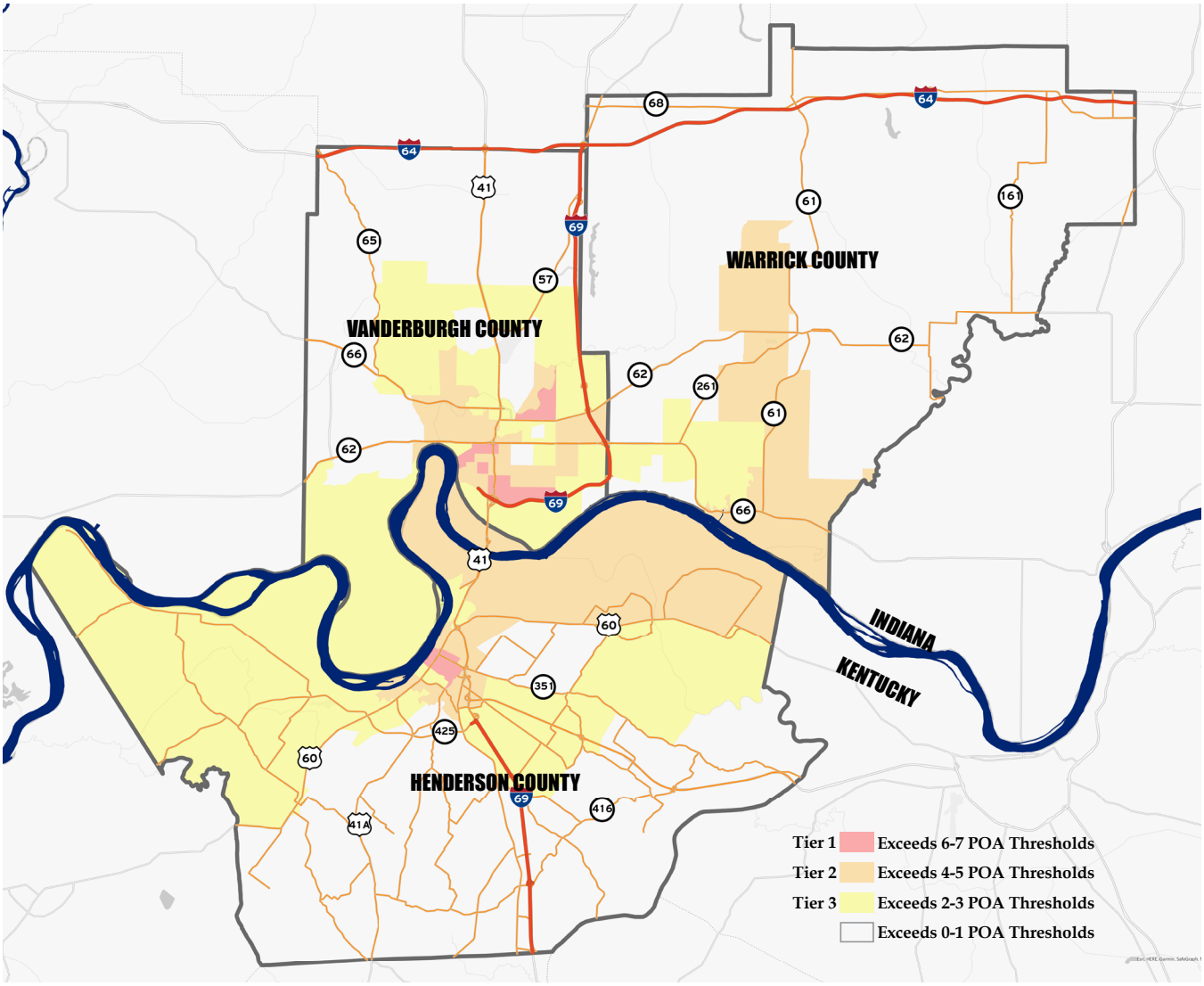


Table 3.1: Planning Outreach Area Thresholds

POA Population Factor	Vanderburgh	Warrick	Henderson	3-County Total
Individuals below poverty	16.1%	6.0%	18.2%	14.2%
Individuals age 65 and over	16.9%	17.4%	17.6%	17.1%
Minority Population	15.3%	7.5%	13.0%	13.3%
Hispanic Population	2.6%	1.7%	2.5%	2.4%
Individuals with Limited English Proficiency (speak English "less than very well"	1.6%	1.0%	1.0%	1.4%
Individuals with a disability	15.0%	12.2%	21.7%	15.5%
Households with no vehicles	7.6%	2.1%	7.4%	6.5%

Figure 3.1: Planning Outreach Areas



Age and Sex

Age is one factor in determining the type of public transportation needed. Children and some young adults do not have a driver's license and must rely on their friends or families for a ride. Some may utilize public transportation to get them around the city. This is particularly true for college students who do not have a vehicle available on campus.

Older adults also often rely on public transportation. Some may be unable to drive for health reasons, some may have never received a driver's license, and others may just choose not to have a vehicle. These seniors rely on public transportation to get them to and from medical appointments, to grocery stores and other shopping, to visit family, etc. Some also take advantage of programs offered by area non-profits who provide transportation for them.

Figure 3.3 shows the breakdown of age and sex for the Urbanized Area. Figure 3.4 shows the areas with a high percentage of population over the age of 65, which are spread out across the three counties.

Figure 3.3: 2020 Age and Sex

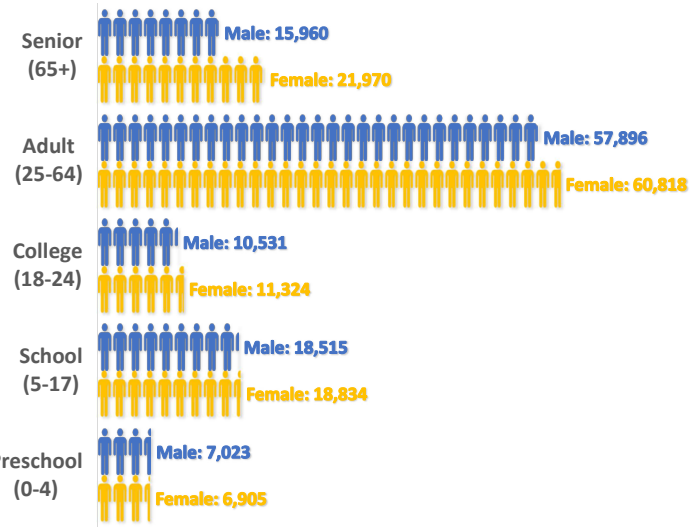
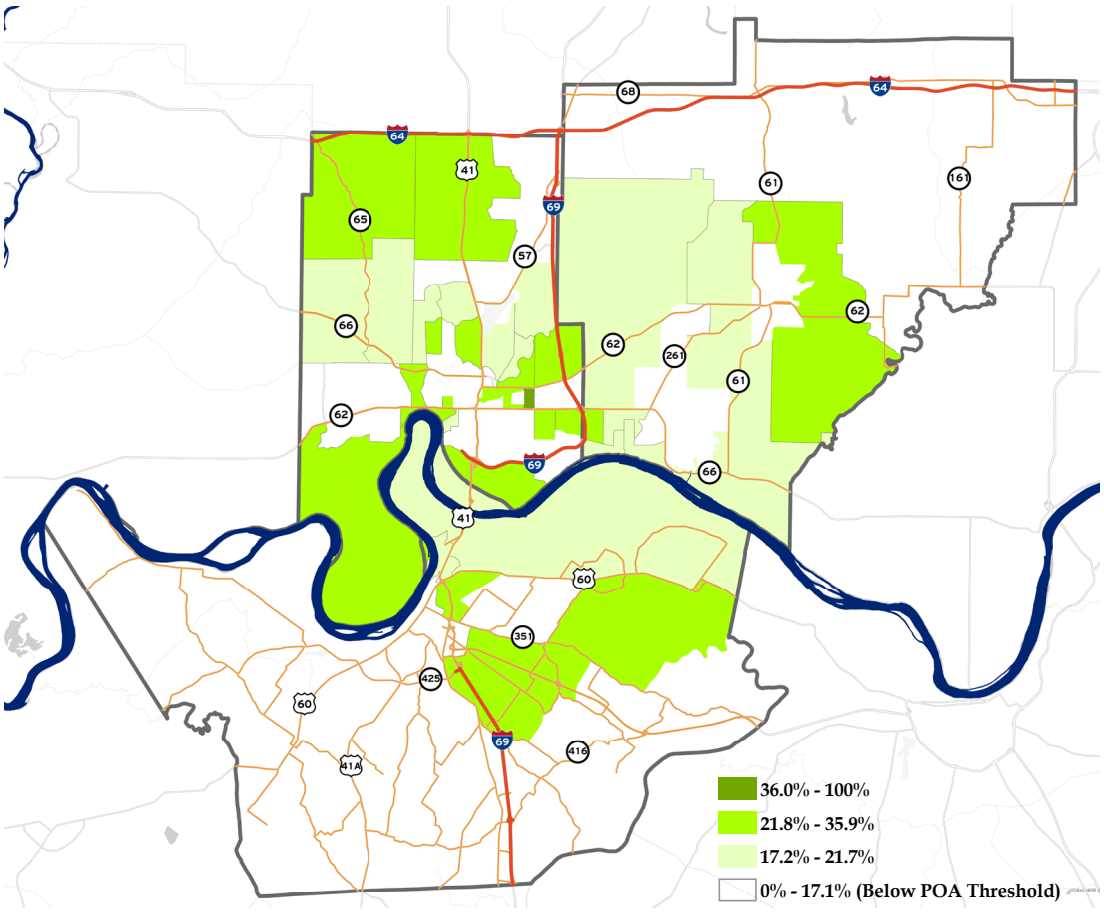


Figure 3.4: POA Thresholds - Population over 65



Race and Ethnicity

Title VI of the Civil Rights Act of 1964 protects all people in the United States from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. Almost every public transportation provider in the U.S. receives financial assistance from the Federal Transit Administration (FTA). The FTA requires all recipients of FTA funds to complete a Title VI plan and ensure that no person is excluded from the participation in, denied the benefits of, or otherwise subjected to discrimination under any program or activity of those recipients. It is important to ensure that everyone, no matter their race or ethnicity, has equal access to public transportation.

Figure 3.5 shows the breakdown of race and ethnicity for the Urbanized Area. The map in Figure 3.6 shows the areas with a high percentage of minority populations and Figure 3.7 shows the areas with a high percentage of Hispanic populations. Some of these areas overlap, such as in the core of Evansville and Henderson. Other areas of concentration include to the east of Newburgh and south of Boonville.

Figure 3.5: 2020 Race and Ethnicity

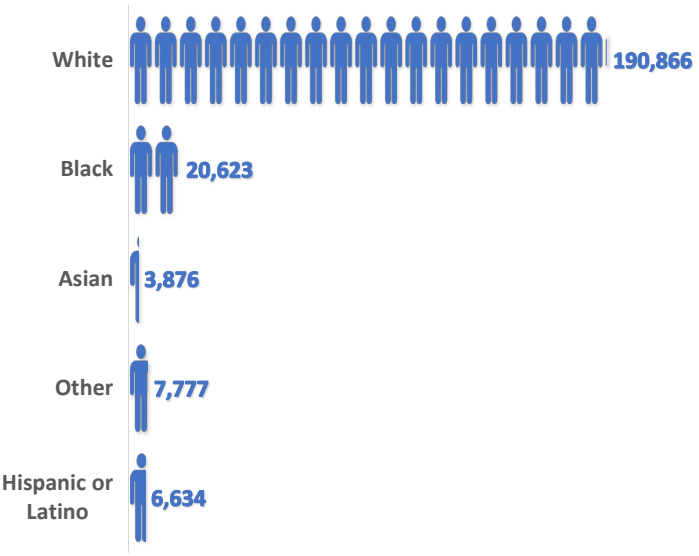


Figure 3.6: POA Thresholds - Minority Population

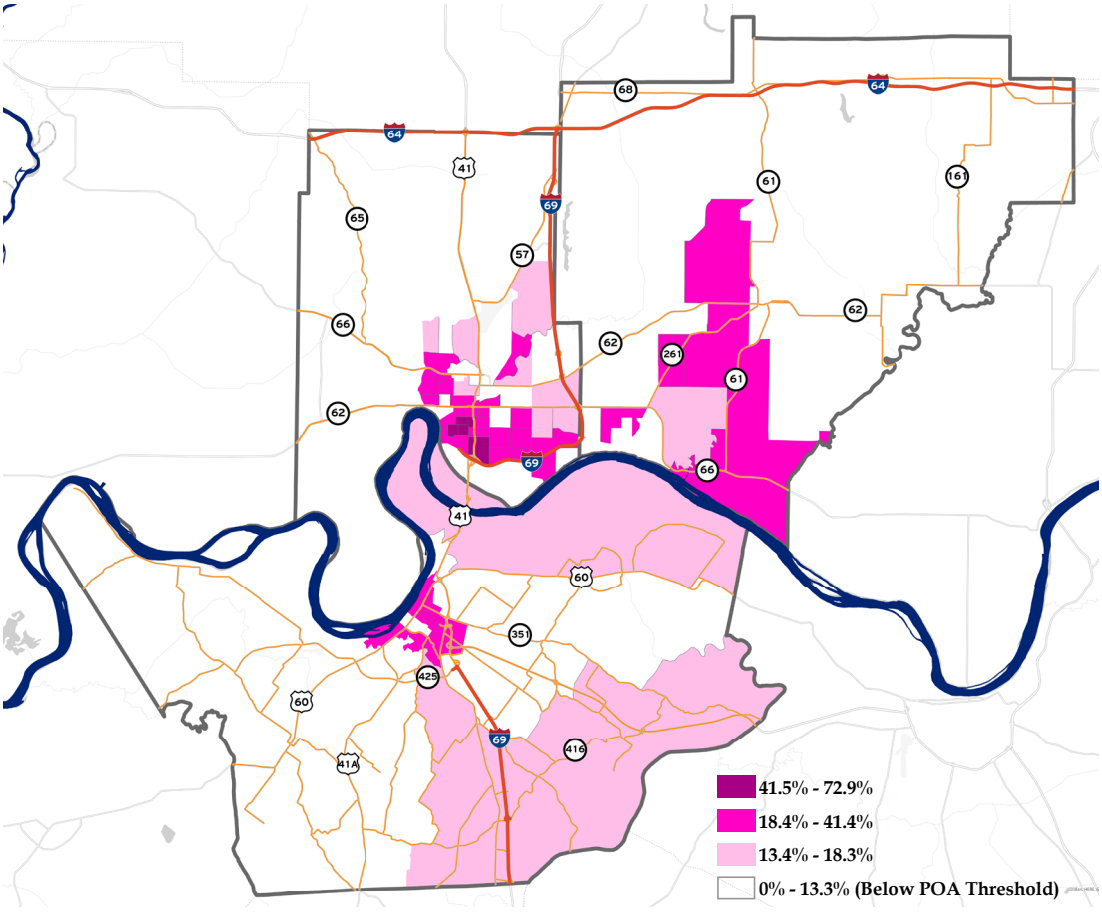
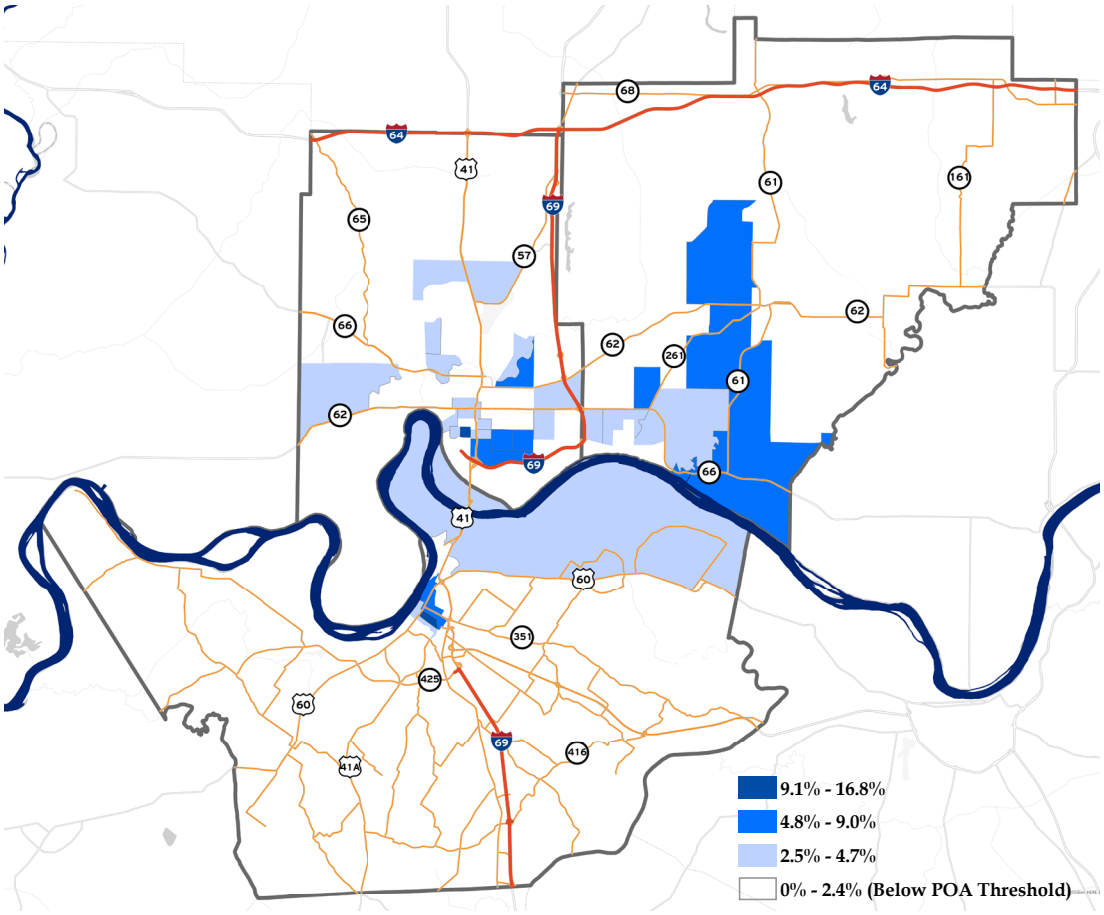


Figure 3.7: POA Thresholds - Hispanic Population



Language

Title VI of the Civil Rights Act of 1964 also protects people from discrimination based on language. The Supreme Court decided in 1974 (Lau v. Nichols, 414 U.S. 563, 569 (1974)) that denying someone of a program or activity receiving federal financial assistance based on the individual's inability to or difficulty in speaking English violated Title VI. Public Transportation providers must make all possible efforts to accommodate non-English speaking people. This typically means having Spanish translations of notices and/or providing accommodations necessary to make information available to non-English speaking people.

Figure 3.8 shows the percentage of the Urbanized Area that speaks a language other than English as their primary language spoken at home. Figure 3.9 shows the areas with a high percentage of the population with limited English proficiency.

Figure 3.8: 2020 Language Spoken

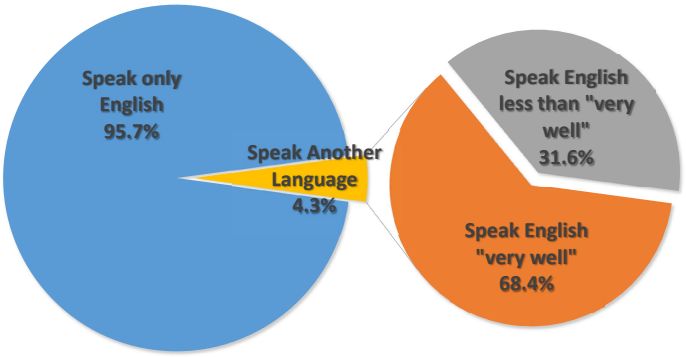
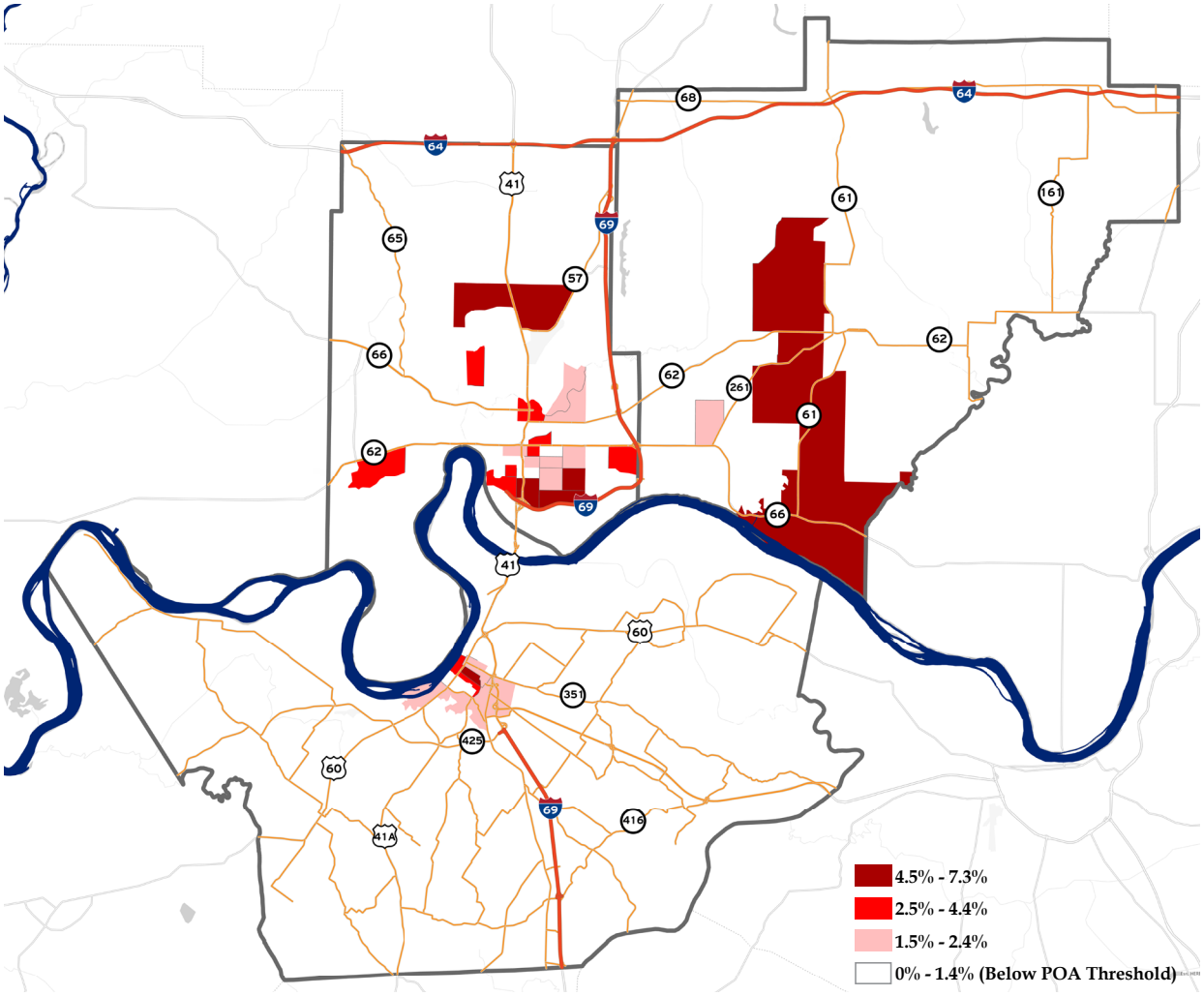


Figure 3.9: POA Thresholds - Individuals with Limted English Proficiency



Individuals with a Disability

The number of individuals with a disability is a key factor in determining the amount of paratransit services needed. Depending on the severity of the disability, these individuals may rely solely on someone else to drive them everywhere they need to go. In some cases, the need for door-to-door paratransit service could change from day to day.

Approximately 15.8% of the Urbanized Area's population had some type of disability at the time of the 2020 ACS. This includes 6.1% of children under 18, 13.9% of adults age 18-64, and 37.1% of seniors age 65 and over.

Figure 3.10 shows the number of people with a disability in the Urbanized Area for different age groups and shows the increase in each age group between 2014 and 2020. Figure 3.11 shows the areas with a high percentage of population with a disability.

Figure 3.10: 2014 & 2020 Individuals with Disabilities

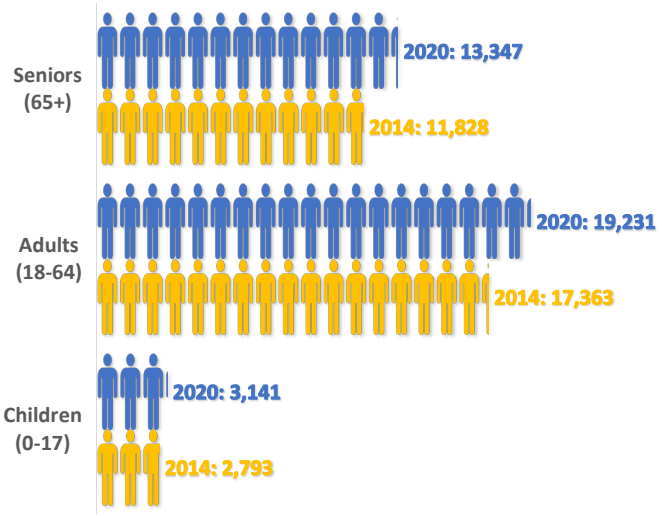
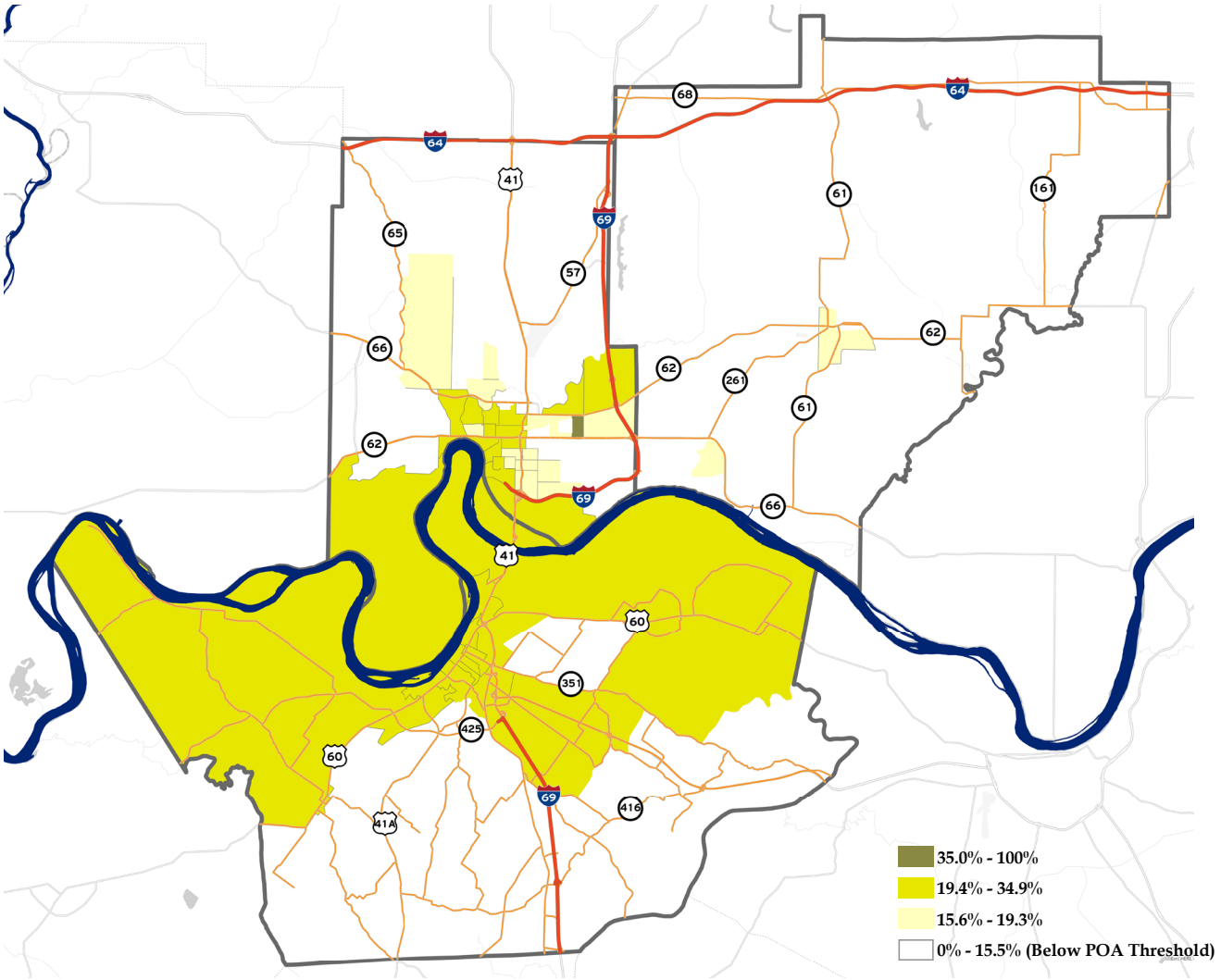


Figure 3.11: POA Thresholds - Individuals with a Disability



Vehicle Availability

Vehicle availability is a key factor in determining the amount of need for public transportation. Households without a vehicle rely on public transportation, taxis, walking, or biking to get to get to work, go to the grocery store, etc. Households with only one vehicle may also rely on public transportation when multiple people from the same household have different destinations at the same time.

Figure 3.12 shows the percentage of the Urbanized Area households that have no vehicles available. Figure 3.13 shows the areas with a high percentage of households with no vehicles. These areas are concentrated in the core of Evansville and Henderson where alternative forms or transportation are more readily available.

Figure 3.12: 2020 Vehicles Available per Household

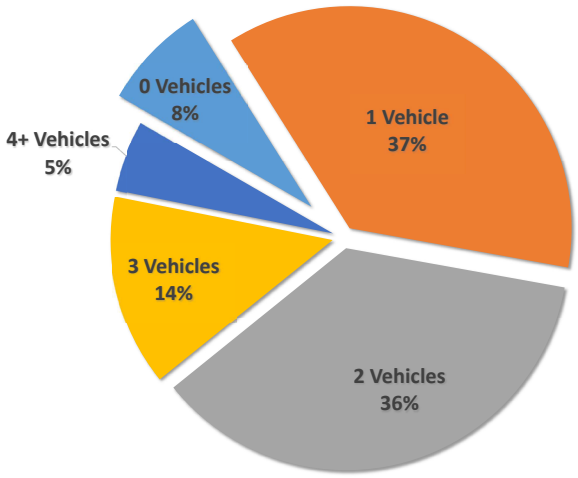
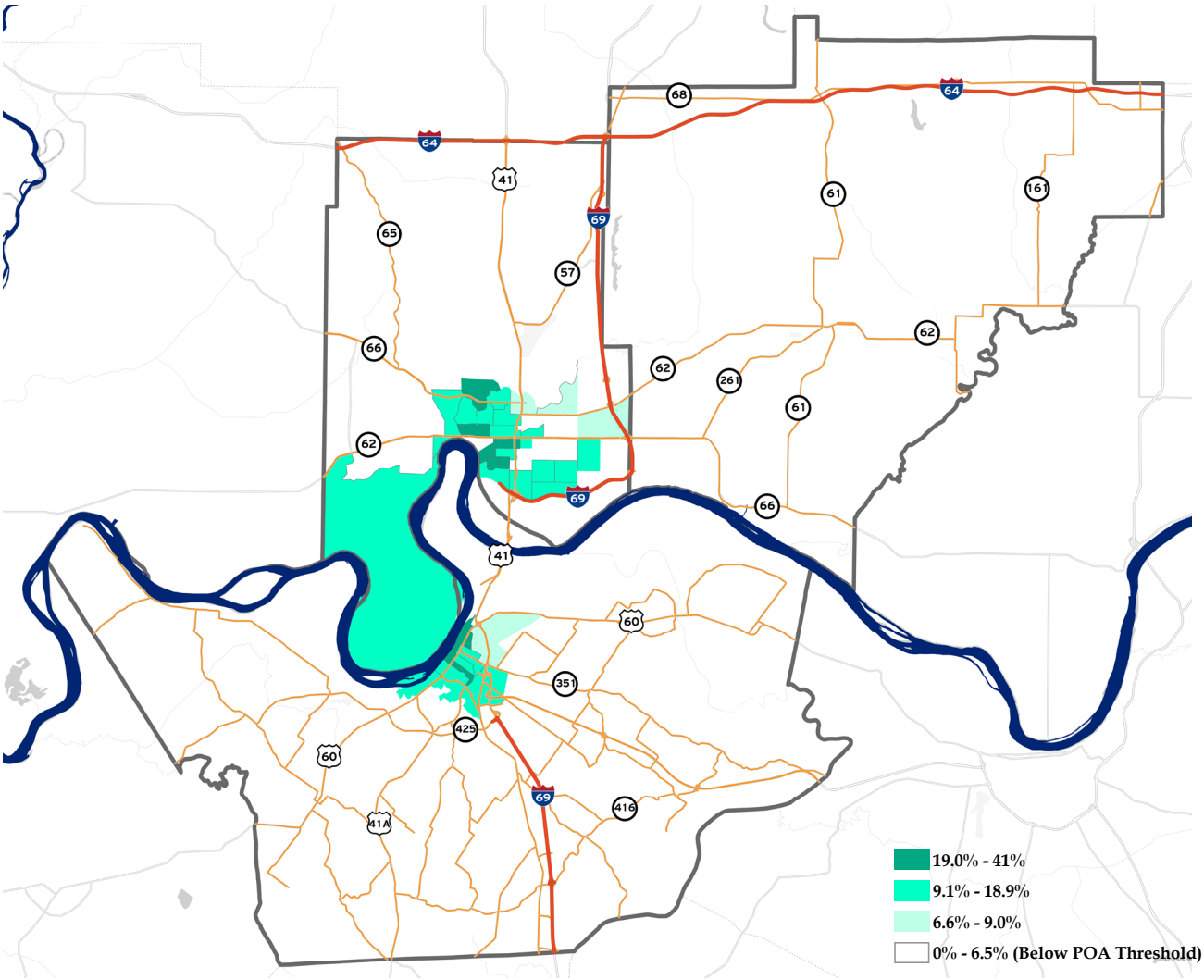


Figure 3.13: POA Thresholds - Households with No Vehicles



Household Income

Household income often correlates to the number of vehicles owned by a household. A low-income household is less likely to have multiple vehicles than a higher income household. These households are more likely to use public transportation.

The 2020 median household income for the Urbanized Area was $51,853. The U.S. Census sets income thresholds to determine poverty levels. In 2021, a household was considered in poverty if the total income was less than $13,788 for a one-person household, $17,529 for a two-person household, and $27,740 for a four-person household.

Figure 3.14 shows the median household income for each county and the Urbanized Area. Table 3.2 shows the number of households in each income level in the Urbanized Area. Figure 3.15 shows the areas with a high concentrations of individuals in poverty, which are primarily located within Evansville and Henderson.

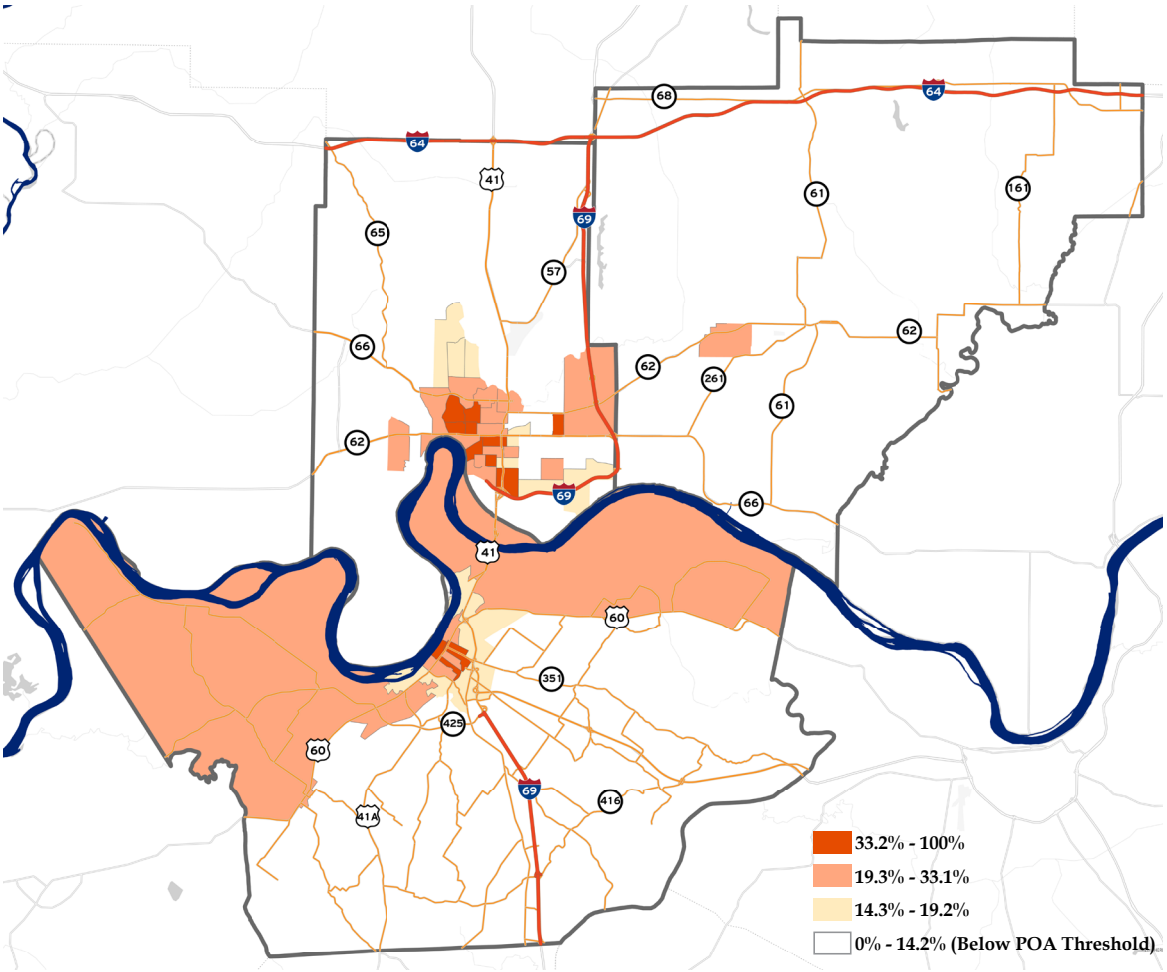
Figure 3.14: 2020 Median Household Income



Table 3.2: 2020 Median Household Income

	Urbanized Area Households
Make less than $25,000	22,247
$25,000 to $49,999	23,983
$50,000 to $74,999	17,522
$75,000 to $99,999	12,715
$100,000 or more	19,169
Total Households	95,636

Figure 3.15: POA Thresholds - Individuals Below Poverty



Means of Transportation to Work

Because vehicles are available to a high percentage of households in the Urbanized Area, driving is the primary means of transportation to work. Only 1.2% of the urbanized area population takes public transportation to work based on the 2020 ACS. This is a slight decrease over 2014 ACS data when 1.3% of the population took public transportation. This follows the National trend of decreased transit ridership after the start of the COVID-19 Pandemic. Figure 3.16 shows the means of transportation to work for the Urbanized Area.

Commute Time

In 2014, the average commute time was 19.2 minutes. In 2020, the average commute time increased to 20 minutes. Commute time to work is longest for workers taking public transportation. Fifty-three percent of public transportation commuters spend 30 minutes or more to get to work, while only 19% of those that drove alone in their personal vehicle spend 30 minutes or more to get to work. Figure 3.17 shows the commute time by different means of transportation to work.

Employment

The total number of unemployed decreased between 2014 and 2020 in the Urbanized Area. Lack of transportation options is the reason some people cannot find a job. Providing public transportation to areas of major employment could help decrease the regional unemployment rate. Based on 2020 ACS data, the urbanized area unemployment rate was 5%. Figure 3.18 shows the percentage of the Urbanized Area population that is in the labor force and the percentage of the population that is unemployed.

Figure 3.16: 2020 Median Household Income

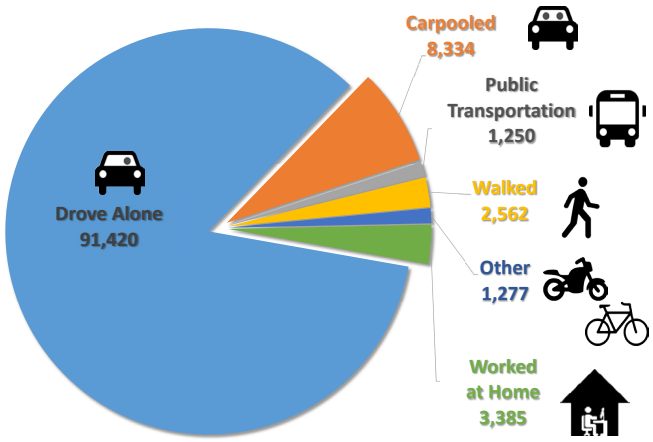


Figure 3.17: 2020 Commute Time

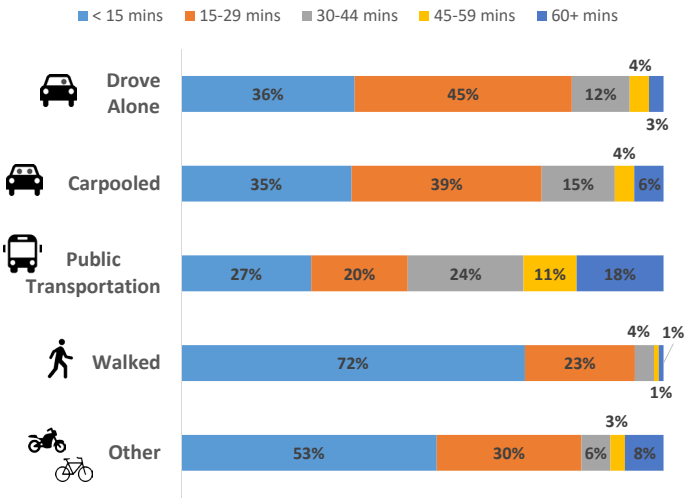
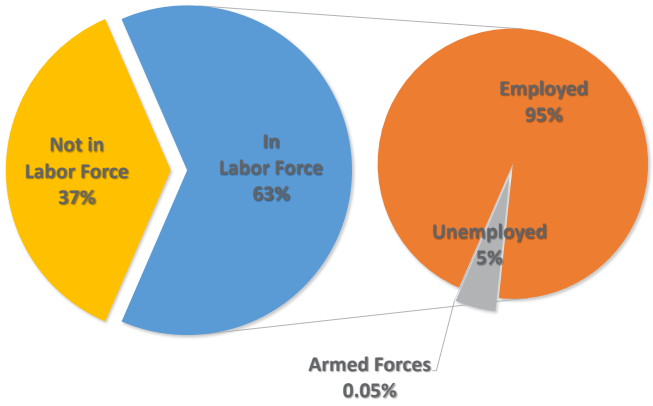


Figure 3.18: 2020 Employment



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The Evansville MPO Planning Area is served by municipal and rural public transportation systems that are open to the general public, a non-profit organization that provides job access transportation services to the area workforce, and specialized transportation services that address the mobility needs of seniors and individuals with disabilities. Below is a list of major providers and their services.

04 TRANSPORTATION PROVIDERS



Missing Pieces

Municipal Public Transportation

Metropolitan Evansville Transit System (METS)

Fixed Routes

The Metropolitan Evansville Transit System (METS) is a municipal public transportation system operated by the City of Evansville through the Department of Transportation and Services. The system includes 17 fixed routes that run Monday through Friday, 14 fixed routes that run on Saturday, and five fixed routes that run on Sunday. Most of the routes are within the city limits, with the exception of the West Connection that extends beyond the city limits to connect University of Southern Indiana students to housing and retail on Evansville's Westside, and the three routes that run on USI's campus. Details for each route are shown in Table 4.1. Figure 4.1 shows the fixed routes and Figure 4.2 shows Sunday Service routes.

METS runs its fixed route service Monday through Friday from 5:45 a.m. to 12:15 a.m., Saturday from 6:15 a.m. to 12:15 a.m., and Sunday from 6:15 a.m. to 6:15 p.m. Base fare for the general population is $0.75. Student fare for K-12 and college students is $0.50 with a valid student ID. Senior citizens, disabled individuals and Medicare card holders may ride for a reduced fare of $0.35. Monthly unlimited passes are also available in Room 321 of the Civic Center for $60.

Fare revenue covers a small portion of the METS' operational and capital budget. Portions of their funding come from the Federal Transit Administration (FTA) and the State of Indiana's Public Mass Transportation Fund (PMTF). METS also receives funding from the City of Evansville General Fund and Riverboat Fund. They also bring in some additional funding from advertising on buses and at bus stops.

Table 4.1: METS Route Schedule

Route		Monday-Friday		Saturday		Sunday
		Day	Night	Day	Night	
Covert	A					
	B					
Covert-Riverside						
Downtown - North Main						
East Connection						
First Avenue						
Fulton						
Howell-Mary						
Lincoln	A					
	B					
Lynch						
Lynch-Walnut						
Mary						
Riverside	A					
	B					
Shopper Shuttle						
Stringtown						
Stringtown-First						
USI Shuttle	1					
	2					
Walnut						
Washington	A					
	B					
West Connection						

- Day routes run 6:15am-6:15pm, except B routes that run 5:45am-5:45pm.
- A routes do not run 10:45am-12:45pm.
- Night routes run 6:15pm-12:15am.
- Sunday routes run 6:15am-6:15pm.
- USI 1 runs 7am-5pm; USI 2 runs 7:30am-9:15pm (stops at 5pm Fridays).
- West Connection runs 6:45am-9:15pm.
- USI and West Connection operate only during Fall & Spring USI semesters.

METS Mobility (Paratransit)

In addition to the fixed routes, METS also operates paratransit service referred to as METS Mobility. METS Mobility provides service to individuals 65 years and older or those with a documented disability that limits their use of the fixed route system. The service operates within the city limits of Evansville, as well as that portion of Vanderburgh County within three-fourths of a mile of a fixed route. METS Mobility service hours are the same as the fixed routes, Monday through Friday from 5:45 a.m. to 12:15 a.m., Saturday from 6:15 a.m. to 12:15 a.m., and Sunday from 6:15 a.m. to 6:15 p.m. Fare for METS Mobility is $1.50 per one-way trip.

Vanderburgh County currently contracts with METS to provide Mobility service to county residents at a cost of $5 per one-way trip. County service operates Monday through Friday from 8:00 a.m. to 5:00 p.m.

Figure 4.1: METS Fixed Routes

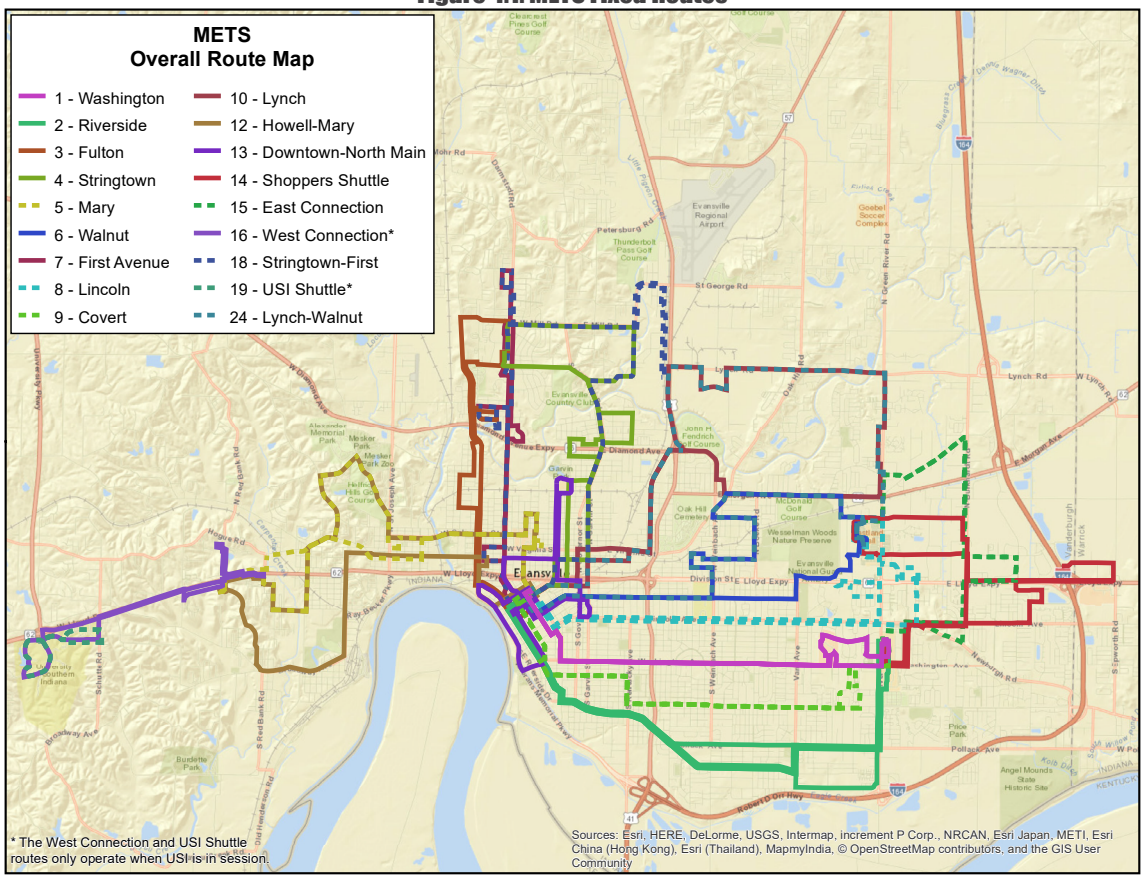
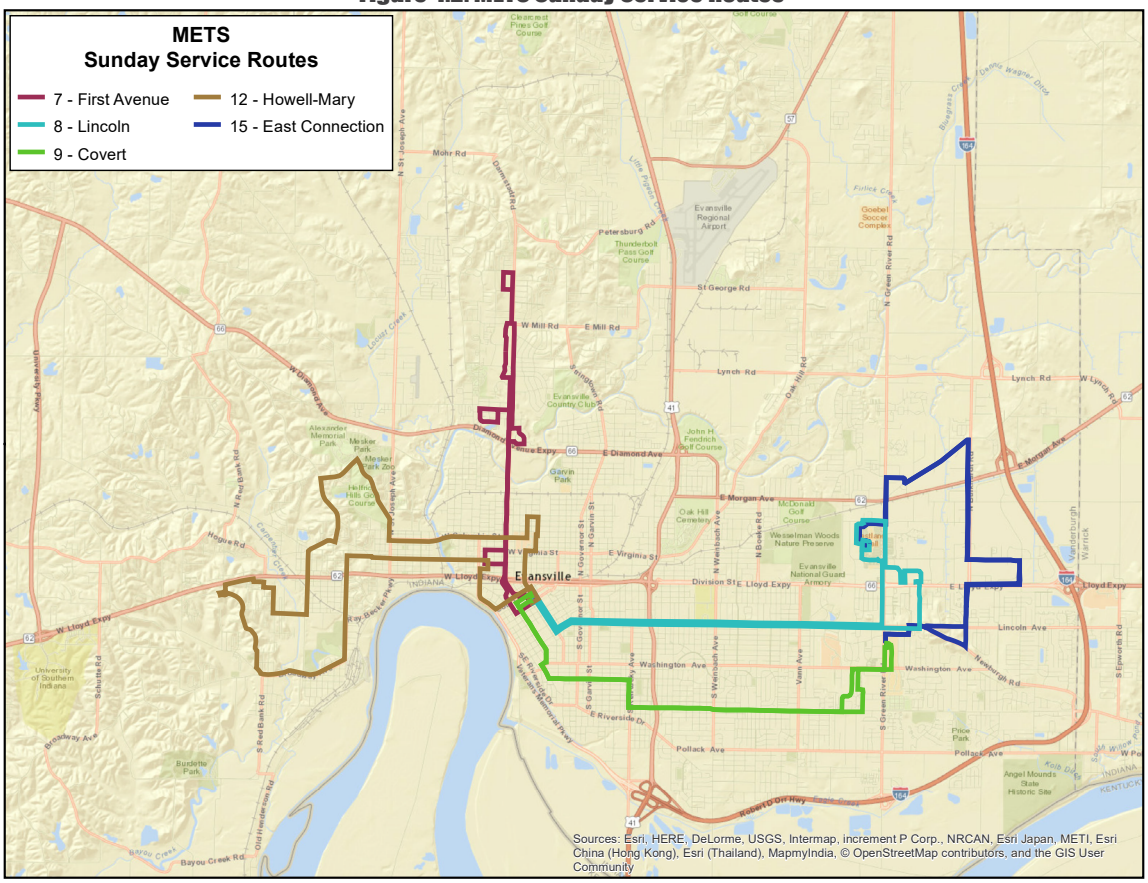


Figure 4.2: METS Sunday Service Routes



Henderson Area Rapid Transit (HART)

Fixed Routes

Henderson Area Rapid Transit (HART) is a municipal public transportation system operated by the City of Henderson within the Department of Public Works. The system includes five fixed routes served by three buses. The East Gate Route and East End Route are run as back-to-back 30 minute routes on a single bus. The Weaverton Route and North Route are also back-to-back 30 minute routes on a single bus. The Shopper Shuttle is a single route served by a single bus. All five routes are located completely within the city limits of Henderson. All five routes operate Monday through Saturday from 6:30 a.m. to 5:30 p.m. The HART route schedule is shown in Table 4.2. Figure 4.3 shows the map from HART's Ride Guide.

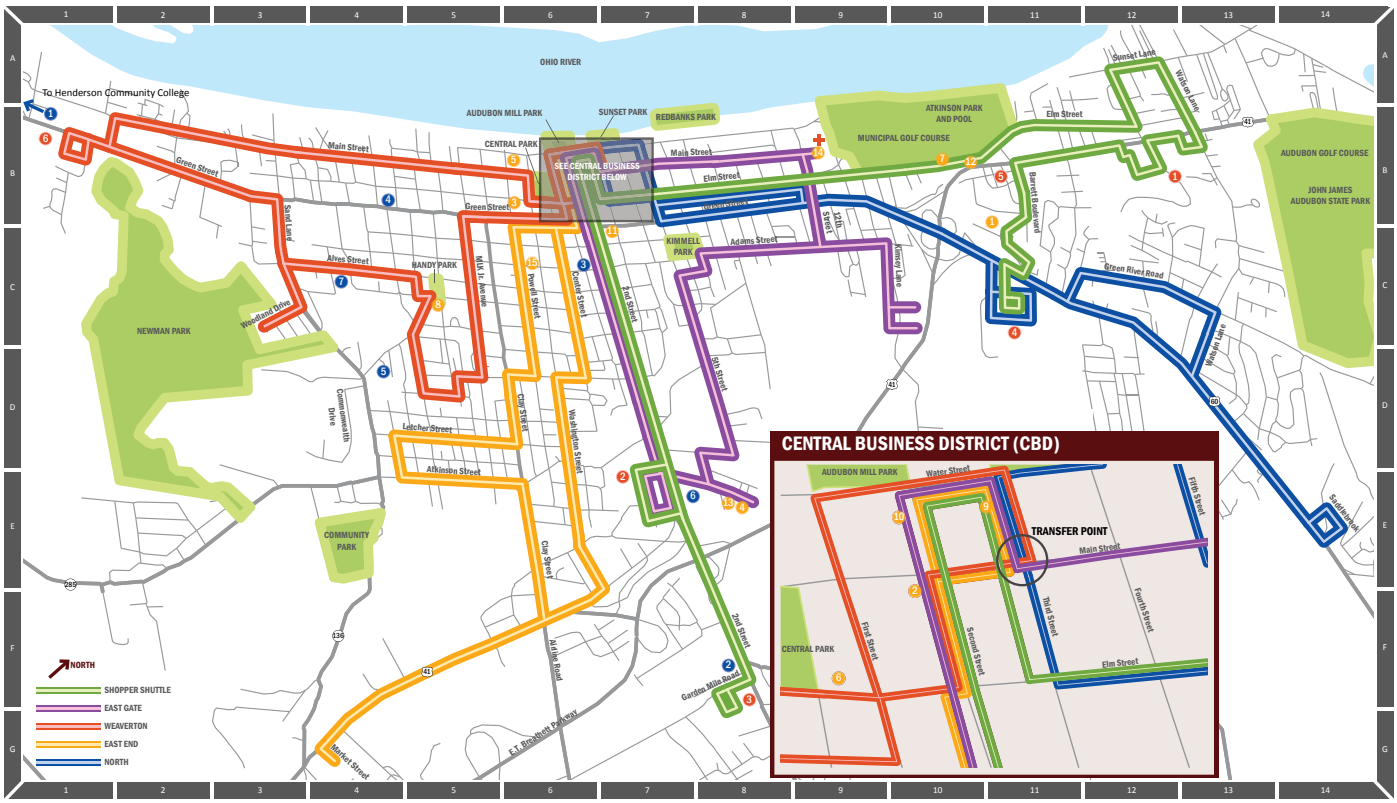
Regular fare for the general public is $0.50 with free transfers for a second bus on the same trip. Seniors, individuals with a disability, and K-12 students can ride at a reduced fare of $0.25. Multiple tokens can be purchased at a reduced price: 10 tokens for $4.50 for regular fare and 10 tokens for $2 for seniors, individuals with a disability, and K-12 students.

Fare revenue covers a small portion of the HART operational and capital budget. KYTC assists in funding fixed route operations, ADA paratransit service, preventive maintenance, and other capital expenses through the FTA Section 5311 program. All other expenses are paid with funding from the City of Henderson General Fund.

Paratransit Service

In addition to the fixed routes, HART also operates ADA paratransit service to all seniors and individuals with a disability that are physically unable to use the fixed route system. An application must be completed to be eligible for paratransit service. The service operates within the city limits of Henderson, Monday through Saturday from 6:30 a.m. to 5:30 p.m. Fare for paratransit service is $1.00 per one-way trip. Discounted ride cards can be purchased for $8.00 for 10 rides.

Figure 4.3: HART Ride Guide Map



USING THE RIDE GUIDE MAP

This system map illustrates the many travel opportunities available to you through HART. Pay close attention to the color-coded route key, the Third Street and Main Street transfer point, the route summaries, major points of interest and their location, and the Central Business District (CBD) inset.

SHOPPING CENTERS

1	Audubon Village	B-12
2	East Gate Shopping Center	E-7
3	Gardenside	F-8
4	Hoffman Plaza	C-11
5	Old Orchard Shopping Center	B-11
6	Rural King	B-1

SCHOOLS

1	Henderson Community College	B-1
2	Henderson County High School	F-8
3	Holy Name Elementary	C-6
4	Jefferson Elementary	B-4
5	South Heights Elementary	D-4
6	North Middle School	E-7
7	South Middle School	C-4

COMMUNITY

1	City Police Station	B-11
2	Judicial Center	CBD
3	Fire Department (main office)	B-6
4	Henderson County Health Department	E-8
5	Henderson County Public Library	B-6
6	Henderson Municipal Building	CBD
7	The Gathering Place	B-10
8	JFK Center	C-5
9	Kentucky Employment Center	CBD
10	Post Office	CBD
11	Social Services	C-7
12	Social Security	B-10
13	YMCA	E-8
14	Methodist Hospital	B-9
15	Housing Authority	C-6

EAST GATE ROUTE
WEAVERTON ROUTE
- 30 minute routes.
- Leave transfer point at Third Street and Main Street at the top of every hour starting at 6:00 AM.
- Last bus service leaves the transfer point at 5:00 PM.

EAST END ROUTE
NORTH ROUTE
- 30 minute routes.
- Leave transfer point at Third Street and Main Street at the bottom of every hour starting at 6:30 AM.
- The last bus service leaves the transfer point at 4:30 PM.

SHOPPER SHUTTLE
- 1 hour route.

OPERATING HOURS

HART operates daily Monday through Saturday from 6:00 AM to 5:30 PM. Three buses serve five routes and the College Shuttle. Two routes are completed consecutively by one bus. Bus service is not available on Sunday.

BUS FARES

Regular: 50 cents
Elderly and Disabled: 25 cents
Transfers: Free

For information, call HART at (270) 831-1249

Table 4.2: HART Route Schedule

Route	Monday-Saturday	
	:00 - :29	:30 - :59
East Gate		
East End		
Weaverton		
North		
Shopper Shuttle		

- Routes start at 6:30am and end at 5:30pm.
- :00 and :30 routes are run back to back.
- East Gate and Weaverton leave the downtown terminal on the hour and arrive back 30 mins after the hour.
- East End and North leave the downtown terminal at 30 mins after the hour and arrive back on the hour.
- Shopper Shuttle is a 1 hour route with a stop downtown every 30 mins.

Rural Public Transportation

Warrick Area Transit System (WATS)/Ride Solution

In 2009 a group of Warrick County residents formed the Warrick County Transportation Advisory Committee (TAC) with the goal of determining the feasibility of public transportation in Warrick County. The Warrick County TAC ultimately decided that a single fixed route serving the Town of Newburgh and surrounding areas in Ohio Township was feasible. They also decided that the Newburgh route should connect with METS at the county line to allow Warrick County residents access to the Evansville bus system.

In 2010, the Warrick Area Transit System (WATS) was established and the first Newburgh route began running in Ohio Township. Its initial success and popularity led to the addition of new routes in 2011. The Newburgh route was renamed the Newburgh West route with the addition of a second route named the Newburgh East route. The Chandler route and Boonville route were also added to serve those two communities. In 2022, the Chandler route and Newburgh East route were combined without changing any stop locations. This helps with efficiency of the entire system. The Chandler – Newburgh East route and the Newburgh West route meet at the Marcella Point Shopping Center (previously known as the Newburgh Plaza Shopping Center) and along Stahl Road, where they also connect with METS' Shopper Shuttle Route. The Chandler – Newburgh East route and Boonville route meet at the Chandler United Methodist Church. The three WATS routes run between 5:45 a.m. and 6:00 p.m. Chandler – Newburgh East runs from 6:12 a.m. to 6:00 p.m., Newburgh West runs from 5:45 a.m. to 6:00 p.m., and Boonville runs from 6:24 a.m. to 6:00 p.m.

Early in 2017, WATS made slight changes to its routes to allow for route deviations. If a rider has difficulty getting to a bus stop location due to a disability or other issues, WATS will deviate from a route up to one-fourth of a mile to pick them up. The route deviation must be scheduled with WATS at least two business days prior to the needed deviation. The WATS route schedule is shown in Table 4.3. Figure 4.4 shows WATS routes and Figure 4.5 shows the WATS bus stops and information.

Fare for WATS' fixed routes is $1.00 per person. Riders 60 years of age and older can ride for a reduced fare of $0.50. Children six years of age and younger are free with a paid adult. Fare for route deviations scheduled in advance are $2.00.

WATS is operated by Ride Solution, a transportation service provided by Four Rivers Resource Services. Four Rivers Resource Services provides a wide variety of services for individuals

Table 4.3: WATS Route Schedule

Route	Monday-Friday	Transfer Time	Transfer Point	Transfer To Routes
Chandler-Newburgh East	6:12am-6:00pm	:35	Newburgh Plaza Shopping Center	Newburgh West
		:55	Stahl Rd	METS & Newburgh West
		:13	Chandler UMC	Boonville
Newburgh West	5:45am-6:00pm	:55	Stahl Rd	METS & Chandler-Newburgh East
		:35	Marcella Point Shopping Center	Chandler-Newburgh East
Boonville	6:24am-6:00pm	:13	Chandler UMC	Chandler-Newburgh East

Chandler-Newburgh East and Newburgh West routes meet at Stahl Road approximately 5 minutes before the hour for METS transfers. METS' Shopper Shuttle stops at Stahl Road approximately on the hour.

Figure 4.4: WATS Route Map

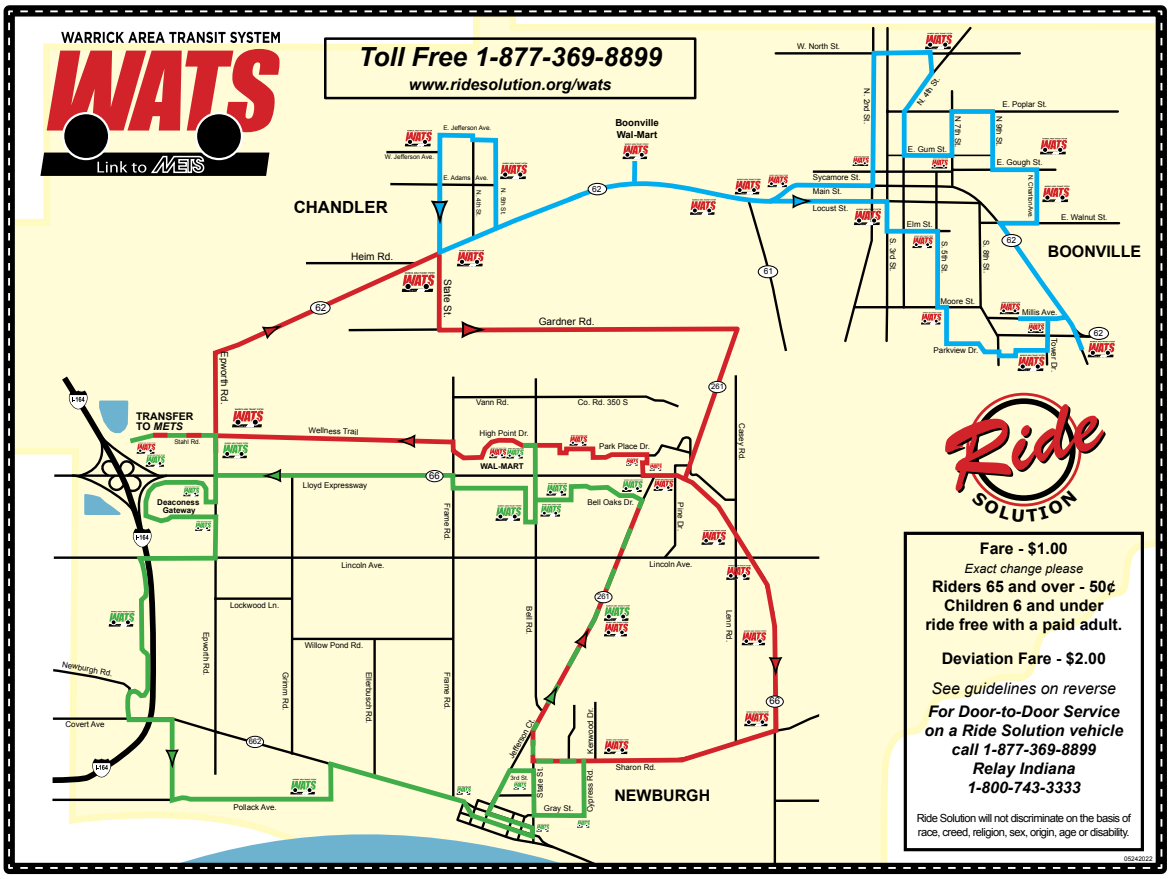


Figure 4.5: WATS Bus Stop List

WARRICK AREA TRANSIT SYSTEM
WATS
Link to METS

Meeting the Transportation Needs of Warrick County with Clean, Comfortable, ADA Compliant Vehicles Connecting Boonville, Chandler and Newburgh with Direct Tranfers to the *Metropolitan Evansville Transit System (METS)* via Chandler and Newburgh Routes.

Route Deviation

WATS will deviate from the route up to 1/4 mile to pickup individuals who are unable to get to a scheduled stop. To schedule this curbside service call Dispatch by 1:00 pm two business days before the ride is needed.

Operating Monday through Friday except for the following holidays: New Years Day, Memorial Day, 4th of July, Labor Day, Thanksgiving Day and Friday, Christmas Eve and Christmas Day

HOURLY STOPS AT THE FOLLOWING LOCATIONS:

Chandler Newburgh East Route

Hours of Operation

6:12 a.m. - 6:00 p.m.

- _:23 • Walgreens - Newburgh
- _:24 • Canterbury Apts.
- _:25 • Heritage Hills Mobile Home Park
- _:26 • Fernwood Apts.
- _:27 • Sharonwood Apts.
- _:29 • Andrea Court Apts.
- _:35 • Newburgh Plaza Shopping Center/Dollar Store - *Connect to Newburgh West*
- _:41 • Rulers
- _:42 • CVS
- _:45 • Park Place
- _:50 • Newburgh Walmart
- _:53 • St. Vincent's Orthopedic Hosp.
- _:55 • ***METS Transfer - Stahl Rd.***
- _:13 • Chandler United Methodist Church

Newburgh West Route

Hours of Operation

5:45 a.m. - 6:00 p.m.

- _:45 • Newburgh Wal-Mart
- _:50 • Library
- _:51 • St. Vincent's - Epworth Crossing
- _:55 • ***METS Transfer - Stahl Rd.***
- _:04 • Deaconess Gateway (circle campus with four stops, ending at Deaconess Gateway Hospital main entrance)
- _:08 • Ohio Township Trustee Office
- _:12 • Rosebud Lane
- _:16 • Riverwind Apts.
- _:22 • Mother Teresa Teasures and Newburgh Area Food Pantry
- _:25 • Newburgh Downtown at Preservation Hall
- _:28 • Senior Citizens Center
- _:32 • Corner Cypress and Gray
- _:35 • Marcella Point Shopping Center/Dollar Store -*Connect to Chandler/ Newburgh East Route*
- _:40 • Bell Oaks & Evansville Federal Dr.
- _:41 • Bell Oaks Shopping Center/Schnucks
- _:42 • Bell Rd. & Bell Oaks Dr. & Springview Apts.

Boonville Route

Hours of Operation

6:24 a.m. - 6:00 p.m.

- _:24 • Deluxe Cleaners
- _:25 • 5th St. & E. Elm St.
- _:27 • City Lake/Emerald Place
- _:29 • Country Place & Parkview Apts.
- _:31 • Ascension St. Vincent Warrick Hospital
- _:32 • Lincoln Place Apts.
- _:34 • Boon Square Apts.
- _:37 • N. Charlton Ave.
- _:38 • N. Charlton Ave. & E Gough St. Eastwood Apts.
- _:40 • St. Clement Catholic Church
- _:42 • E. North St./Transcendent Healthcare
- _:44 • N. 2nd & Sycamore
- _:46 • Library
- _:48 • CVS
- _:52 • Boonville Wal-Mart
- _:09 • Faith FWB Church - Chandler
- _:10 • Kempers Market - Chandler
- _:13 • Chandler United Methodist Church (Connect to ***METS*** via Chandler/Newburgh East Route)
- _:15 • Dollar General - Chandler
- _:19 • Deaconess Clinic - Boonville

Toll Free 1-877-369-8899 • Relay Indiana 1-800-743-3333 • www.ridesolution.org/wats

with a disability throughout Southern Indiana. They formed Ride Solution to provide door-to-door service in Southwestern Indiana, not just for individuals with a disability, but all residents throughout their 10-county service area. Those 10 counties include Sullivan, Greene, Daviess, Martin, Gibson, Pike, Dubois, Perry, Spencer and Warrick. Due to their presence in Warrick County, the Warrick County TAC determined that they would be the best option for operating WATS' fixed routes.

Rides on a door-to-door Ride Solution bus in Warrick County is $2.00 for in-town rides, $4.00 for in-county rides, and $6.00 for county-to-county rides. Each additional stop requested is $1.00. Children between the ages of 7 and 12 can ride for a $1.00 with a paying adult. Children 6 and under are free with a paying adult.

Fare revenue covers a small portion of the WATS operational and capital budget. WATS can apply for financial assistance in funding fixed route operations and capital expenses from the FTA through the Indiana Department of Transportation (INDOT). The Evansville MPO can also assist with capital expense via Congesting Mitigation and Air Quality (CMAQ) funds available to the Evansville Urbanized Area. All local shares and other expenses are paid for by Four Rivers Resource Services.

SIRS Link-N-Go

Southern Indiana Resource Solutions (SIRS) opearates Link-N-Go, a Medicaid transportation service, in Warrick County. The service operates Monday through Friday from 6 a.m. to 6 p.m. The service may operate earlier or later depending on the needs of the riders. In addition to Warrick County, Link-N-Go is available in Dubois, Spencer, and Perry counties. They will also provide rides outside of these counties to get residents to doctor's appointments in other counties.

Link-N-Go also works closely with Ride Solution. If additional door-to-door rides are needed for the general population, and Ride Solution is not available at a time requested, Link-N-Go will provide the door-to-door ride. Fares for these rides are the same as a trip from Ride Solution.

Non-Profit Transportation Providers

Missing Pieces Employment Express

Missing Pieces Employment Express (previously Bridge Builders Transportation Services) is a non-profit transportation service owned and operated by the Missing Pieces Community Development Corporation (CDC). The service was started in 2015 as a way to "fill the gap" for workers who had no transportation options to get to their place of employment, especially along the north US 41 corridor.

Missing Pieces Employment Express runs multiple routes to provide transportation for workers. They can pick up customers at their front door and deliver them to work, on time, if not 15 to 30 minutes early. The vans start running early in the morning to get people to their 6:00 a.m. shift and do not stop until after midnight when the last shift of the day is ending. They run six days a week and can run on Sundays if necessary. The operational budget comes from riders, Missing Pieces CDC funds and assistance from the City of Evansville.

Epworth Express

Missing Pieces CDC also operates a medical transportation service that provides a connection between downtown Evansville and the medical facilities along Epworth Road in Warrick County, as well as a few stops on the eastside of Evansville, including the VA Clinic. The service began operation as a soft launch in October 2022. Epworth Express runs for 10 hours each day, starting at METS' downtown terminal at 6:45 a.m. and ending downtown at 4:45 p.m. There is a one hour break from 12:45 p.m. to 1:45 p.m. for cleaning. Each round trip from downtown to Epworth Road and back takes an hour and a half. Section 5310 funding was utilized to help Epworth Express begin their operations.

Non-Profit Organizations (Urbanized Area)

There are six non-profit organizations that have utilized Section 5310 grant funding to purchase vehicles to help serve their clients since 2009 in the Evansville Urbanized Area. These vehicles are typically a modified low-floor minivan or a small, medium, or large cutaway bus. Any non-profit organization that provides transportation to seniors or individuals with disabilities are eligible for Section 5310 funding.

Easterseals Rehabilitation Center

The Easterseals Rehabilitation Center provides transportation services for 64 developmentally disabled residents of their group home and day program. Transportation is provided to and from Easterseals programs, as well as doctor appointments, outings, church and family visits. Easterseals currently has 6 buses and 4 vans. They have purchased a new bus each year over the past few years utilizing Section 5310 funding.

The Arc of Evansville

The Arc of Evansville provides transportation services for as many as 220 individuals with disabilities. Three programs provided by Arc, Connections For Life, Day Services For Adults and Residential Services, offer essential community-based programming which is essential for teaching individuals with disabilities the skills needed to improve their self-sufficiency and independence. Some of the programming includes participation in volunteer opportunities and community activities, which require adequate transportation. The Arc of Evansville has 13 vehicles they use to transport clients. They have purchased a new van almost every year for several years utilizing Section 5310 funding.

Evansville Association for the Blind

The Evansville Association for the Blind provides transportation assistance to blind and visually impaired persons. This has typically included tokens and assistance for clients to ride METS fixed route or mobility buses. In March 2017, the organization received a small bus to provide transportation to clients. They had applied for Section 5310 funding through the Evansville MPO and were awarded a grant to fund 80% of the bus. This is the first vehicle the organization has had to transport clients.

Warrick County Council on Aging

The Warrick County Council on Aging provides transportation assistance to seniors and individuals with disabilities in Warrick County. Transportation is provided to medical offices, hospitals, pharmacies, grocery stores and other needed destinations using wheelchair accessible vans and passenger vans. The Council on Aging currently has four wheelchair accessible small buses. In 2019, they received two buses utilizing Section 5310 funds to replace passenger vans beyond their useful life.

Missing Pieces CDC

In addition to the Missing Pieces Employment Express and Epworth Express, the Missing Pieces Community Development Corporation (CDC) operates the S.A.F.E. (Seniors Against Fearful Environments) transportation program. S.A.F.E. provides transportation to seniors aged 55 and over, focusing on low- and moderate-income seniors. The service helps to safely transport seniors to cash checks, pay bills, fill medical prescriptions, grocery shop, and any other needs. Section 5310 funding helped Missing Pieces acquire a low-floor minivan and small bus, both wheelchair accessible, for this program.

Interstellar Co.

Interstellar Co. is committed to providing free access to safe, reliable, and compassion-centered transportation services tailored to the unique needs of our elderly and individuals with disabilities. The non-profit will work to target lower-income individuals who are directly above the line of qualifying for government assistance such as Medicaid, Medicare, and disability services. The organization strives to provide more access to these individuals to allow them greater independence and freedom. Throughout the continuance of this company, Interstellar will look to expand the range of services we can provide to those individuals. The non-profit partnered with some of our local organizations to create a secondary social visiting service along with this, which will include accompanying patients to doctor's appointments, grocery stores, or any errand they'd need assistance with. With the dedication, expertise, and unwavering commitment to service excellence, Interstellar aims to make a positive impact on the lives of those we serve.

Hillcrest

Hillcrest is a non-profit organization that operates 11 different outpatient programs with a focus of serving youth with learning disabilities. The organization would like to provide transportation for clientele, of which, 50% are diagnosed with a learning disability. The agency would like to apply for Section 5310 funds to address the biggest barrier has been getting the kids to school or Hillcrest so they can take part in the services offered. Hillcrest's residential program has a few vehicles but first priority with those are the kids in placement so the outpatient services are second priority, leaving us unable to transport frequently. Most of the parents or guardians of our clients are unable or unwilling to help with the transportation, which is ultimately the number one reason why the kids are in truancy/ HiSet programs.

Foster Care in the U.S. Inc.

Foster Care In The U.S. Inc. is a 501(c) 3 nonprofit which provides housing, food, hygiene kits, clothing, transportation assistance, needs-based financial resources and direct-intervention services that are specific to our target demographic of young people aged 16-24 who are homeless (category 1), transitional foster care, and/or at-risk youth and young adults. The organization provides Transitional Supportive Housing and services to those aged 18-24 only. Foster Care In the U.S. Inc. provides a unique array of services which are representative of those the organization serves. The nonprofit works with other

nonprofits, across the U.S. to address the service needs of homeless and at-risk youth. The service assistance provided by the organization includes food, clothing, housing, rent/utility, cell phone, tuition assistance, education assistance, medical/dental/vision assistance, mental health and pregnancy and parenting assistance. Additionally, the nonprofit offers classes in life skills, financial literacy, home ownership, entrepreneurial and/or small business start-up.

SWIRCA & More

As an Area Agency on Aging, SWIRCA & More provides specialized, person-centered care and support to older adults, individuals living with disabilities, and caregivers, helping people age in place, achieve better health outcomes, and remain in their homes and communities at a lower cost than institutional care.

SWIRCA & More is committed to sustaining and strengthening essential programs, and partnering with METS, METS Micro, and METS Mobility to promote equitable access to safe, reliable, and affordable transportation. The partnership with METS and METS Micro enables residents to use other transportation options when physical, cognitive, or other limitations make traditional fixed-route bus services difficult to use. By supporting these services, SWIRCA & More helps older adults and individuals living with disabilities maintain their independence, access essential resources, and remain active members of their communities throughout Vanderburgh County and the broader Southwestern Indiana region. Additionally, SWIRCA & More will continue to pursue and promote transportation alternatives for the aging population served by the organization and throughout the community.

Non-Profit Organizations (Rural Planning Area)

In addition to the non-profit organizations that are within the MPO Planning Area, the MPO also assists non-profits that provide transportation in the MPO Rural Planning Area as needed. The MPO Rural Planning Area consists of the areas in Vanderburgh, Warrick, and Henderson counties outside of the Urbanized Area, and Posey and Gibson counties in Indiana. Since they are eligible for Section 5310 funding through INDOT, they apply for their funds through the State. However, the Evansville MPO can help answer questions and provide technical assistance as needed.

The Posey County Council on Aging in Mount Vernon and The Arc of Southwest Indiana in Princeton have both participated in Regional Transit Advisory Committee (RTAC) meetings and were recipients of the MPO's Section 5310 apportionment of the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) and the American Rescue Plan Act (ARPA). These funds were to be used to help agencies that lost funding during the COVID-19 pandemic due to unforeseen circumstances, such as canceled fundraisers. The Arc of Evansville, Missing Pieces CDC, and SIRS Link-N-Go applied for and received funding through this apportionment. After all eligible applicants and projects in the Urbanized Area were considered, a balance remained. This balance could then be offered to agencies that provide transportation within the MPO's Rural Planning Area. The Posey County Council on Aging and Arc of Southwest Indiana then applied for and were approved for these remaining funds.

For-Profit Transportation Providers

Royal Transportation

Royal Transportation, LLC is a for-profit transportation provider who began by providing a reliable and affordable transportation option for low-income individuals and anyone in need of transportation in order to get back into the workforce. They focus on areas just beyond the city limits of Evansville and out of the reach of METS' fixed routes, primarily along US 41. They have four vans to provide riders with a safe, affordable and reliable trips to and from work seven days a week. Royal Transportation is awaiting the delivery of a wheelchair accessible minivan that will help them provide trips for non-emergency medical appointments. Their goal is to fill the gaps in medical transportation, including providing trips to medical facilities beyond the Evansville Region.

Other Regional Transportation Providers

There are a variety of other for-profit and non-profit organizations who provide transportation for pay or for a limited number of clients on a limited basis. The Evansville MPO has developed the Evansville-Henderson Regional Transportation Guide that lists all known providers of transportation. A PDF of the guide can be found on the Evansville MPO website under Publications & Links.

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In order to determine the regional transportation needs of seniors and individuals with disabilities, the Coordinated Public Transit - Human Services Transportation Plan (Coordinated Plan) must include input from these individuals and the organizations that provide assistance to them. The MPO provided multiple opportunities for input, including reaching out to area non-profits, two general public surveys, and a public open house.

05 PUBLIC INVOLVEMENT



Public Open House

Regional Transit Advisory Committee (RTAC)

In 2018, the Evansville MPO decided that updating the Coordinated Plan every four to five years left a gap in communication between public transportation providers, non-profits, the MPO, and transit riders. In order to increase communication, the MPO formed the Regional Transit Advisory Committee (RTAC). METS, HART, non-profit transportation providers, and non-profits that serve seniors and individuals with a disability were invited to participate in the first RTAC meeting held on October 15, 2018. Since this first meeting, the RTAC has expanded and now includes representatives from:

- The Arc of Evansville
- The Arc of Southwest Indiana (Gibson County)
- City of Evansville Department of Transportation & Services/METS
- City of Evansville Department of Metropolitan Development (DMD)
- Community Transportation Association of America (CTAA)
- Easterseals Rehabilitation Center
- Easterseals Rehabilitation Center (Posey County)
- Evansville Association for the Blind
- Evansville MPO
- Evansville Promise Zone
- Evansville Trails Coalition
- Federal Transit Administration (FTA) Region 5
- Gibson County Council on Aging
- Good Samaritan Home
- Growth Alliance for Greater Evansville
- Health by Design
- Henderson Area Rapid Transit (HART)
- Keeping Family Connected
- Metropolitan Evansville Transit System (METS)
- Missing Pieces CDC
- National Center for Mobility Management (NCMM)
- Posey County Council on Aging
- Ride Solution/WATS
- Royal Transportation
- SIRS/Link-N-Go
- Southwest Indiana Workforce Board
- SWIRCA & More
- Sycamore Services
- Use What You've Got Ministry
- Veteran Affairs
- Warrick County Council on Aging (WCCOA)
- Welborn Baptist Foundation

The RTAC meets quarterly in person or virtually to discuss the Coordinated Plan, the Section 5310 Call for Projects, updates from transportation providers, and any other topic related to transportation for seniors and individuals with a disability. In between meetings, the MPO uses this list to send out important information related to regional transportation and the Section 5310 program. It has also provided an opportunity for agencies to get in contact and assist each other. The RTAC meetings on January 24, 2022 and April 25, 2022 were used to help develop this Coordinated Plan.

Transit Needs Public Survey

On January 24, 2022, the Evansville MPO announced the availability of a general public survey to help identify the transportation needs of seniors and individuals with a disability. The survey announcement and/or survey flyer (in English and Spanish) was distributed to:

- the RTAC at its January 24, 2022 meeting and sent to them by email to distribute to their clients and their networks,
- posted on the MPO Facebook page and website,
- listed in a United Neighborhoods of Evansville newsletter,
- posted at the METS and HART terminals,
- posted on the Evansville-Vanderburgh County Civic Center bulletin boards,
- shared on the Evansville-Vanderburgh Public Library and Evansville Trails Coalition Facebook pages, and
- shared by the Black Nurses of Evansville organization.

The survey was made available online through the MPO website or hardcopies could be picked up at the MPO office. Both online and hard copy versions were available in English and Spanish. The survey was open until February 28, 2022. There were 62 public surveys completed when the survey was closed. A copy of the survey and detailed survey results can be found in Appendix A.

Highlights from the survey are shown in Table 5.1.

Barriers, Gaps, and Needs Public Survey

On April 25, 2022, the MPO announced a second survey open to the general public. This survey asked more detailed questions about the barriers that make using public or non-profit transportation

Table 5.1: Public Survey Highlights

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Stronly Disagree	N/A
I would use public buses regularly/more often if:						
I knew what was available.	27%	16%	18%	5%	8%	13%
There was a bus route where I lived.	21%	18%	13%	8%	6%	16%
Wait time for pick-up was shorter.	32%	23%	15%	2%	6%	13%
Bus arrival was more reliable.	36%	10%	19%	0%	5%	15%
It was easier to schedule a trip.	39%	10%	23%	2%	5%	15%
Buses were easier to get into.	19%	10%	19%	10%	13%	16%

difficult, gaps in coverage or areas that need to be included in fixed route or paratransit service areas, and what is needed to improve transportation services or increase ridership. The questions were based on the barriers, gaps, and needs that were developed during the public involvement process of the previous Coordinated Plan. The survey announcement and/or flyer was discussed at the April 25, 2022 RTAC meeting, posted on the MPO Facebook page and website, and shared with the same organizations as the first survey.

The survey was made available online through the MPO website or hardcopies could be picked up at the MPO office. The survey was open until May 27, 2022. A copy of the survey and survey results can be found in Appendix B. The results of the survey helped create the barriers, gaps, and needs list shown in Chapter 6.

Draft Plan Open House

A draft of the Coordinated Plan was completed January 13, 2022. The draft was shared with the MPO Technical Committee, Policy Committee, MTP 2050 Citizen Advisory Committee, and Regional Transit Advisory Committee. A public comment period ran from January 25 through February 24.

Two public Open Houses were also hosted for anyone that wished to make comments in person. One was at the Evansville Central Library and another was at the Henderson County Public Library. Both meetings were held on February 8, 2022 from 4:00 p.m. to 6:00 p.m. Virtual Open Houses were also conducted during the week of February 6-10. People who wished to discuss the Plan could schedule a phone or video meeting with MPO staff during that week. Copies of the draft were located at the MPO office, METS office, HART office, Evansville Central Library, Henderson County Public Library, and the Bell Road Library in Newburgh for public review. Flyers were placed at each location explaining how to provide comments and the date and location for the Open House meeting. They were also placed at the METS and HART downtown terminals.

During the public comment period, one comment was made from a member of the MTP 2050 Citizen Advisory Committee. The comment suggested checking with WATS on recent changes to their routes. The MPO made updates based on current route data. The full comment can be found in Appendix C.

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Based on input from the first public survey, residents of Vanderburgh, Warrick and Henderson counties would use the regional bus systems if they were easier to use and were more reliable. The second public survey focused on the barriers and gaps that make riding fixed or paratransit buses difficult. It also asked what is needed to make it easier or more feasible to ride the bus systems. The survey responses helped establish the following list of barriers, gaps, and needs.

06 BARRIERS, GAPS, AND NEEDS



The Arc of Evansville

Barriers and Gaps Comments

Funding/Operations

- Funding for drivers, insurance, vehicles, etc. is limited for public and non-profit providers which makes it difficult to provide the type of transportation services the agencies strive to provide.
- Driver shortages and a lack of vehicle availability are making it difficult to fulfill all trip requests.
- Insurance for medical transportation comes at a high cost.
- There is a lack of insurance companies to insure medical transportation.
- Access
- It can be difficult to get assistance to secure wheelchairs.
- Individuals with walkers have a difficulty in getting on a fixed route bus and finding a place to store the walker.
- Some bus stops are difficult to access due to sidewalks in disrepair, non-existent, or that do not connect to other sidewalks and other locations (businesses, parking lots, etc.).
- Snow gets piled up on sidewalks and at bus stops by snow plows.

Routes and Fares

- Fixed routes are confusing and complicated to follow (METS).
- Route names are confusing (METS).
- Getting from one side of Evansville to the other is time consuming and can involve 2-3 transfers.
- Very few routes extend past the city limits (METS).
- No West Connection when USI is out (METS).
- Limited Sunday service routes (METS).
- HART routes do not reach everyone who might benefit the most from public transit. Route updates could help fill some gaps.
- Trip tickets provided by non-profits need to be valid for longer periods of time (METS, METS Mobility, taxis).
- Waiting lists are long for trip tickets program.

Schedules

- It is difficult to schedule a mobility ride due to a lack of open times, no one available to answer calls at certain times of the day, and the need to call well in advance.
- One-hour pick-up window for Mobility rides is too long, especially for planning activities and appointments for individuals with disabilities.

Frequency

- Buses do not always follow the same schedule, causing riders to occasionally miss the bus (METS).
- One hour routes cause for long waits for buses, especially with unpredictable schedules.
- There is limited service available for third shift employees.

Needs Comments

Funding/Operations

- More funding.
- More hybrid and alternative fuel buses.
- More drivers with Commercial Driver's License (CDL).
- Sharing of vehicles and/or empty seats between non-profits.

Ease of Use

- Credit card or prepaid card fare boxes would be easier than carrying cash.
- More conveniently located bus stops.
- More bus stops closer to businesses, especially manufacturing.
- Better/easier to understand route maps (METS).
- Better defined schedules/timetables that are more predictable (METS).
- An updated website with clear information and more detail (METS).
- An online route planning tool would be helpful.
- Schedules/timetables at bus stops.
- A list at bus stops of the route(s) served by that bus stop.

Better Access

- Sidewalks at bus stops along many routes are needed or need repaired.
- Ramps/improved wheelchair access is needed at many stops.
- Bike routes that connect to bus stops would be beneficial.
- Alternatives to calling METS, such as options for texting or scheduling Mobility rides online.
- More Sunday service routes are needed.
- Extended operating hours for all transportation services for 2nd and 3rd shifts.
- Direct connection to Deaconess Gateway from METS, rather than transferring to WATS.

General Improvements

- Cheaper passes, especially weekly, monthly and/or annually.
- More direct bus routes that do not make large loops or cut through developments.
- More frequency on some routes; 30 or 15 minute runtimes instead of hourly.
- Longer schedules for some routes to extend into evening and night hours, especially those that stop at 6:00 PM.
- More covered bus stop shelters and more benches, especially at major destinations (Eastland Mall, Walmart, major shopping areas).
- Better lighting and security at METS Downtown Terminal and Lawndale Transfer Station.
- Trash cans and signs are needed at Lawndale Transfer Station to prevent/deter littering.
- Better enforcement of no smoking at METS Downton Terminal.
- Some non-profits that currently do not utilize 5310 funding need buses/vans.

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The barriers, gaps and needs listed in the previous chapter identify a variety of potential projects to be completed by METS, HART, WATS and area non-profits to help provide better public transportation options for seniors and individuals with disabilities. This public input combined with the capital needs of the transit agencies and non-profits are used to establish an implementation plan.

07 IMPLEMENTATION



Warrick County Council on Aging

Fixed Route Recommendations

The following recommendations focus on improving the riding experience of seniors and individuals with disabilities on fixed route buses. While the implementation of these recommendations is primarily internal to METS, HART and/or WATS, some items may be eligible for Section 5310 funding to assist in implementation.

- **Wheelchair Users:** Ensure all drivers understand the process for assisting wheelchair users, including securing the wheelchair, assisting them in accessing the bus if needed, providing safe locations to exit on an accessible sidewalk, etc.
- **Sidewalks/Ramps:** Encourage City and County officials, businesses, and developers to install ADA compliant sidewalks along bus routes, especially in proximity to bus stops. Also, encourage the installation of ADA compliant sidewalks/walking paths from the street, sidewalk, and/or bus stop to a location on properties that will provide access to parking lots and building entrances in accordance with 10.2.1 of the ADA Accessibility Guidelines (ADAAG).
- **Sidewalks/Ramps:** METS should work with the City Engineer to coordinate planned sidewalk improvements by the City and the installation of ADA ramp and sidewalk improvements by METS near bus stops. Section 5310 funding may be eligible to pay for a portion of sidewalk and ADA ramp improvements near bus stops and along bus routes. Section 106, historic properties documentation will need to be completed before making improvements using Section 5310 funds.
- **Bus Stops:** METS and WATS should periodically review bus stop locations to determine if new locations are needed or existing locations are no longer necessary.
- **Bus Shelters/Benches:** METS and WATS should periodically review the location of benches and shelters along fixed routes and add new/more benches or shelters at bus stops at major destinations.
- **Bus Stops/Routes:** METS and WATS should consider adding information at bus stops showing the routes that serve each stop.
- **Terminals:** METS should ensure proper lighting, trash cans, security, and route information are available at all transfer facilities.
- **Service/Times:** METS, HART and WATS should continue to receive input from riders regarding new or expanded routes, including locations of routes and times of service, and make improvements whenever funding is available. METS should evaluate Sunday Service over time to determine the feasibility of adding additional routes.
- **Updated Service Information:** METS should ensure that their website, online route maps, DoubleMap, and all other resources regarding fixed routes are up to date, consistent, and easy to understand.
- **Schedules:** METS should consider providing a schedule with time points at locations other than the terminals. METS and WATS should consider posting schedule times at major bus stops and other locations.
- **Service Connections:** METS and WATS should consider modifying the location of their transfer point to a location more accessible for riders, easier for buses to get in and out of, and at a destination useful to more people.
- **Service Connections:** METS and HART should continue the discussion on connecting their two services.
- **Mobility Options:** METS and HART should consider expanding their services by adding new and innovative mobility options, such as on-demand microtransit, that provide a convenient alternative to fixed route and paratransit options.

On Demand/Paratransit Services Recommendations

The following recommendations focus on improving the riding experience of users of paratransit service. While the implementation of these recommendations is primarily internal to METS, HART and/or WATS, some items may be eligible for Section 5310 funding to assist in implementation. Section 5310 funds can be used to fund up to 80% of the purchase price of vans or buses for METS, HART and area non-profits.

- **Scheduling Rides:** Consider improvements to scheduling paratransit/mobility rides. Additional forms of scheduling a ride, such as online forms, text messaging, etc., would help individuals with certain disabilities. It would also help people schedule rides at times when no one is available to take phone calls.
- **Van/Bus Acquisition:** METS, HART, WATS and area non-profits should continue to utilize Section 5310 to acquire new buses or vans to replace existing buses/vans that are beyond their useful life.

- *Non-Profits and Human Service Agencies:*
  The MPO should encourage local non-profit organizations and human service agencies serving seniors and individuals with disabilities to apply for Section 5310 grant opportunities, noting funding eligibility for both Traditional and Non-Traditional project types, including:
  - *Traditional Capital Projects (at least 55% of Section 5310 apportionment): Vehicle acquisition (buses, cutaways, and accessible vans), wheelchair lifts/ramps, vehicle overhauls, and computer software/hardware for agency routing, scheduling, or client dispatching.*
  - *Non-Traditional Projects (up to 45% of Section 5310 apportionment): Mobility management programs, volunteer driver mileage reimbursement, individualized travel training for clients, and contracting or subsidizing accessible taxi, rideshare, or specialized transportation services for agency program participants.*

Project Implementation

The following planned capital and operating projects are intended for the benefit of seniors and individuals with a disability. All of these projects are eligible for Section 5310 funding for implementation. These projects have been identified by METS, HART, and the MPO, in cooperation with area non-profit organizations, as needs during the Coordinated Public Transit - Human Services Transportation Plan's planning period of 2023-2027. The MPO first considers the needs of area non-profits when distributing Section 5310 funding. If apportioned Section 5310 funds remain in a given year after all eligible non-profit applications have been awarded, the MPO may make Section 5310 funds available to METS and HART. (WATS and Ride Solution receives funding through INDOT and their projects are included in INDOT's Regional Coordinated Plan.)

Table 7.1: Planned Projects

	Project				
	2023	2024	2025	2026	2027
The Arc of Evansville	1 Low-Floor Minivan	1 Low-Floor Minivan	1 Low-Floor Minivan	1 Low-Floor Minivan	1 Low-Floor Minivan
Easterseals Rehabilitation Center		1 Paratransit Bus	1 Paratransit Bus	1 Paratransit Bus	1 Paratransit Bus
Warrick County Council on Aging	1 Low-Floor Minivan	1 Paratransit Bus			
Missing Pieces CDC	1 Low-Floor Minivan, Operating Assistance	1 Low-Floor Minivan, 1 Paratransit Bus, Operating Assistance	1 Low-Floor Minivan, 1 Paratransit Bus	1 Low-Floor Minivan	1 Low-Floor Minivan
Royal Transportation		Operating Assistance			
METS	2 Paratransit Buses, Operating Assistance	2 Paratransit Buses, Operating Assistance	2 Paratransit Buses, Operating Assistance	1 Paratransit Bus, Operating Assistance	
HART			1 Paratransit Bus		
Other Non-Profits	The MPO will continue to search for non-profit organizations that serve seniors and/or individuals with disabilities that could utilize Section 5310 funding.				

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A TRANSIT NEEDS PUBLIC SURVEY

Evansville MPO Transit Needs Survey

Please take a moment to complete the online public survey. The results will be used to develop a list of transportation needs of individuals with disabilities, seniors, youth and individuals with limited incomes in Vanderburgh, Warrick and Henderson counties.

The survey results will help update the regional *Coordinated Public Transit-Human Services Transportation Plan*, a requirement of the Federal Transit Administration (FTA) for our region to continue to receive funding to purchase buses and vans for METS Mobility, HART Paratransit Service, and area non-profit organizations that serve seniors and individuals with disabilities.

The survey is available online at:

www.evansvillempo.com/transitsurvey.html

Please complete surveys by February 28, 2022

Evansville MPO
Henderson • Vanderburgh • Warrick

Scan QR Code to take the survey on your phone or tablet.

Hard copies are available at:
Evansville MPO
Civic Center Complex – Room 316
One NW M.L. King Jr. Blvd.
Evansville, IN 47708
812-436-7837

METS

HART

Encuesta de necesidades de tránsito de la MPO de Evansville

Por favor tome un momento para completar la encuesta pública. Los resultados se utilizará para elaborar una lista de necesidades de transporte de personas con discapacidad, adultos mayores, jóvenes y personas con ingresos limitados en los condados de Vanderburgh, Warrick y Henderson.

Resultados de la encuesta le ayudará a actualizar el *Coordinated Public Transit-Human Services Transportation Plan*, un requisito de Federal Transit Administration (FTA) para nuestra región seguir recibiendo financiación para comprar autobuses y vans para METS Mobility, HART Paratransit Service y organizaciones sin fines de lucro del área que sirven a las personas mayores y personas con discapacidad.

La encuesta está disponible en línea en:

www.evansvillempo.com/transitsurveyes.html

Rellene encuestas por 28 de febrero de 2022

Evansville MPO
Henderson • Vanderburgh • Warrick

Escanear el código QR para tomar la versión en Español de la encuesta sobre su teléfono o tableta.

Copias impresas están disponibles en:
Evansville MPO
Civic Center Complex – Room 316
One NW M.L. King Jr. Blvd.
Evansville, IN 47708
812-436-7837

METS

HART

Transportation for Individuals with Disabilities, Seniors, Youth & Limited Income Individuals

Evansville MPO Transit Needs Survey

Thank you for taking the time to complete this survey. The purpose of this survey is to determine the transportation needs of individuals with disabilities, seniors, youth and limited income individuals in Vanderburgh, Henderson & Warrick counties. Responses will be kept anonymous and only included in a total of all surveys. They will be used to develop a priority list of transportation needs.

This survey is also available online in English (www.evansvillempo.com/transitsurvey.html) and Spanish (www.evansvillempo.com/transitsurveyes.html). Please drop off or mail completed surveys to the MPO at Evansville MPO, 1 NW Martin Luther King, Jr. Blvd, Room 316, Evansville, IN 47708.

1. Do you travel to any of the following on a regular basis? (check all that apply)

- ❑ Work
- ❑ School / Training
- ❑ Medical or Dentist Appointments
- ❑ My child's school or activities
- ❑ Visit friends / family
- ❑ Grocery store or other essential shopping
- ❑ Recreation or special events
- ❑ Weekend / Holiday Travel
- ❑ Other (specify) _____

2. How do you usually get around (check all that apply)

- ❑ Personal Vehicle
- ❑ Family / Friends
- ❑ Carpool
- ❑ Bicycle / Walking
- ❑ METS / HART / WATS
- ❑ METS Mobility / HART Paratransit
- ❑ Senior Center / Non-Profit Agency
- ❑ Taxi
- ❑ Other (specify) _____

Transportation for Individuals with Disabilities, Seniors, Youth & Limited Income Individuals

3. **Do you have a driver's license?**
   - ❍ Yes
   - ❍ No

4. **Do you own a vehicle?**
   - ❍ Yes
   - ❍ No

5. **Do you have a disability that requires you to use a mobility assistance device such as a cane, walker or wheelchair?**
   - ❍ Yes
   - ❍ No

6. **Are you currently employed?**
   - ❍ Yes
   - ❍ No
   - ❍ Retired
   - ❍ Work from home

7. **Do you have issues getting to work because of where you live?**
   - ❍ Yes
   - ❍ No

Transportation for Individuals with Disabilities, Seniors, Youth & Limited Income Individuals

8. **In which county do you live?**

- ❍ Vanderburgh
- ❍ Henderson
- ❍ Warrick
- ❍ Posey
- ❍ Gibson
- ❍ Other (specify) _____

9. **In which county do you work?**

- ❍ Vanderburgh
- ❍ Henderson
- ❍ Warrick
- ❍ Posey
- ❍ Gibson
- ❍ Other (specify) _____
- ❍ Retired

10. **In which county is your primary medical provider?**

- ❍ Vanderburgh
- ❍ Henderson
- ❍ Warrick
- ❍ Posey
- ❍ Gibson
- ❍ Other (specify) _____

11. **If you live within a city / town, which one?**

_____

12. **If you work within a city / town, which one?**

_____

Transportation for Individuals with Disabilities, Seniors, Youth & Limited Income Individuals

13. The Transportation I use:

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Strongly Disagree	N/A
Does a good job of getting me where I need to go.	❍	❍	❍	❍	❍	❍
Makes me wish there was a better option.	❍	❍	❍	❍	❍	❍
Limits where I can work.	❍	❍	❍	❍	❍	❍
Is difficult for me to afford.	❍	❍	❍	❍	❍	❍
Makes it easy to run errands.	❍	❍	❍	❍	❍	❍
Is difficult for me to get into.	❍	❍	❍	❍	❍	❍

14. I would use public buses regularly/more often if:

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Strongly Disagree	N/A
I knew what was available.	❍	❍	❍	❍	❍	❍
There was a bus route where I lived.	❍	❍	❍	❍	❍	❍
Wait time for pick-up was shorter.	❍	❍	❍	❍	❍	❍
Bus arrival time was more reliable.	❍	❍	❍	❍	❍	❍
It was easier to schedule a trip.	❍	❍	❍	❍	❍	❍
I felt safe / secure on public buses and at bus stops.	❍	❍	❍	❍	❍	❍
Someone taught me how to use the bus.	❍	❍	❍	❍	❍	❍
Buses were easier to get into.	❍	❍	❍	❍	❍	❍

Transportation for Individuals with Disabilities, Seniors, Youth & Limited Income Individuals

15. If public transportation was easier, I would use it / use it more often for the following:

	Strongly Agree	Somewhat Agree	Neutral	Somewhat Disagree	Strongly Disagree	N/A
Get to work.	❍	❍	❍	❍	❍	❍
Get to the grocery store or shopping for other essentials.	❍	❍	❍	❍	❍	❍
Get to recreation, social events, shopping and other entertainment.	❍	❍	❍	❍	❍	❍
Get to medical appointments.	❍	❍	❍	❍	❍	❍
Get to senior center activities or service provider events.	❍	❍	❍	❍	❍	❍

16. What is your age group?

❍ Under 18

❍ 18 to 24

❍ 25 to 39

❍ 40 to 64

❍ 65 and over

17. Your gender?

❍ Male

❍ Female

18. Number of people in your household under 18?

_____

Transportation for Individuals with Disabilities, Seniors, Youth & Limited Income Individuals

19. Total annual household income?

- ❍ Less than $10,000
- ❍ $10,000 to $19,999
- ❍ $20,000 to $29,999
- ❍ $30,000 to $49,999
- ❍ $50,000 or more

20. Is English your first language?

- ❍ Yes
- ❍ No

21. Do you need public transportation information in a language other than English?

- ❍ Yes (specify language(s)) _____
- ❍ No

22. Comments / suggestions:
(Please provide any information that would make public and/or non-profit transportation a realistic option for you.)

_____

_____

_____

_____

23. In the next couple of months the Evansville MPO will be hosting public meetings to provide survey results and gather additional feedback. If you would like to be informed of these meetings, please provide either your email or mailing address below. Meeting notices will also be posted on the MPO website at www.evansvillempo.com.

_____

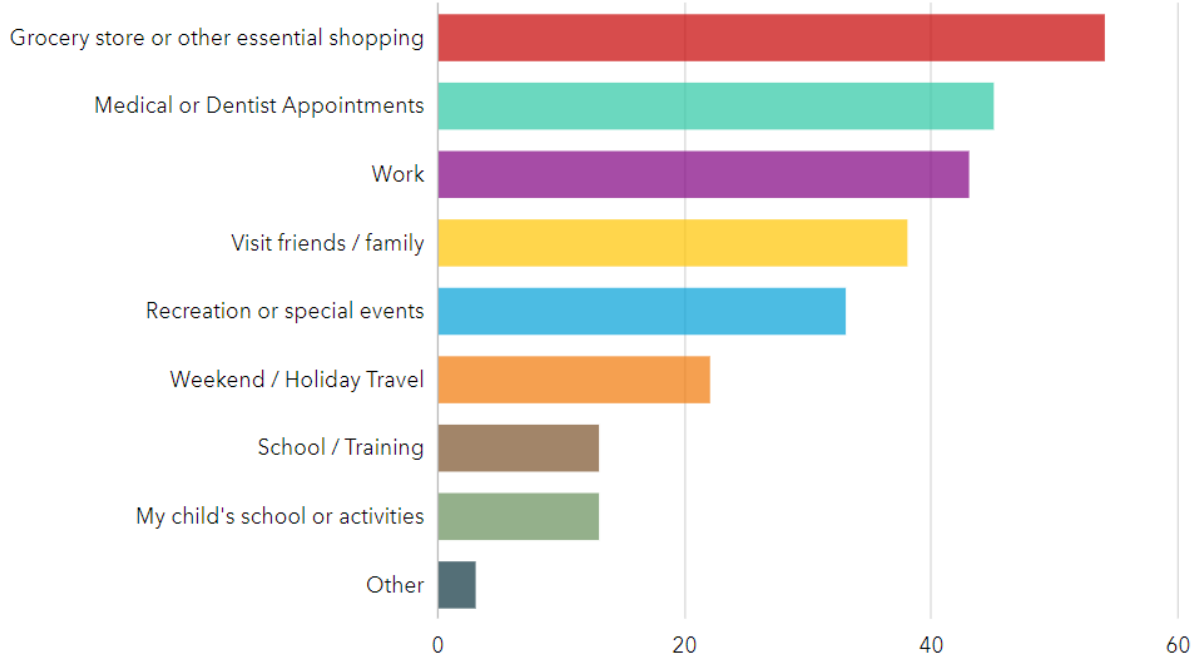
_____

_____

_____

Do you travel to any of the following on a regular basis? (check all that apply)

Column Bar



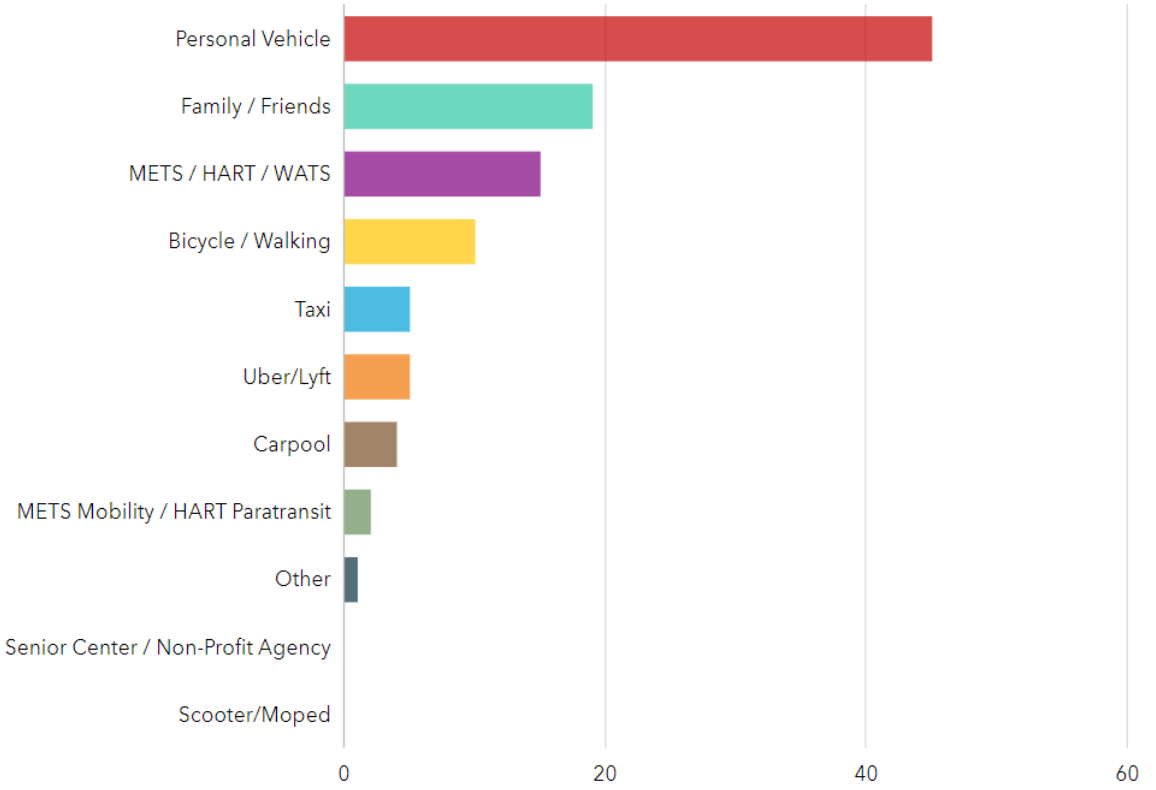
Hide table

Other response Empty categories Sort

Answers	Count	Percentage
Grocery store or other essential shopping	54	87.1%
Medical or Dentist Appointments	45	72.58%
Work	43	69.35%
Visit friends / family	38	61.29%
Recreation or special events	33	53.23%
Weekend / Holiday Travel	22	35.48%
School / Training	13	20.97%
My child's school or activities	13	20.97%
Other	3	4.84%

Answered: 62 Skipped: 0

How do you usually get around? (check all that apply) Column Bar



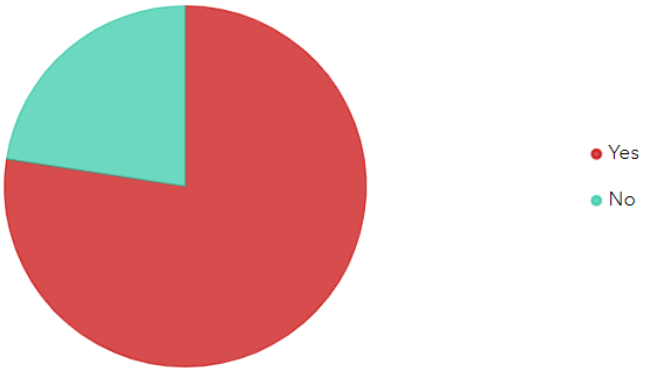
Hide table Other response Empty categories Sort

Answers	Count	Percentage
Personal Vehicle	45	72.58%
Family / Friends	19	30.65%
METS / HART / WATS	15	24.19%
Bicycle / Walking	10	16.13%
Taxi	5	8.06%
Uber/Lyft	5	8.06%
Carpool	4	6.45%
METS Mobility / HART Paratransit	2	3.23%
Other	1	1.61%
Senior Center / Non-Profit Agency	0	0%
Scooter/Moped	0	0%

Answered: 62 Skipped: 0

Do you have a driver's license?

Column Bar Pie Map



Hide table

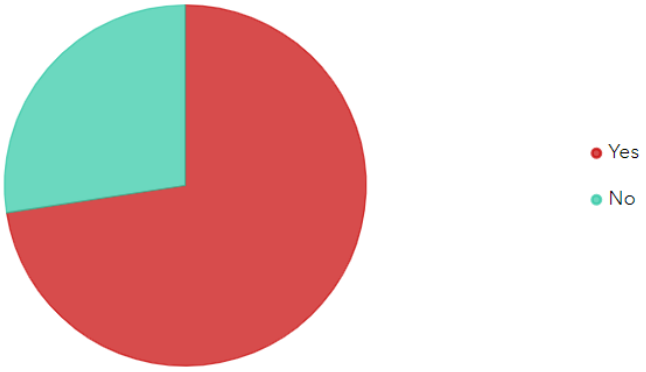
Empty categories Sort

Answers	Count	Percentage
Yes	48	77.42%
No	14	22.58%

Answered: 62 Skipped: 0

Do you own a vehicle?

Column Bar Pie Map



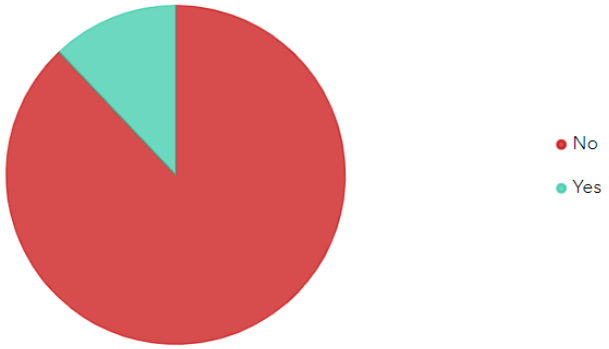
Hide table

Empty categories Sort

Answers	Count	Percentage
Yes	45	72.58%
No	17	27.42%

Answered: 62 Skipped: 0

Do you have a disability that requires you to use a mobility assistance device such as a cane,... Column Bar Pie Map

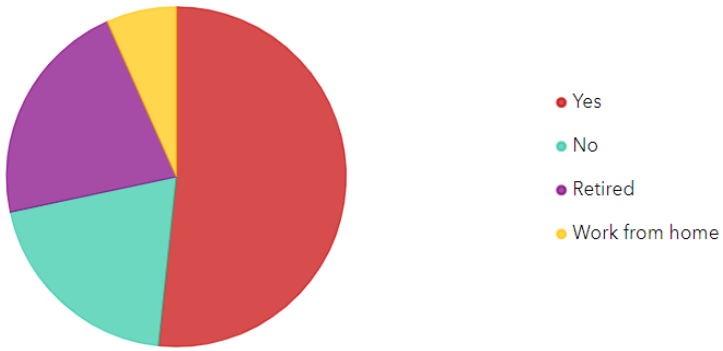


Hide table Empty categories Sort

Answers	Count	Percentage
No	51	82.26%
Yes	7	11.29%

Answered: 58 Skipped: 4

Are you currently employed? Column Bar Pie Map



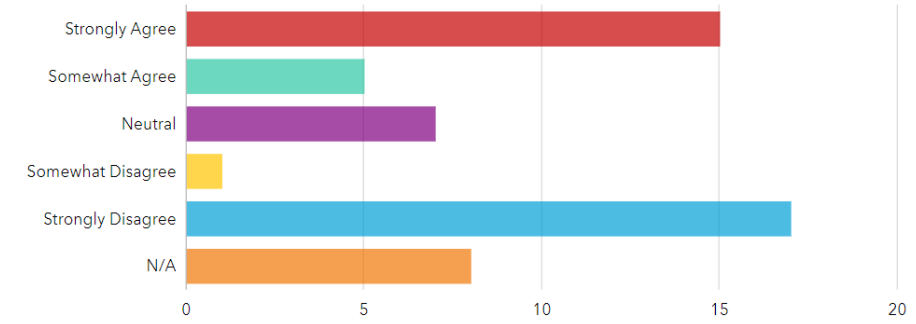
Hide table Empty categories Sort

Answers	Count	Percentage
Yes	31	50%
No	12	19.35%
Retired	13	20.97%
Work from home	4	6.45%

Answered: 60 Skipped: 2

Limits where I can work.

Column Bar Pie Map



Hide table

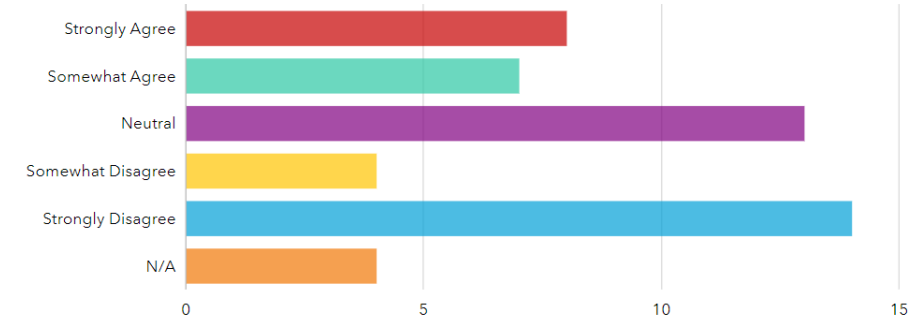
Empty categories Sort

Answers	Count	Percentage
Strongly Agree	15	24.19%
Somewhat Agree	5	8.06%
Neutral	7	11.29%
Somewhat Disagree	1	1.61%
Strongly Disagree	17	27.42%
N/A	8	12.9%

Answered: 53 Skipped: 9

Is difficult for me to afford.

Column Bar Pie Map



Hide table

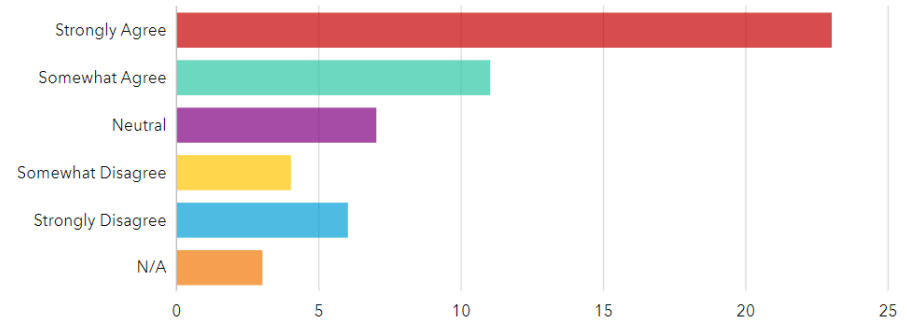
Empty categories Sort

Answers	Count	Percentage
Strongly Agree	8	12.9%
Somewhat Agree	7	11.29%
Neutral	13	20.97%
Somewhat Disagree	4	6.45%
Strongly Disagree	14	22.58%
N/A	4	6.45%

Answered: 50 Skipped: 12

● **Makes it easy to run errands.**

Column Bar Pie Map



Hide table

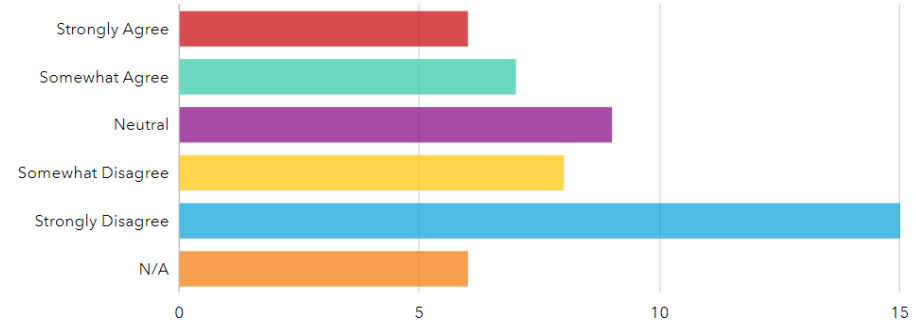
Empty categories Sort

Answers	Count	Percentage
Strongly Agree	23	37.1%
Somewhat Agree	11	17.74%
Neutral	7	11.29%
Somewhat Disagree	4	6.45%
Strongly Disagree	6	9.68%
N/A	3	4.84%

Answered: 54 Skipped: 8

● **Is difficult for me to get into.**

Column Bar Pie Map



Hide table

Empty categories Sort

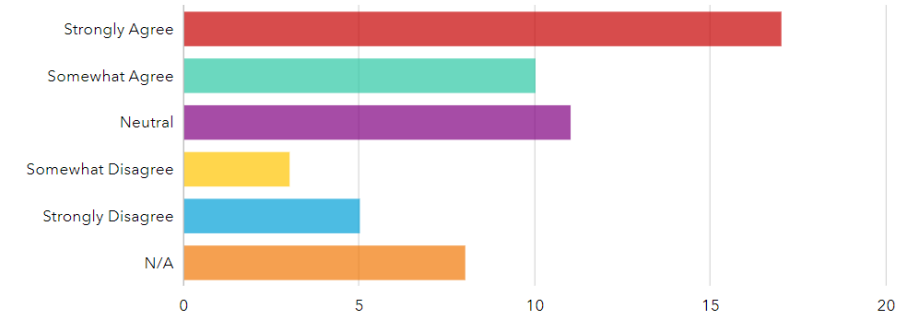
Answers	Count	Percentage
Strongly Agree	6	9.68%
Somewhat Agree	7	11.29%
Neutral	9	14.52%
Somewhat Disagree	8	12.9%
Strongly Disagree	15	24.19%
N/A	6	9.68%

Answered: 51 Skipped: 11

I would use public buses regularly/more often if:

- **I knew what was available.**

Column Bar Pie Map



Hide table

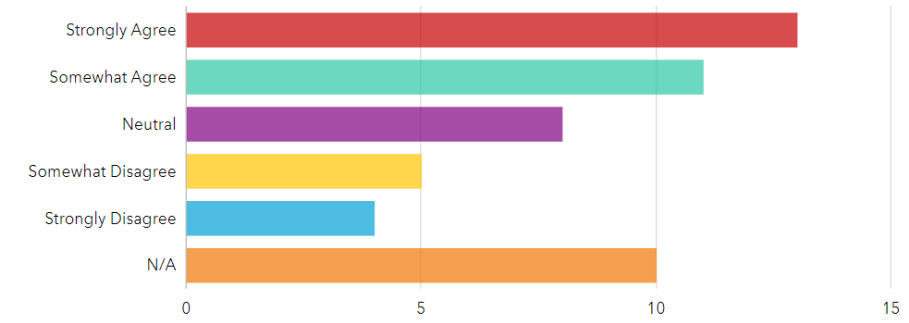
Empty categories Sort

Answers	Count	Percentage
Strongly Agree	17	27.42%
Somewhat Agree	10	16.13%
Neutral	11	17.74%
Somewhat Disagree	3	4.84%
Strongly Disagree	5	8.06%
N/A	8	12.9%

Answered: 54 Skipped: 8

- **There was a bus route where I lived.**

Column Bar Pie Map



Hide table

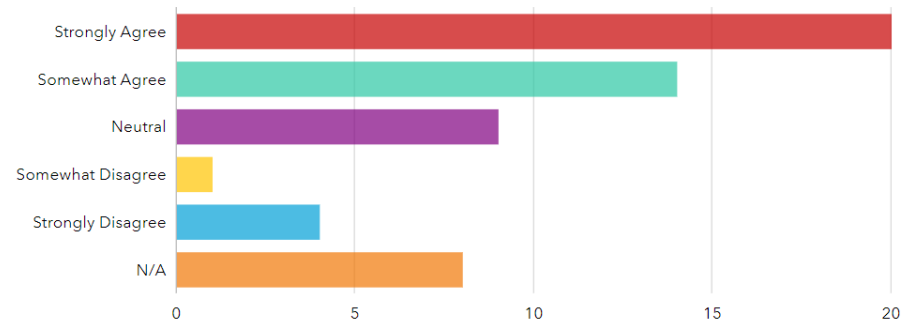
Empty categories Sort

Answers	Count	Percentage
Strongly Agree	13	20.97%
Somewhat Agree	11	17.74%
Neutral	8	12.9%
Somewhat Disagree	5	8.06%
Strongly Disagree	4	6.45%
N/A	10	16.13%

Answered: 51 Skipped: 11

● Wait time for pick-up was shorter.

Column Bar Pie Map



Hide table

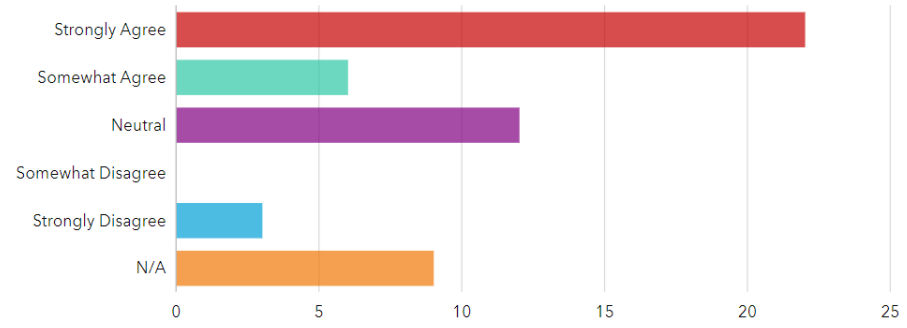
Empty categories Sort

Answers	Count	Percentage
Strongly Agree	20	32.26%
Somewhat Agree	14	22.58%
Neutral	9	14.52%
Somewhat Disagree	1	1.61%
Strongly Disagree	4	6.45%
N/A	8	12.9%

Answered: 56 Skipped: 6

● Bus arrival time was more reliable.

Column Bar Pie Map



Hide table

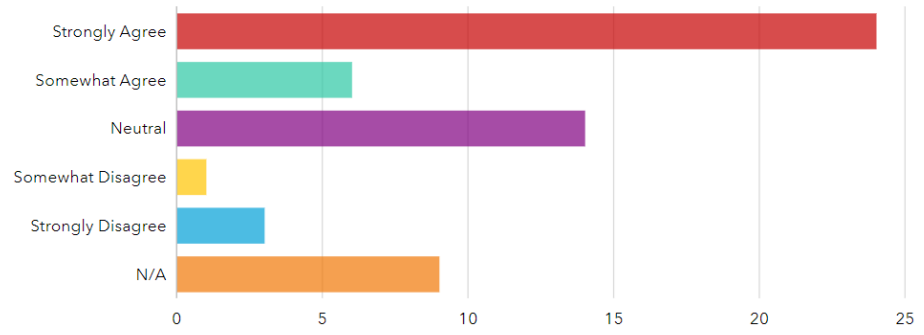
Empty categories Sort

Answers	Count	Percentage
Strongly Agree	22	35.48%
Somewhat Agree	6	9.68%
Neutral	12	19.35%
Somewhat Disagree	0	0%
Strongly Disagree	3	4.84%
N/A	9	14.52%

Answered: 52 Skipped: 10

● It was easier to schedule a trip.

Column Bar Pie Map



Hide table

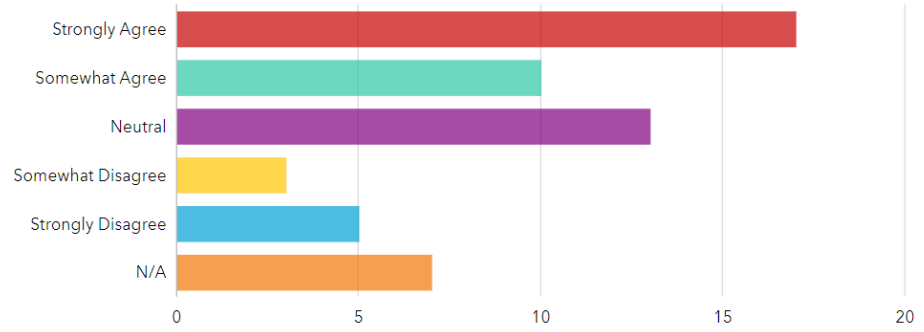
Empty categories Sort

Answers	Count	Percentage
Strongly Agree	24	38.71%
Somewhat Agree	6	9.68%
Neutral	14	22.58%
Somewhat Disagree	1	1.61%
Strongly Disagree	3	4.84%
N/A	9	14.52%

Answered: 57 Skipped: 5

● I felt safe / secure on public buses and at bus stops.

Column Bar Pie Map



Hide table

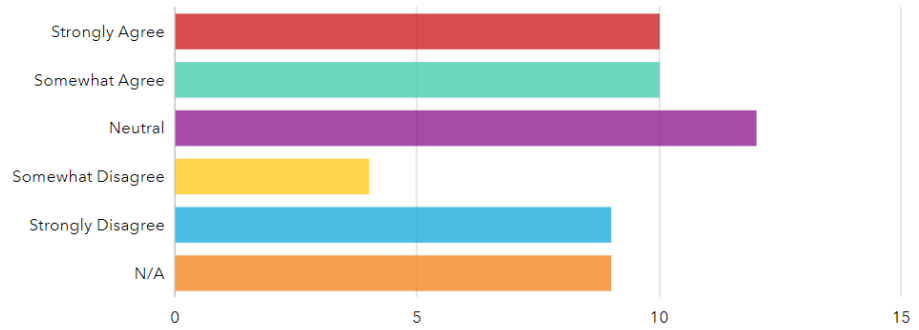
Empty categories Sort

Answers	Count	Percentage
Strongly Agree	17	27.42%
Somewhat Agree	10	16.13%
Neutral	13	20.97%
Somewhat Disagree	3	4.84%
Strongly Disagree	5	8.06%
N/A	7	11.29%

Answered: 55 Skipped: 7

● **Someone taught me how to use the bus.**

Column | Bar | Pie | Map



Hide table

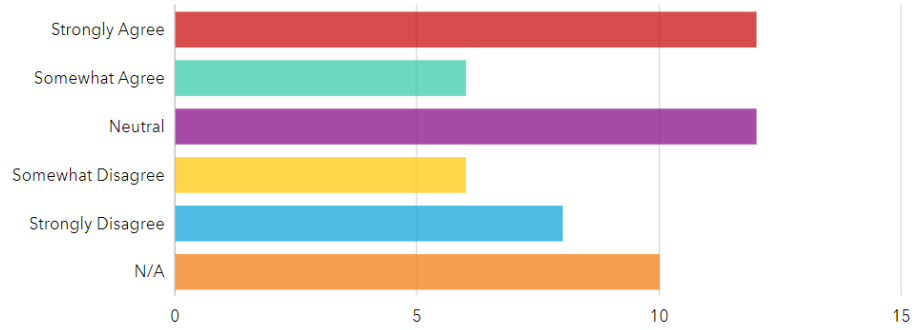
Empty categories | Sort

Answers	Count	Percentage
Strongly Agree	10	16.13%
Somewhat Agree	10	16.13%
Neutral	12	19.35%
Somewhat Disagree	4	6.45%
Strongly Disagree	9	14.52%
N/A	9	14.52%

Answered: 54 Skipped: 8

● **Buses were easier to get into.**

Column | Bar | Pie | Map



Hide table

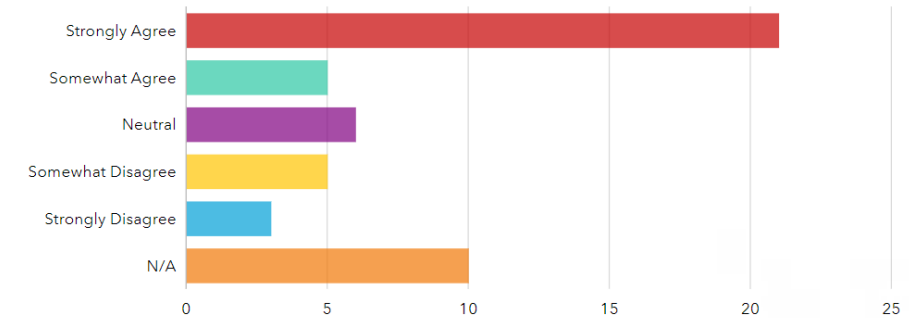
Empty categories | Sort

Answers	Count	Percentage
Strongly Agree	12	19.35%
Somewhat Agree	6	9.68%
Neutral	12	19.35%
Somewhat Disagree	6	9.68%
Strongly Disagree	8	12.9%
N/A	10	16.13%

Answered: 54 Skipped: 8

If public transportation was easier, I would use it / use it more often for the following:

● **Get to work.** Column Bar Pie Map

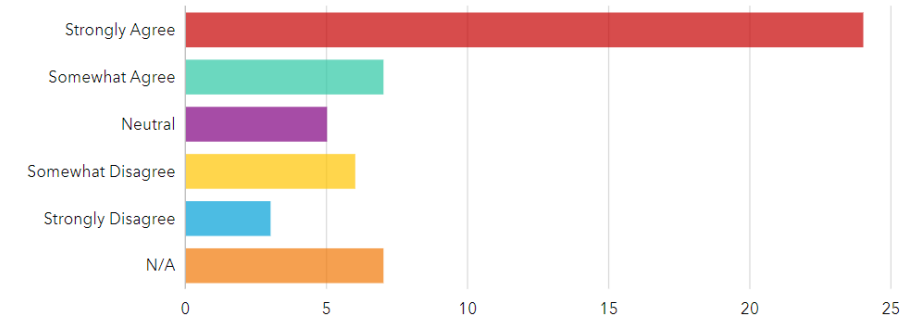


Hide table Empty categories Sort

Answers	Count	Percentage
Strongly Agree	21	33.87%
Somewhat Agree	5	8.06%
Neutral	6	9.68%
Somewhat Disagree	5	8.06%
Strongly Disagree	3	4.84%
N/A	10	16.13%

Answered: 50 Skipped: 12

● **Get to the grocery store or shopping for other essentials.** Column Bar Pie Map



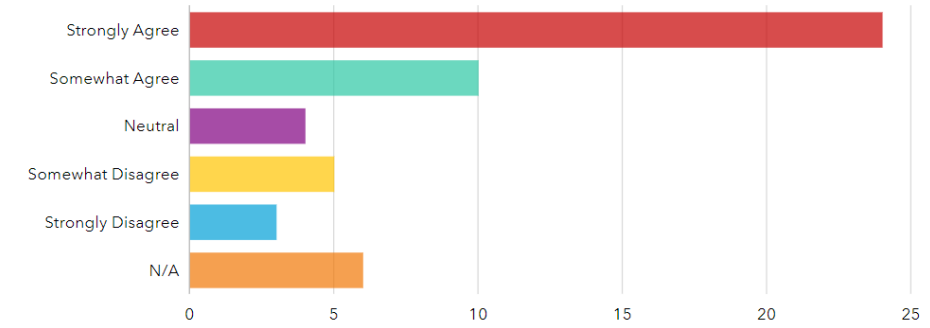
Hide table Empty categories Sort

Answers	Count	Percentage
Strongly Agree	24	38.71%
Somewhat Agree	7	11.29%
Neutral	5	8.06%
Somewhat Disagree	6	9.68%
Strongly Disagree	3	4.84%
N/A	7	11.29%

Answered: 52 Skipped: 10

● Get to recreation, social events, shopping and other entertainment.

Column Bar Pie Map



Hide table

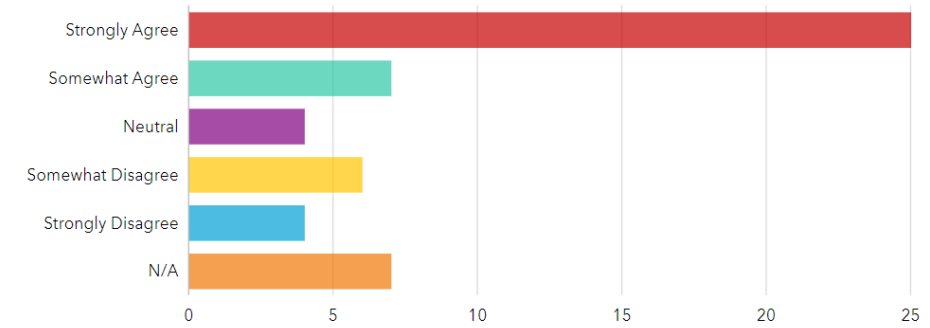
Empty categories Sort

Answers	Count	Percentage
Strongly Agree	24	38.71%
Somewhat Agree	10	16.13%
Neutral	4	6.45%
Somewhat Disagree	5	8.06%
Strongly Disagree	3	4.84%
N/A	6	9.68%

Answered: 52 Skipped: 10

● Get to medical appointments.

Column Bar Pie Map



Hide table

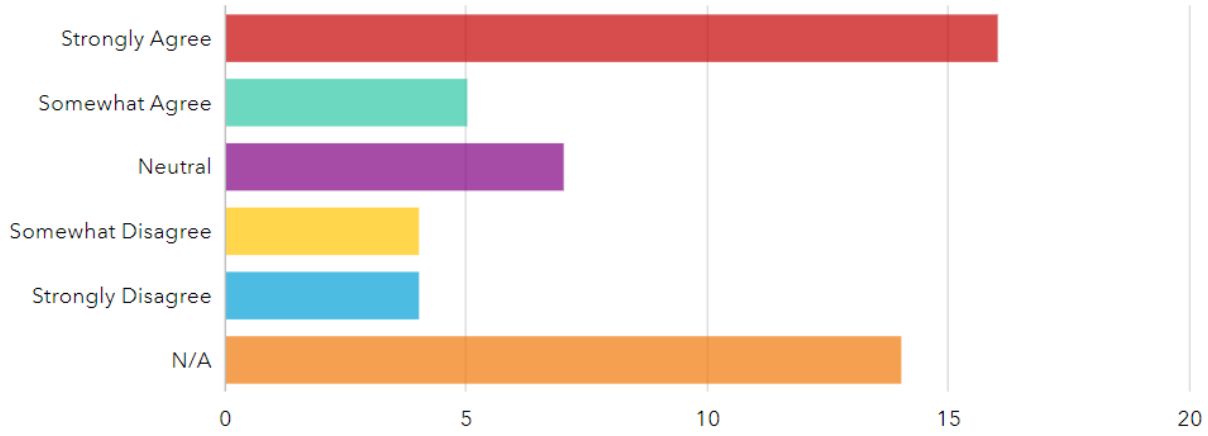
Empty categories Sort

Answers	Count	Percentage
Strongly Agree	25	40.32%
Somewhat Agree	7	11.29%
Neutral	4	6.45%
Somewhat Disagree	6	9.68%
Strongly Disagree	4	6.45%
N/A	7	11.29%

Answered: 53 Skipped: 9

● Get to senior center activities or service provider events.

Column | Bar | Pie | Map



Hide table

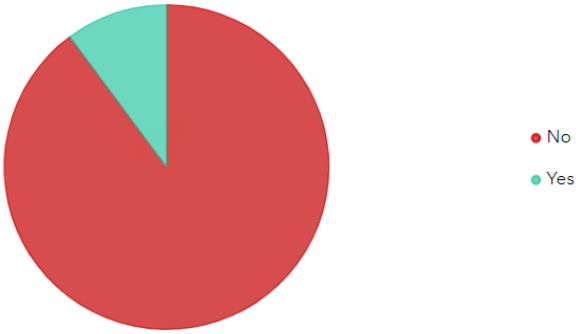
Empty categories | Sort

Answers	Count	Percentage
Strongly Agree	16	25.81%
Somewhat Agree	5	8.06%
Neutral	7	11.29%
Somewhat Disagree	4	6.45%
Strongly Disagree	4	6.45%
N/A	14	22.58%

Answered: 50 Skipped: 12

Do you have issues getting to work because of where you live?

Column Bar Pie Map



Hide table

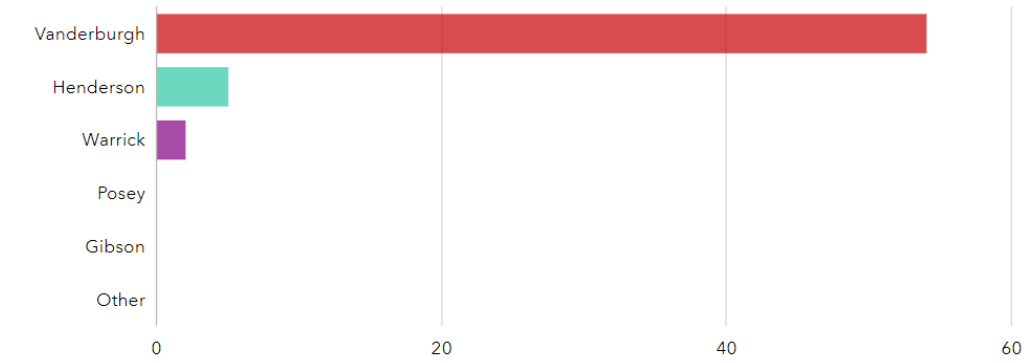
Empty categories Sort

Answers	Count	Percentage
No	53	85.48%
Yes	6	9.68%

Answered: 59 Skipped: 3

In which county do you live?

Column Bar Pie Map



Hide table

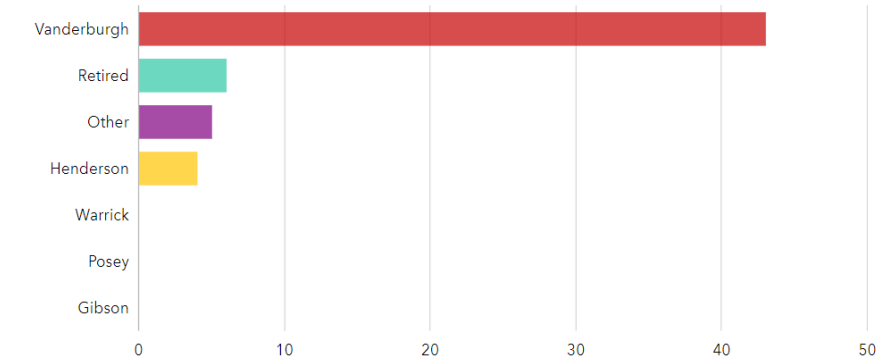
Other response Empty categories Sort

Answers	Count	Percentage
Vanderburgh	54	87.1%
Henderson	5	8.06%
Warrick	2	3.23%
Posey	0	0%
Gibson	0	0%
Other	0	0%

Answered: 61 Skipped: 1

In which county do you work?

Column | Bar | Pie | Map



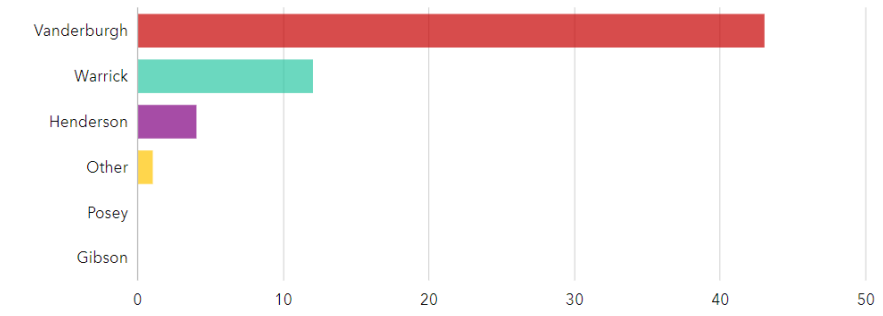
Hide table | Other response | Empty categories | Sort

Answers	Count	Percentage
Vanderburgh	43	69.35%
Retired	6	9.68%
Other	5	8.06%
Henderson	4	6.45%
Warrick	0	0%
Posey	0	0%
Gibson	0	0%

Answered: 58 Skipped: 4

In which county is your primary medical provider?

Column | Bar | Pie | Map



Hide table | Other response | Empty categories | Sort

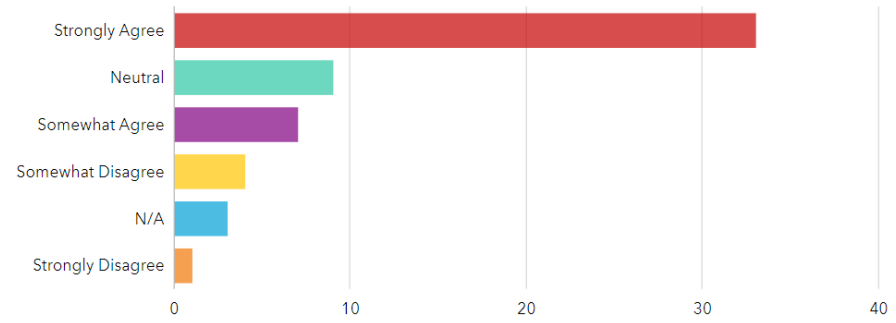
Answers	Count	Percentage
Vanderburgh	43	69.35%
Warrick	12	19.35%
Henderson	4	6.45%
Other	1	1.61%
Posey	0	0%
Gibson	0	0%

Answered: 60 Skipped: 2

The Transportation I use:

● Does a good job of getting me where I need to go.

Column Bar Pie Map



Hide table

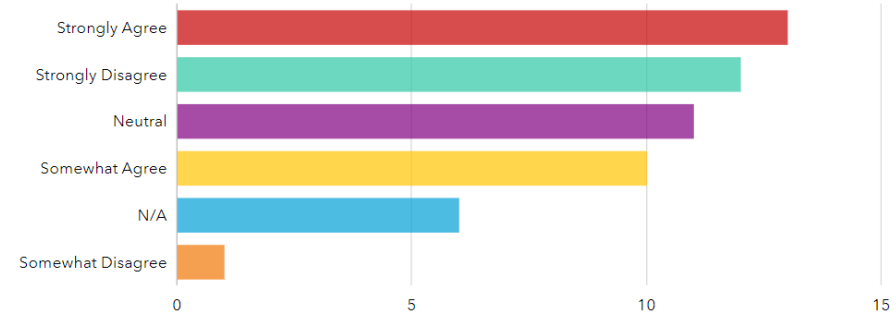
Empty categories Sort

Answers	Count	Percentage
Strongly Agree	33	53.23%
Neutral	9	14.52%
Somewhat Agree	7	11.29%
Somewhat Disagree	4	6.45%
N/A	3	4.84%
Strongly Disagree	1	1.61%

Answered: 57 Skipped: 5

● Makes me wish there was a better option.

Column Bar Pie Map



Hide table

Empty categories Sort

Answers	Count	Percentage
Strongly Agree	13	20.97%
Strongly Disagree	12	19.35%
Neutral	11	17.74%
Somewhat Agree	10	16.13%
N/A	6	9.68%
Somewhat Disagree	1	1.61%

Answered: 53 Skipped: 9

B BARRIERS, GAPS, AND NEEDS PUBLIC SURVEY

Public Survey:
Barriers, Gaps, and Needs of the Public & Non-Profit Transportation Systems

The Evansville MPO is seeking input regarding the barriers, gaps, and needs of the fixed route and mobility transportation systems in the Evansville, Henderson, & Newburgh region. A public survey is available to provide your input.

Your input will help update the regional *Coordinated Public Transit-Human Services Transportation Plan*, a requirement of the Federal Transit Administration (FTA) for our region to continue to receive funding to assist transit agencies and area non-profit organizations that serve seniors and individuals with disabilities.

Public Survey

www.evansvillempo.com/transitsurvey.html **(English)**

www.evansvillempo.com/transitsurveyes.html **(Spanish)**

Please complete surveys by May 27, 2022

English

Paper copies are available at:
Evansville MPO
Civic Center Complex – Room 316
One NW M.L. King Jr. Blvd.
Evansville, IN 47708
812-436-7837

Español

Coordinated Plan Survey

In the previous Coordinated Public Transit – Human Services Transportation Plan, a list of Barriers, Gaps, and Needs was developed based on public input. For this update, we would like to know which of these are still relevant today and which items no longer apply.

For each statement, select AGREE if the statement is still relevant, DISAGREE if you believe the statement no longer applies, or NEUTRAL if you neither agree nor disagree with the statement.

BARRIERS & GAPS

Access

Do the following still apply in 2022?

	Agree	Neutral	Disagree
It can be difficult to get assistance to secure wheelchairs.	○	○	○
Ramps on METS fixed route buses are narrow for large wheelchairs.	○	○	○
Individuals with walkers have a difficulty in getting on a fixed route bus and finding a place to store the walker.	○	○	○
Some bus stops are difficult to access due to sidewalks in disrepair, non-existent, or that do not connect to other sidewalks and other locations (businesses, parking lots, etc.).	○	○	○
Snow gets piled up on sidewalks and at bus stops by snow plows.	○	○	○
Limited number of stops on WATS.	○	○	○

Routes & Fares

Do the following still apply in 2022?

	Agree	Neutral	Disagree
Fixed routes are confusing and complicated to follow (METS).	○	○	○
Route names are confusing (METS).	○	○	○
The cost of the fare is too high.	○	○	○
Getting from one side of Evansville to the other is time consuming and can involve 2-3 transfers.	○	○	○
Very few routes extend past the city limits (METS).	○	○	○
No West Connection when USI is out (METS).	○	○	○
Limited Sunday service routes (METS).	○	○	○
College Shuttle trips reduced (HART).	○	○	○

Schedules

Do the following still apply in 2022?

	Agree	Neutral	Disagree
It is difficult to schedule a mobility ride due to a lack of open times, no one available to answer calls at certain times of the day, and the need to call well in advance.	○	○	○
One-hour pick-up window for Mobility rides is too long, especially for planning activities and appointments for individuals with disabilities.	○	○	○

Frequency

Do the following still apply in 2022?

	Agree	Neutral	Disagree
Buses do not always follow the same schedule, causing riders to occasionally miss the bus (METS).	○	○	○
One hour routes cause for long waits for buses, especially with unpredictable schedules.	○	○	○
There is limited service available for third shift employees.	○	○	○

NEEDS

Ease of Use

Do the following still apply in 2022?

	Agree	Neutral	Disagree
Credit card or prepaid card fare boxes would be easier than carrying cash.	○	○	○
More conveniently located bus stops.	○	○	○
Better/easier to understand route maps (METS).	○	○	○
Better defined schedules/timetables that are more predictable (METS).	○	○	○
An updated website with clear information and more detail (METS).	○	○	○
An online route planning tool would be helpful.	○	○	○
Schedules/timetables at bus stops.	○	○	○
A list at bus stops of the route(s) served by that bus stop.	○	○	○

Better Access

Do the following still apply in 2022?

	Agree	Neutral	Disagree
Sidewalks at bus stops along many routes are needed or need repaired.	○	○	○
Ramps/improved wheelchair access is needed at many stops.	○	○	○
Bike routes that connect to bus stops would be beneficial.	○	○	○
Alternatives to calling METS, such as options for texting or scheduling Mobility rides online.	○	○	○
More Sunday service routes are needed.	○	○	○
Later run times for Shopper Shuttle (METS).	○	○	○
Direct connection to Deaconess Gateway from METS, rather than transferring to WATS.	○	○	○

General Improvements

Do the following still apply in 2022?

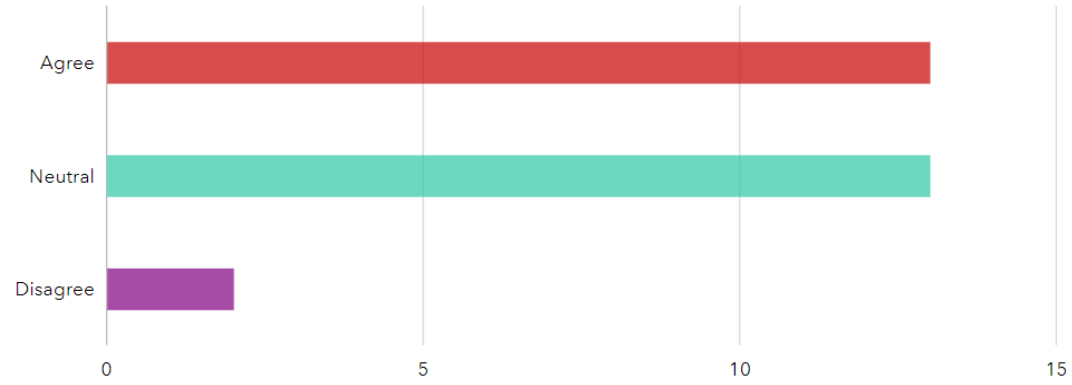
	Agree	Neutral	Disagree
Environmentally friendly buses.	○	○	○
Cheaper passes, especially weekly, monthly and/or annually.	○	○	○
More direct bus routes that do not make large loops or cut through developments.	○	○	○
More frequency on some routes; 30 or 15 minute runtimes instead of hourly.	○	○	○
Longer schedules for some routes to extend into evening and night hours, especially those that stop at 6:00 PM.	○	○	○
More covered bus stop shelters and more benches, especially at major destinations (Eastland Mall, Walmart, major shopping areas).	○	○	○
Better lighting and security at METS Downtown Terminal and Lawndale Transfer Station.	○	○	○
Trash cans and signs are needed at Lawndale Transfer Station to prevent/deter littering.	○	○	○
Better enforcement of no smoking at METS Downtown Terminal.	○	○	○
Some non-profits that currently do not utilize 5310 funding need buses/vans.	○	○	○

Additional Barriers, Gaps & Needs

Do you have additional Barriers, Gaps or Needs not included in this survey? If so, please explain below.

● It can be difficult to get assistance to secure wheelchairs.

Column Bar Pie Map



Hide table

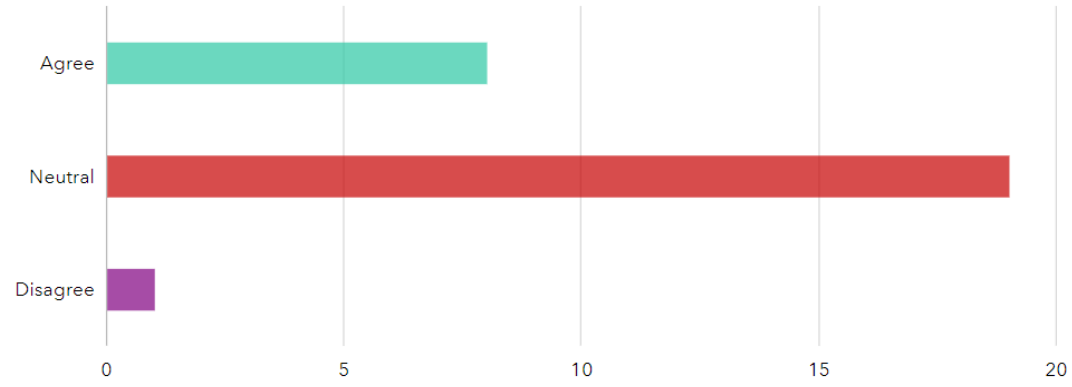
Empty categories Sort

Answers	Count	Percentage
Agree	13	43.33%
Neutral	13	43.33%
Disagree	2	6.67%

Answered: 28 Skipped: 2

● Ramps on METS fixed route buses are narrow for large wheelchairs.

Column Bar Pie Map



Hide table

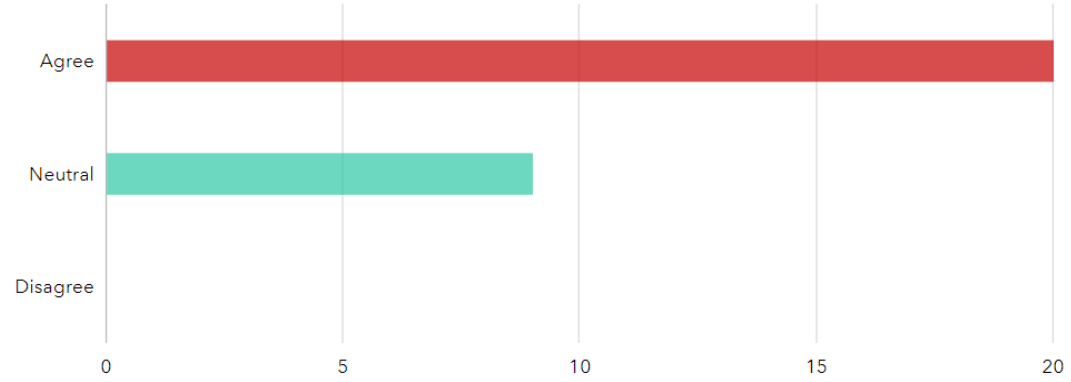
Empty categories Sort

Answers	Count	Percentage
Agree	8	26.67%
Neutral	19	63.33%
Disagree	1	3.33%

Answered: 28 Skipped: 2

● There is limited service available for third shift employees.

Column Bar Pie Map



Hide table

Empty categories Sort

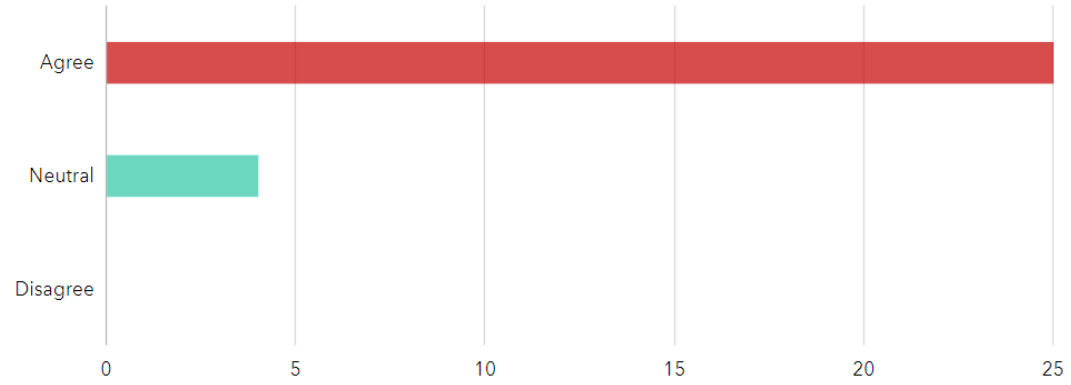
Answers	Count	Percentage
Agree	20	66.67%
Neutral	9	30%
Disagree	0	0%

Answered: 29 Skipped: 1

Ease of Use

● Credit card or prepaid card fare boxes would be easier than carrying cash.

Column Bar Pie Map



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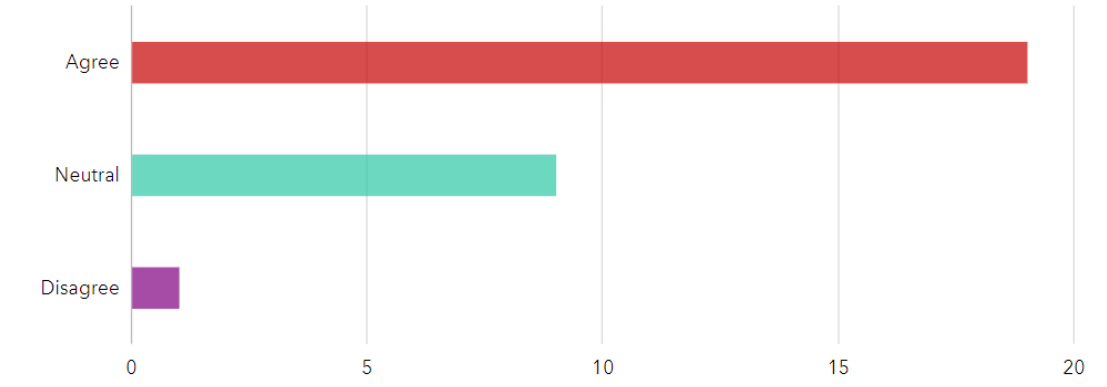
Empty categories Sort

Answers	Count	Percentage
Agree	25	83.33%
Neutral	4	13.33%
Disagree	0	0%

Answered: 29 Skipped: 1

● More conveniently located bus stops.

Column Bar Pie Map



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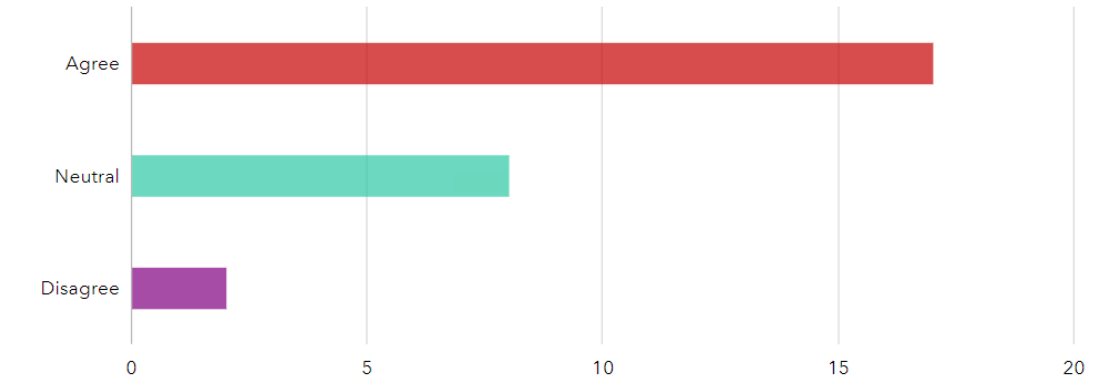
Empty categories Sort

Answers	Count	Percentage
Agree	19	63.33%
Neutral	9	30%
Disagree	1	3.33%

Answered: 29 Skipped: 1

● Better/easier to understand route maps (METS).

Column Bar Pie Map



Hide table

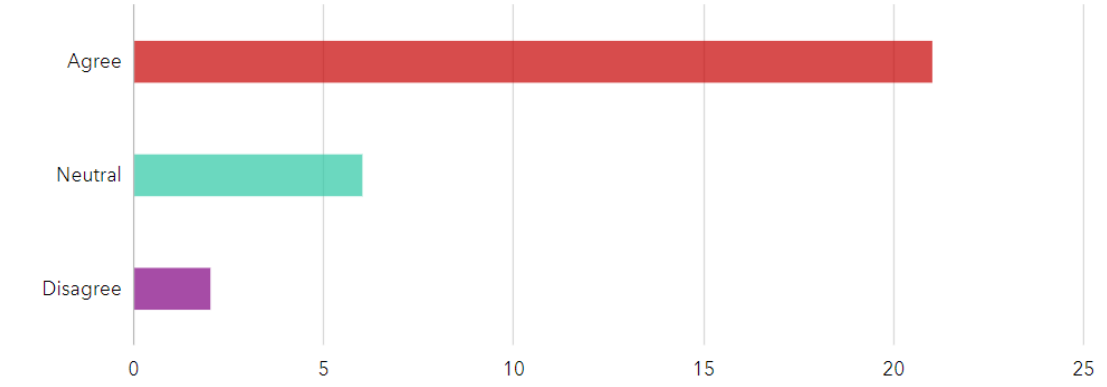
Empty categories Sort

Answers	Count	Percentage
Agree	17	56.67%
Neutral	8	26.67%
Disagree	2	6.67%

Answered: 27 Skipped: 3

● Better defined schedules/timetables that are more predictable (METS).

Column Bar Pie Map



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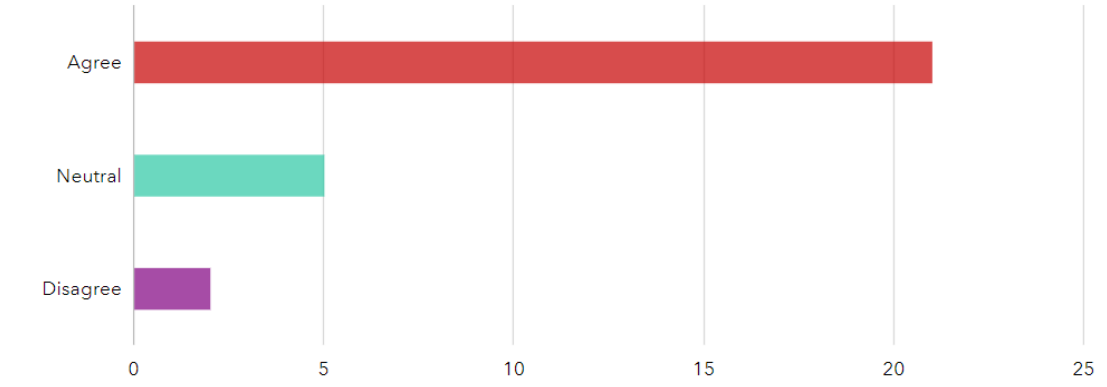
Empty categories Sort

Answers	Count	Percentage
Agree	21	70%
Neutral	6	20%
Disagree	2	6.67%

Answered: 29 Skipped: 1

● An updated website with clear information and more detail (METS).

Column Bar Pie Map



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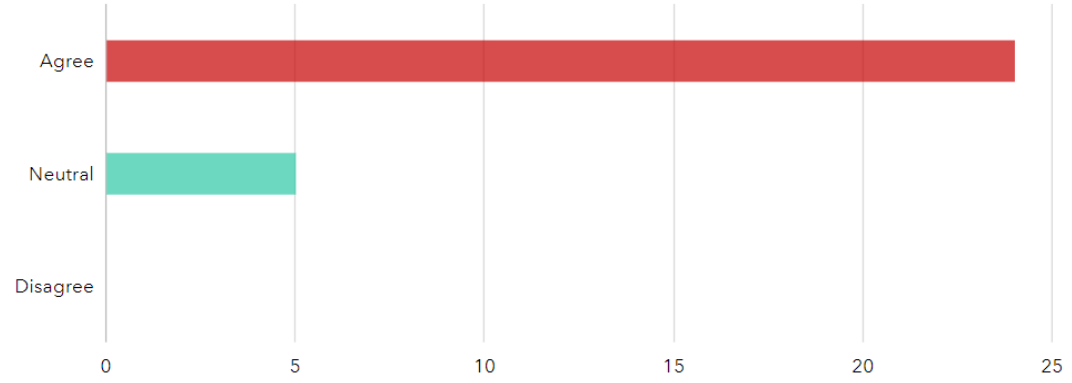
Empty categories Sort

Answers	Count	Percentage
Agree	21	70%
Neutral	5	16.67%
Disagree	2	6.67%

Answered: 28 Skipped: 2

● An online route planning tool would be helpful.

Column Bar Pie Map



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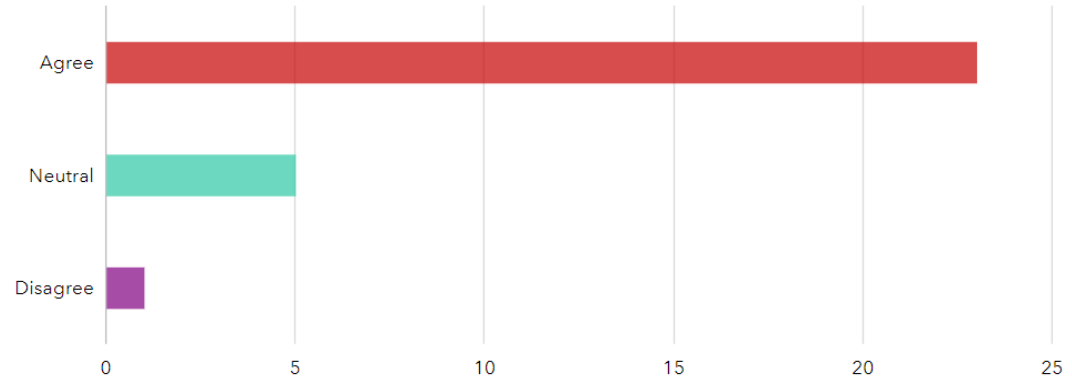
☑ Empty categories ↑↓ Sort

Answers	Count	Percentage
Agree	24	80%
Neutral	5	16.67%
Disagree	0	0%

Answered: 29 Skipped: 1

● Schedules/timetables at bus stops.

Column Bar Pie Map



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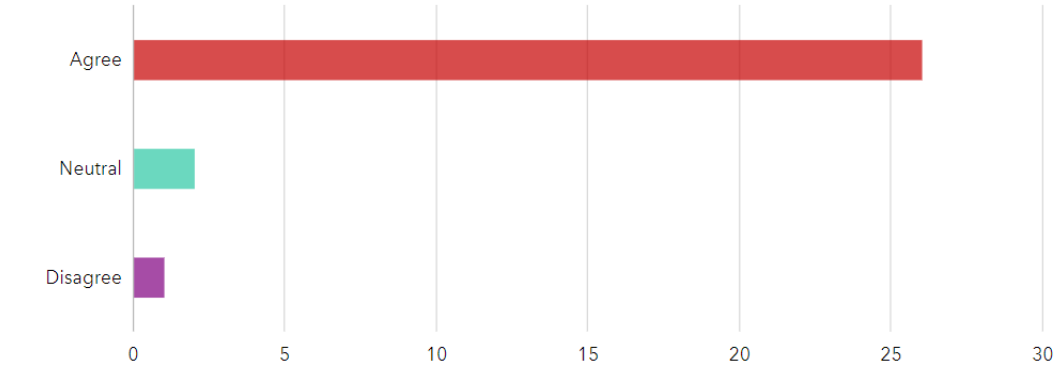
☑ Empty categories ↑↓ Sort

Answers	Count	Percentage
Agree	23	76.67%
Neutral	5	16.67%
Disagree	1	3.33%

Answered: 29 Skipped: 1

● A list at bus stops of the route(s) served by that bus stop.

Column Bar Pie Map



Hide table

Empty categories Sort

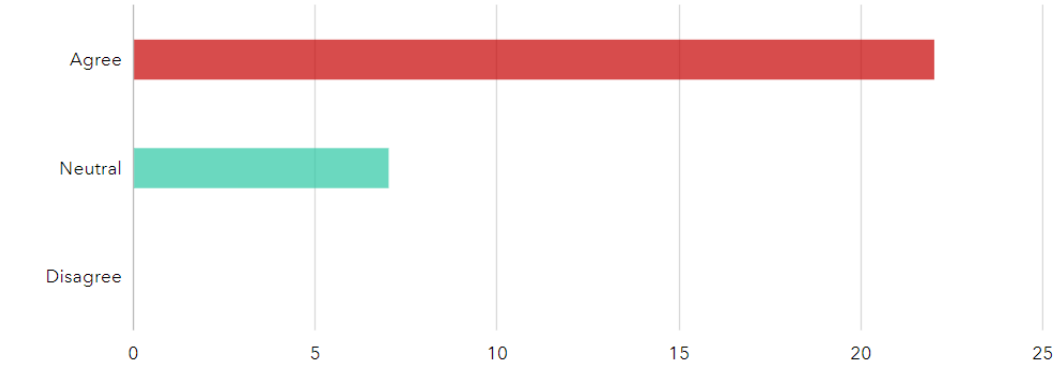
Answers	Count	Percentage
Agree	26	86.67%
Neutral	2	6.67%
Disagree	1	3.33%

Answered: 29 Skipped: 1

Better Access

● Sidewalks at bus stops along many routes are needed or need repaired.

Column Bar Pie Map



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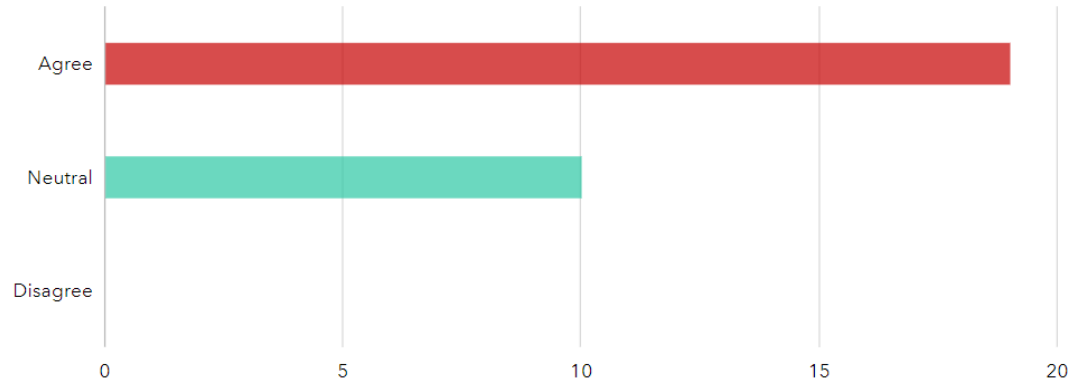
Empty categories Sort

Answers	Count	Percentage
Agree	22	73.33%
Neutral	7	23.33%
Disagree	0	0%

Answered: 29 Skipped: 1

● Ramps/improved wheelchair access is needed at many stops.

Column Bar Pie Map



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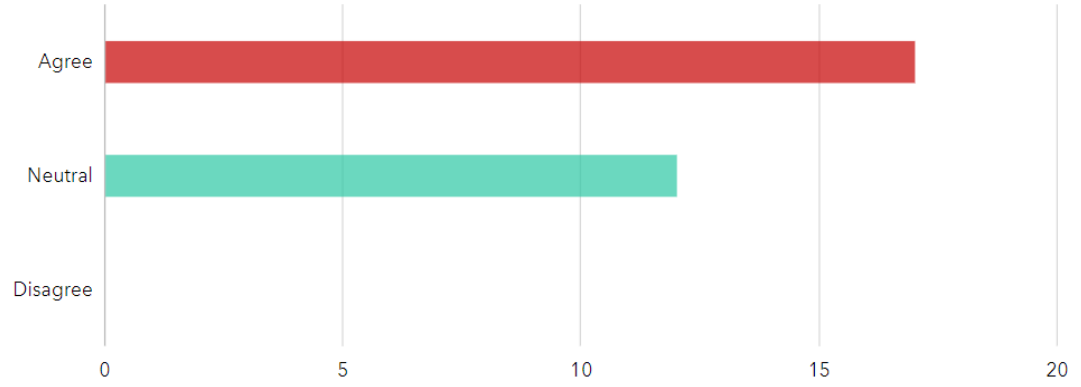
Empty categories Sort

Answers	Count	Percentage
Agree	19	63.33%
Neutral	10	33.33%
Disagree	0	0%

Answered: 29 Skipped: 1

● Bike routes that connect to bus stops would be beneficial.

Column Bar Pie Map



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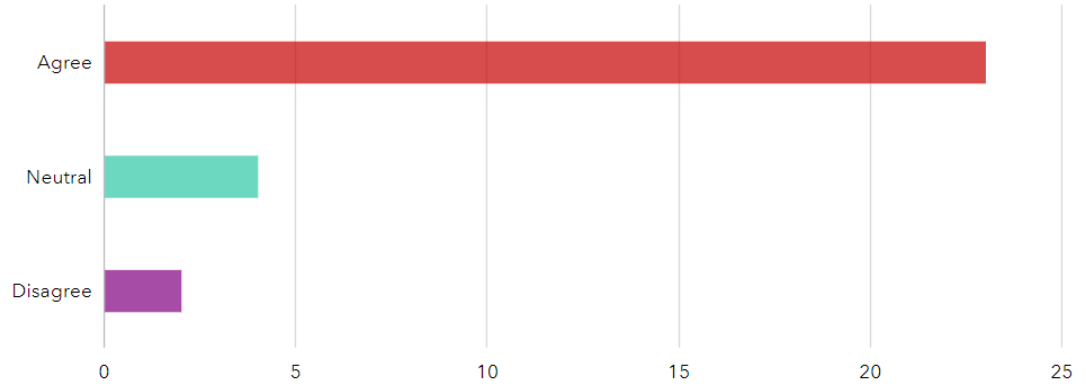
Empty categories Sort

Answers	Count	Percentage
Agree	17	56.67%
Neutral	12	40%
Disagree	0	0%

Answered: 29 Skipped: 1

● Alternatives to calling METS, such as options for texting or scheduling Mobility rides online.

Column Bar Pie Map



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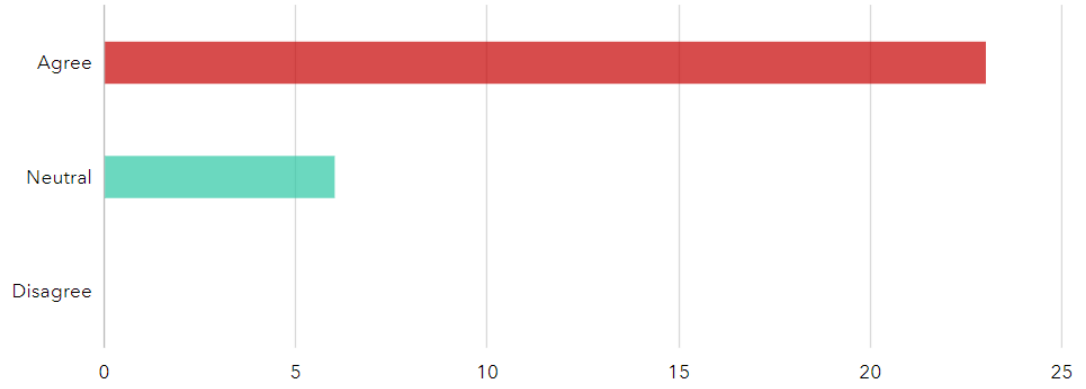
Empty categories Sort

Answers	Count	Percentage
Agree	23	76.67%
Neutral	4	13.33%
Disagree	2	6.67%

Answered: 29 Skipped: 1

● More Sunday service routes are needed.

Column Bar Pie Map



Hide table

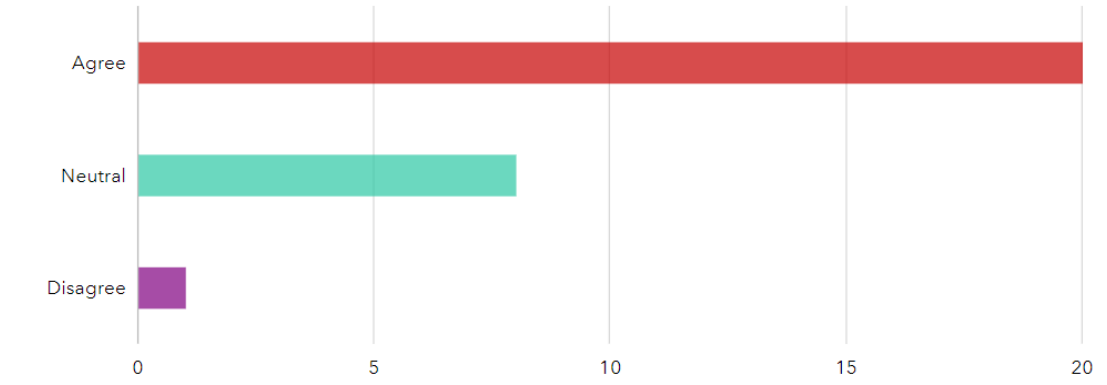
Empty categories Sort

Answers	Count	Percentage
Agree	23	76.67%
Neutral	6	20%
Disagree	0	0%

Answered: 29 Skipped: 1

● Later run times for Shopper Shuttle (METS).

Column Bar Pie Map



Hide table

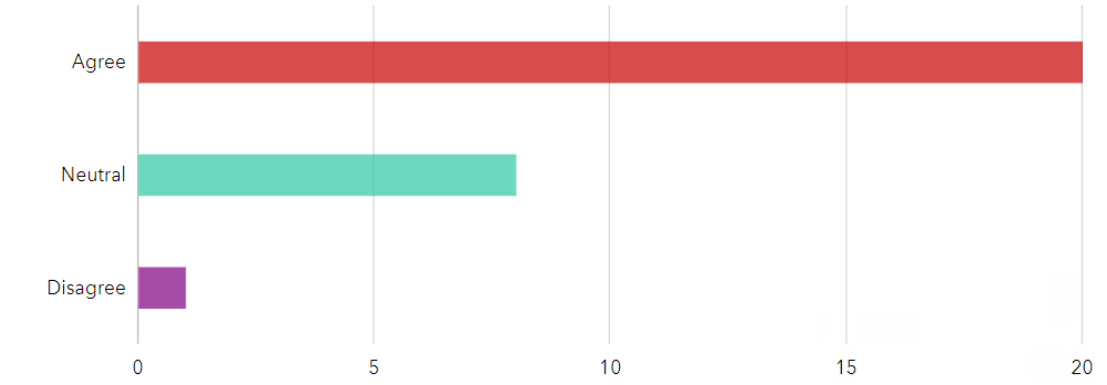
Empty categories Sort

Answers	Count	Percentage
Agree	20	66.67%
Neutral	8	26.67%
Disagree	1	3.33%

Answered: 29 Skipped: 1

● Direct connection to Deaconess Gateway from METS, rather than transferring to WATS.

Column Bar Pie Map



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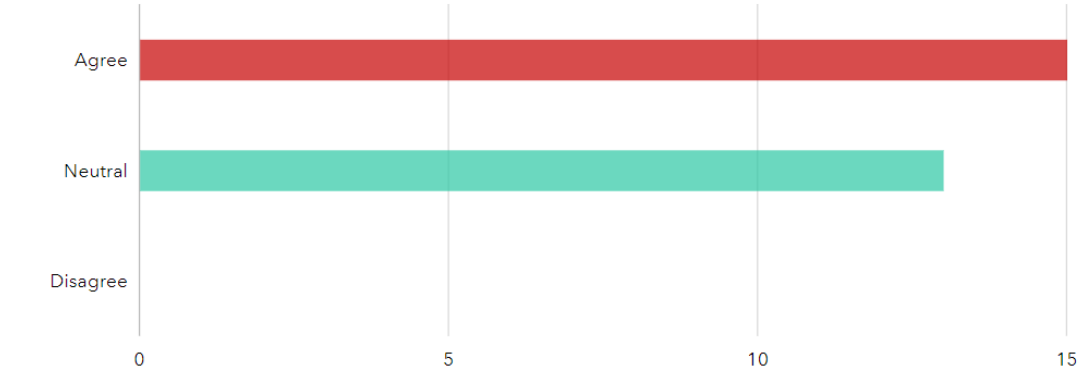
Empty categories Sort

Answers	Count	Percentage
Agree	20	66.67%
Neutral	8	26.67%
Disagree	1	3.33%

Answered: 29 Skipped: 1

General Improvements

● **Environmentally friendly buses.** Column Bar Pie Map

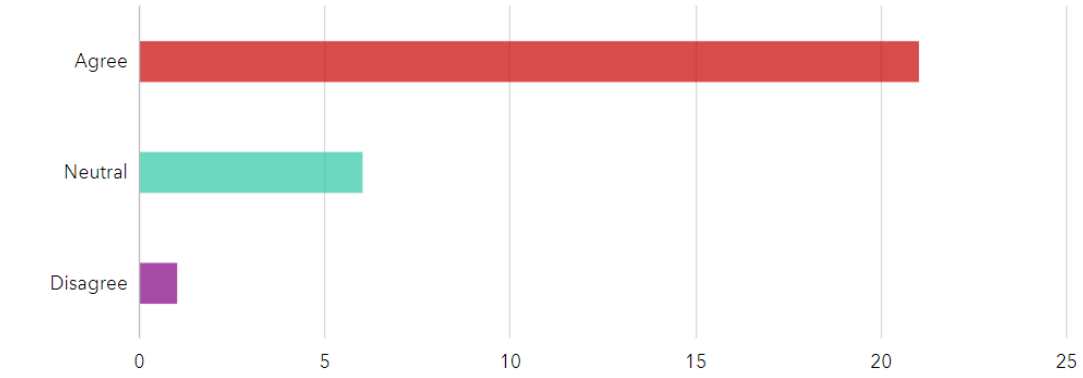


Hide table ☑ Empty categories ↑↓ Sort

Answers	Count	Percentage
Agree	15	50%
Neutral	13	43.33%
Disagree	0	0%

Answered: 28 Skipped: 2

● **Cheaper passes, especially weekly, monthly and/or annually.** Column Bar Pie Map



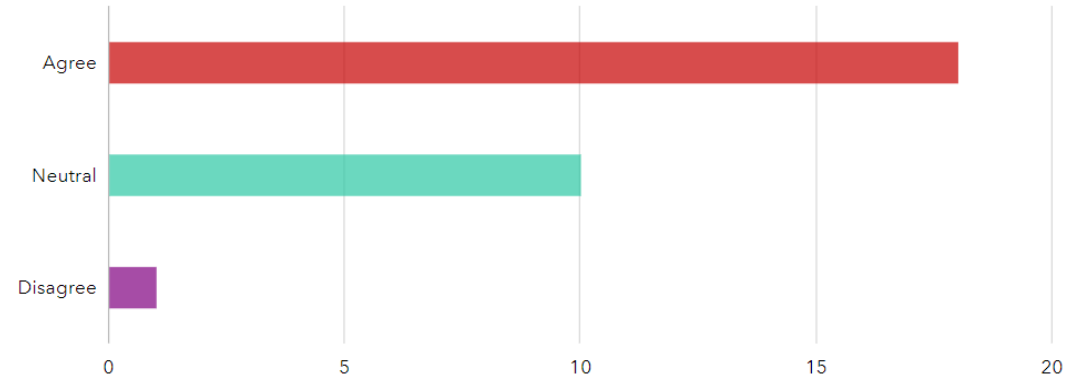
Hide table ☑ Empty categories ↑↓ Sort

Answers	Count	Percentage
Agree	21	70%
Neutral	6	20%
Disagree	1	3.33%

Answered: 28 Skipped: 2

● More direct bus routes that do not make large loops or cut through developments.

Column Bar Pie Map



Hide table

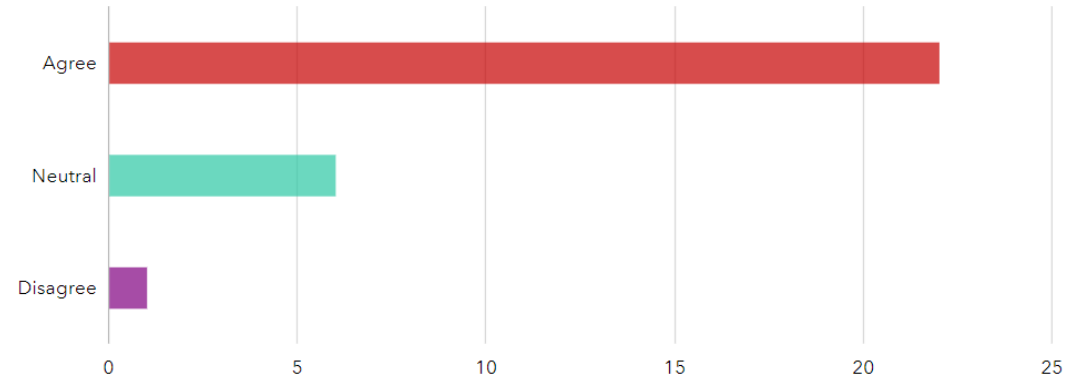
Empty categories Sort

Answers	Count	Percentage
Agree	18	60%
Neutral	10	33.33%
Disagree	1	3.33%

Answered: 29 Skipped: 1

● More frequency on some routes; 30 or 15 minute runtimes instead of hourly.

Column Bar Pie Map



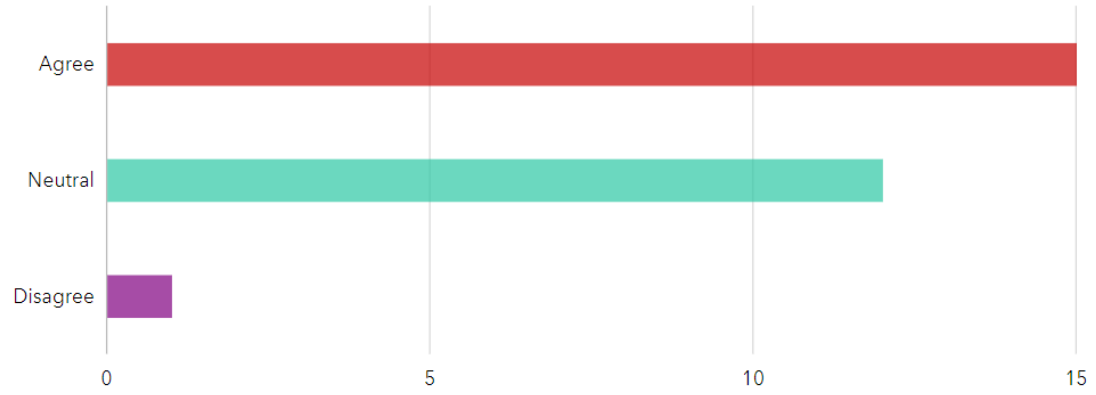
Hide table

Empty categories Sort

Answers	Count	Percentage
Agree	22	73.33%
Neutral	6	20%
Disagree	1	3.33%

Answered: 29 Skipped: 1

● Individuals with walkers have a difficulty in getting on a fixed route bus and finding a place t... Column Bar Pie Map

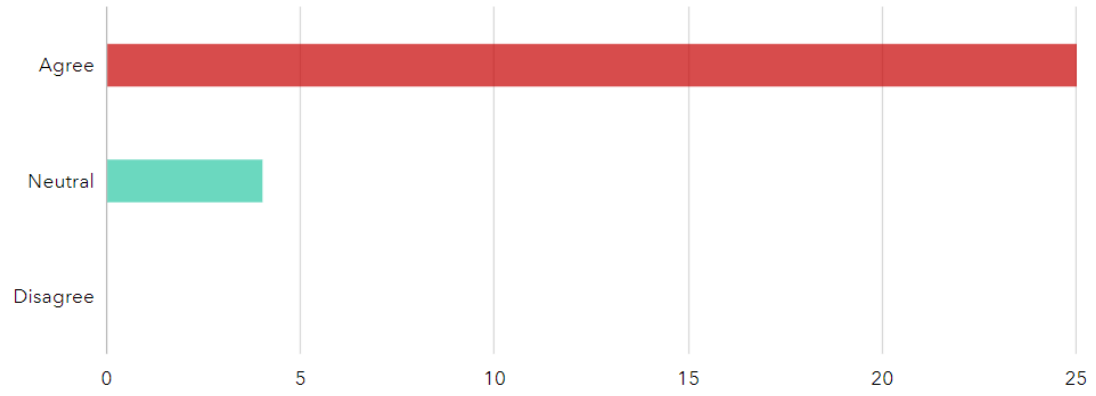


Hide table Empty categories Sort

Answers	Count	Percentage
Agree	15	50%
Neutral	12	40%
Disagree	1	3.33%

Answered: 28 Skipped: 2

● Some bus stops are difficult to access due to sidewalks in disrepair, non-existent, or that do... Column Bar Pie Map

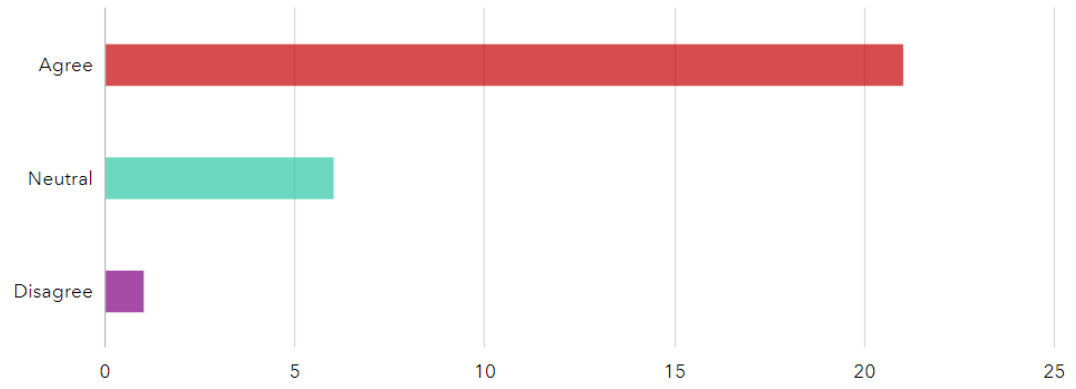


Hide table Empty categories Sort

Answers	Count	Percentage
Agree	25	83.33%
Neutral	4	13.33%
Disagree	0	0%

Answered: 29 Skipped: 1

● Longer schedules for some routes to extend into evening and night hours, especially those... Column Bar Pie Map

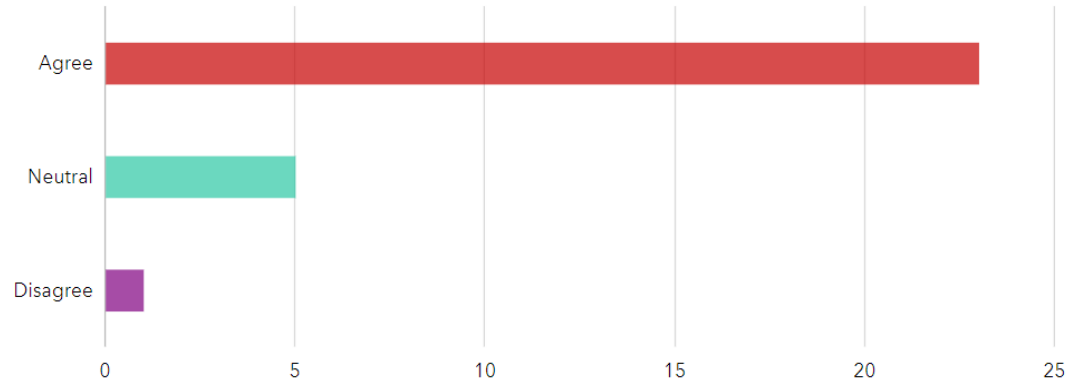


Hide table Empty categories Sort

Answers	Count	Percentage
Agree	21	70%
Neutral	6	20%
Disagree	1	3.33%

Answered: 28 Skipped: 2

● More covered bus stop shelters and more benches, especially at major destinations (Eastlan... Column Bar Pie Map



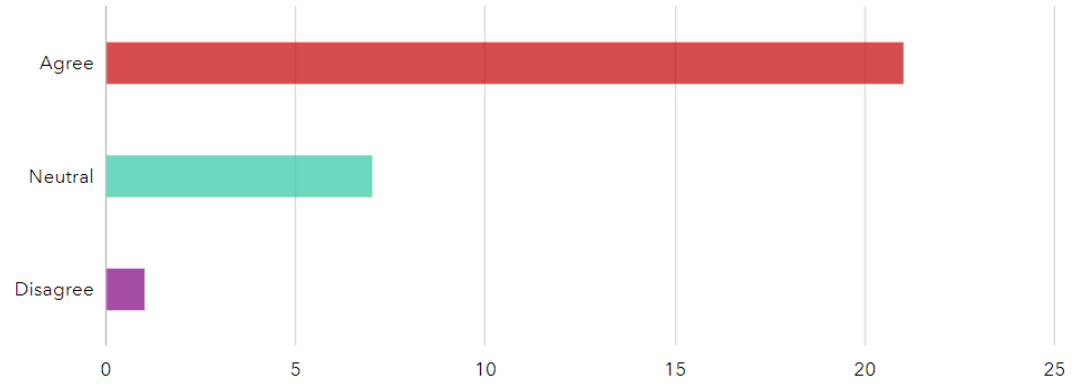
Hide table Empty categories Sort

Answers	Count	Percentage
Agree	23	76.67%
Neutral	5	16.67%
Disagree	1	3.33%

Answered: 29 Skipped: 1

● Better lighting and security at METS Downtown Terminal and Lawndale Transfer Station.

Column Bar Pie Map



Hide table

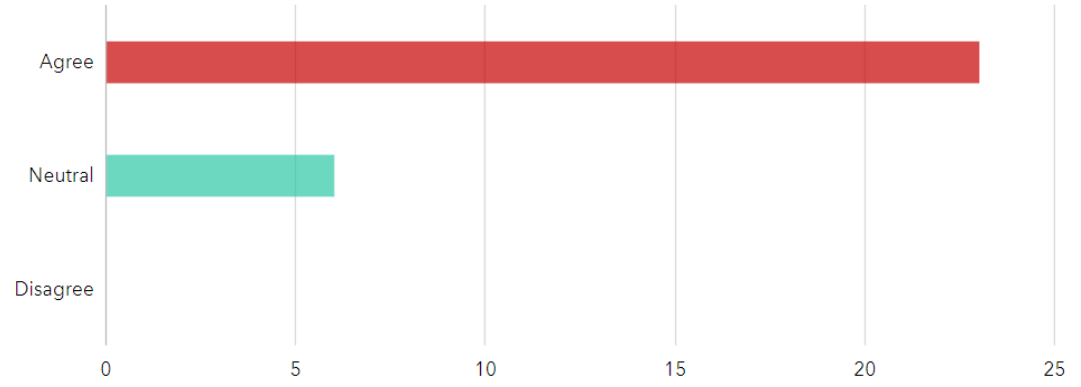
Empty categories Sort

Answers	Count	Percentage
Agree	21	70%
Neutral	7	23.33%
Disagree	1	3.33%

Answered: 29 Skipped: 1

● Trash cans and signs are needed at Lawndale Transfer Station to prevent/deter littering.

Column Bar Pie Map



Hide table

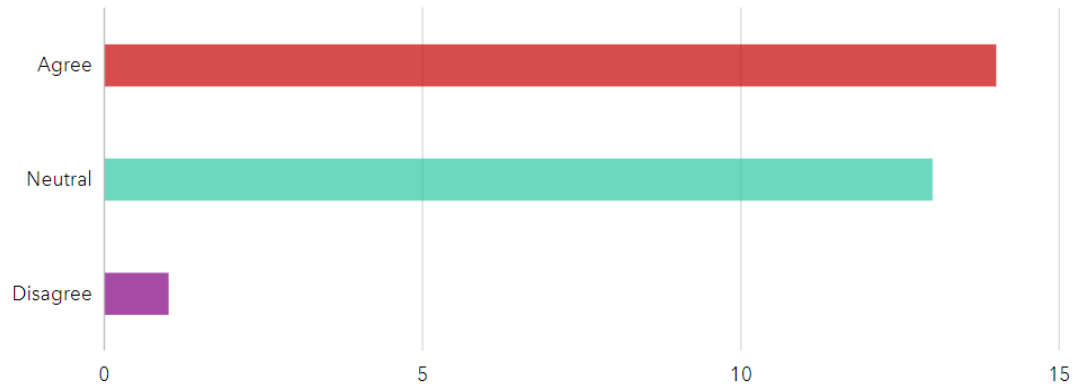
Empty categories Sort

Answers	Count	Percentage
Agree	23	76.67%
Neutral	6	20%
Disagree	0	0%

Answered: 29 Skipped: 1

● Better enforcement of no smoking at METS Downtown Terminal.

Column Bar Pie Map



Hide table

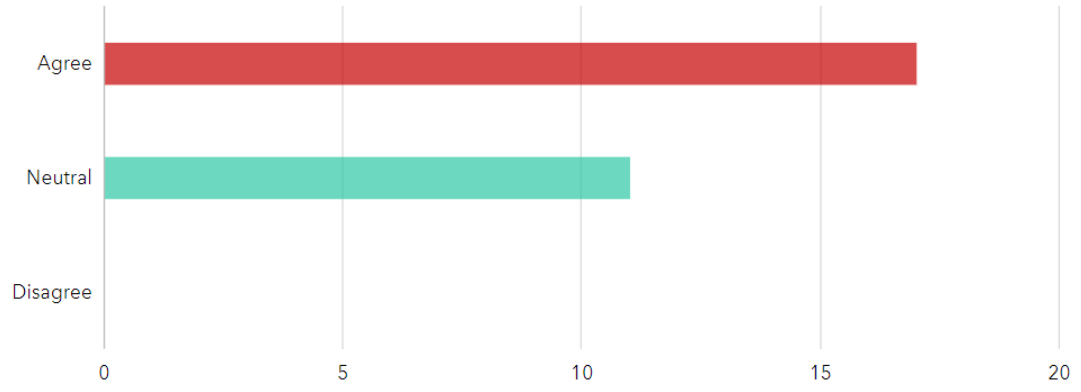
Empty categories Sort

Answers	Count	Percentage
Agree	14	46.67%
Neutral	13	43.33%
Disagree	1	3.33%

Answered: 28 Skipped: 2

● Some non-profits that currently do not utilize 5310 funding need buses/vans.

Column Bar Pie Map



Hide table

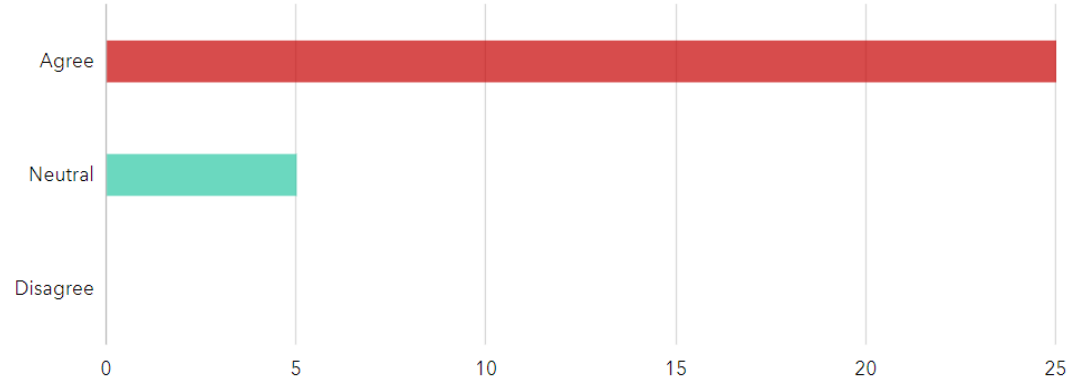
Empty categories Sort

Answers	Count	Percentage
Agree	17	56.67%
Neutral	11	36.67%
Disagree	0	0%

Answered: 28 Skipped: 2

● **Snow gets piled up on sidewalks and at bus stops by snow plows.**

Column Bar Pie Map



Hide table

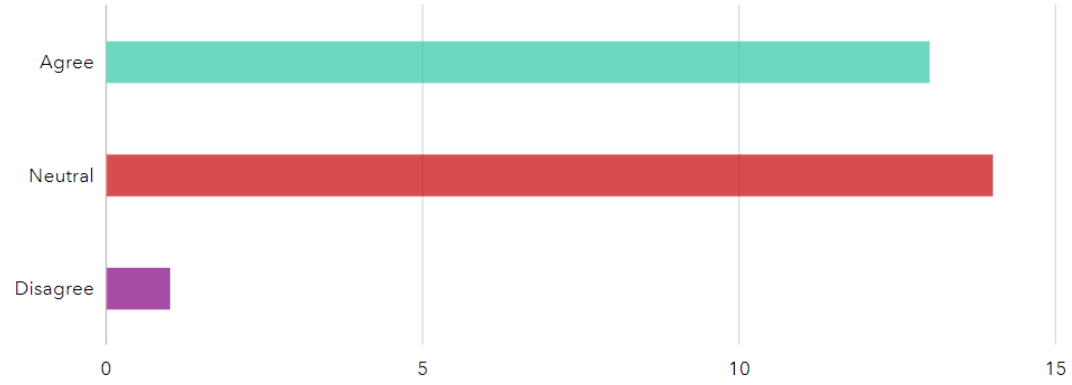
Empty categories Sort

Answers	Count	Percentage
Agree	25	83.33%
Neutral	5	16.67%
Disagree	0	0%

Answered: 30 Skipped: 0

● **Limited number of stops on WATS.**

Column Bar Pie Map



Hide table

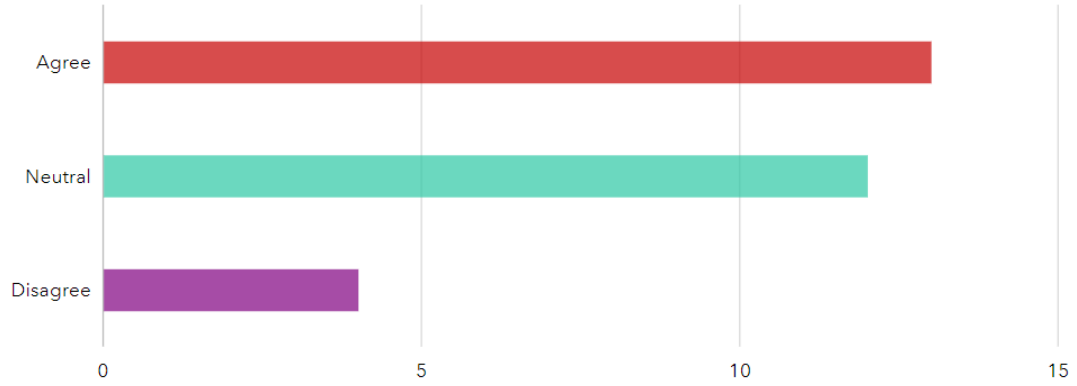
Empty categories Sort

Answers	Count	Percentage
Agree	13	43.33%
Neutral	14	46.67%
Disagree	1	3.33%

Answered: 28 Skipped: 2

● Fixed routes are confusing and complicated to follow (METS).

Column Bar Pie Map



Hide table

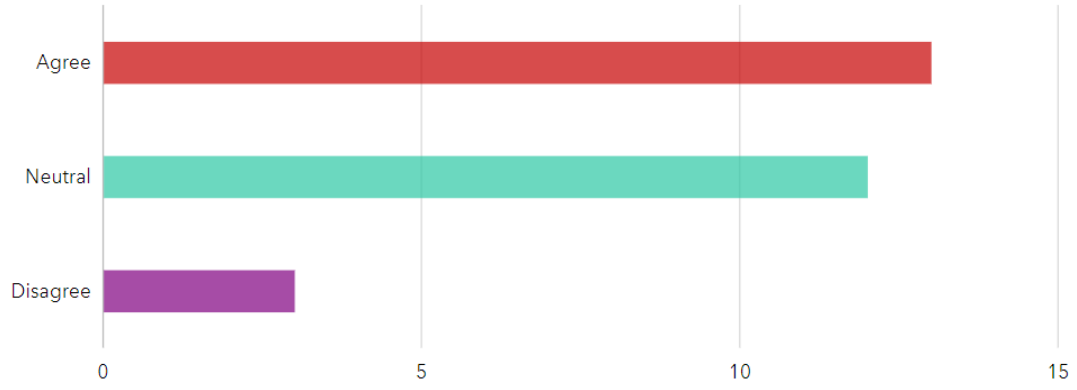
Empty categories Sort

Answers	Count	Percentage
Agree	13	43.33%
Neutral	12	40%
Disagree	4	13.33%

Answered: 29 Skipped: 1

● Route names are confusing (METS).

Column Bar Pie Map



Hide table

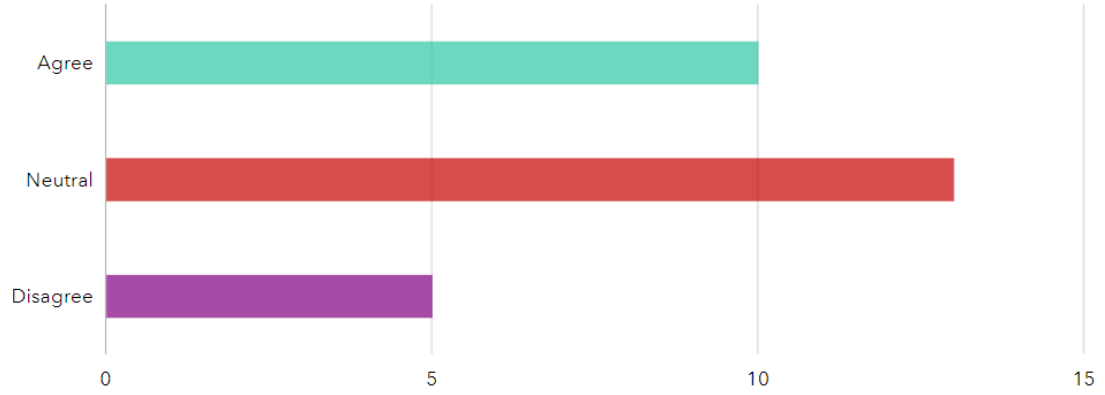
Empty categories Sort

Answers	Count	Percentage
Agree	13	43.33%
Neutral	12	40%
Disagree	3	10%

Answered: 28 Skipped: 2

● The cost of the fare is too high.

Column Bar Pie Map



Hide table

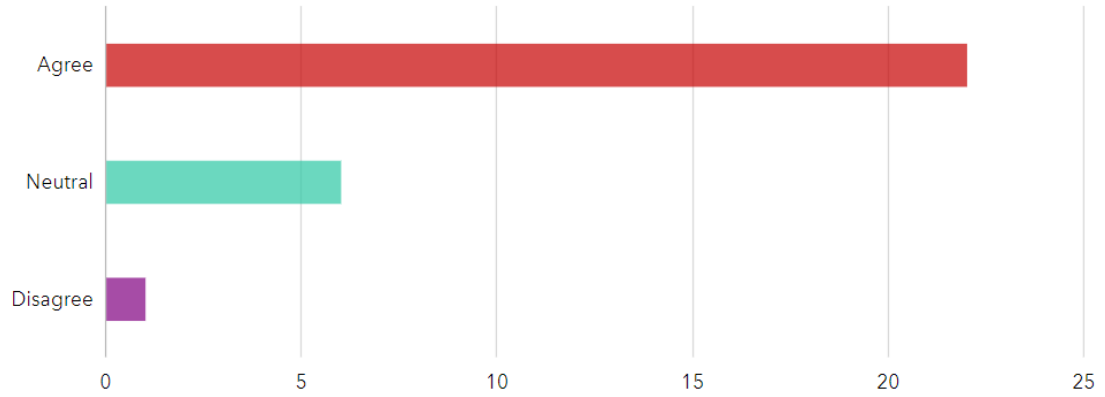
Empty categories Sort

Answers	Count	Percentage
Agree	10	33.33%
Neutral	13	43.33%
Disagree	5	16.67%

Answered: 28 Skipped: 2

● Getting from one side of Evansville to the other is time consuming and can involve 2-3…

Column Bar Pie Map



Hide table

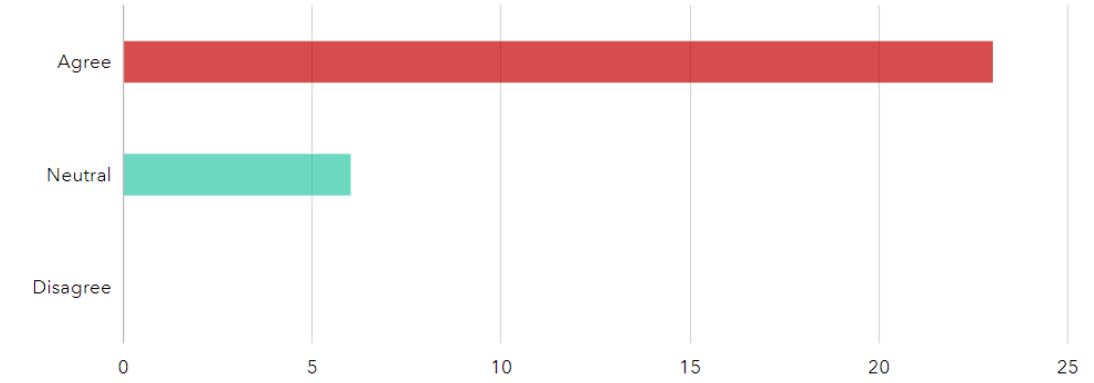
Empty categories Sort

Answers	Count	Percentage
Agree	22	73.33%
Neutral	6	20%
Disagree	1	3.33%

Answered: 29 Skipped: 1

● Very few routes extend past the city limits (METS).

Column Bar Pie Map



Hide table

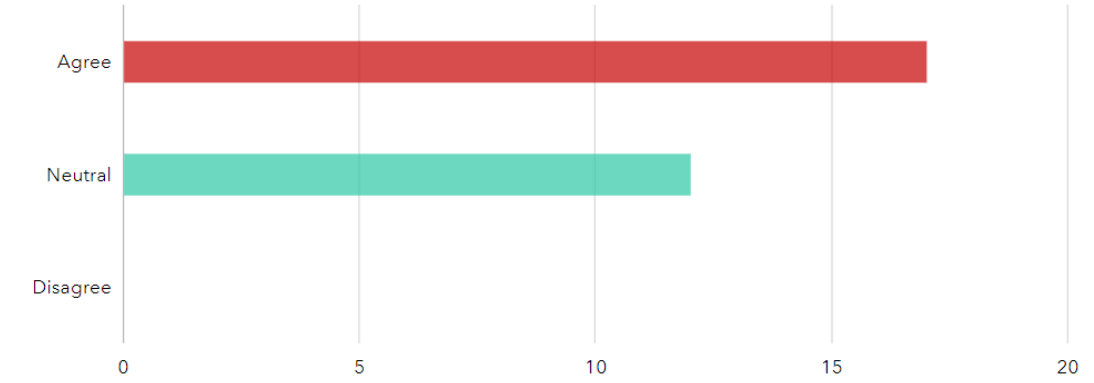
Empty categories Sort

Answers	Count	Percentage
Agree	23	76.67%
Neutral	6	20%
Disagree	0	0%

Answered: 29 Skipped: 1

● No West Connection when USI is out (METS).

Column Bar Pie Map



Hide table

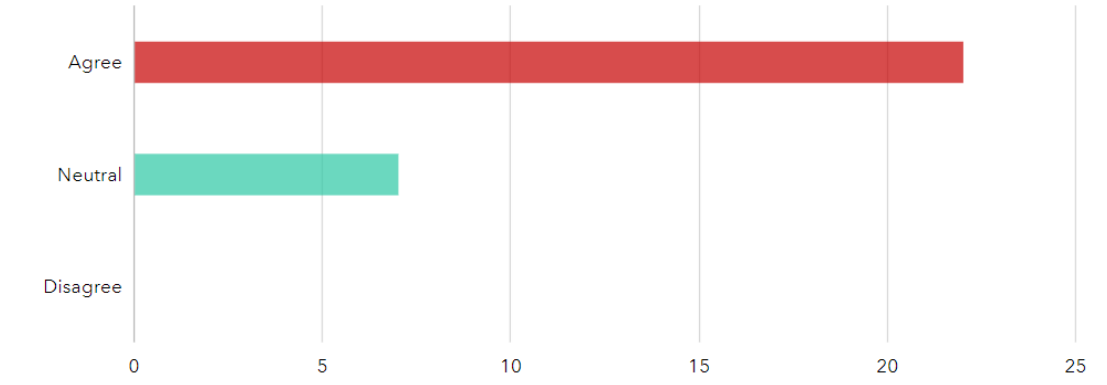
Empty categories Sort

Answers	Count	Percentage
Agree	17	56.67%
Neutral	12	40%
Disagree	0	0%

Answered: 29 Skipped: 1

● Limited Sunday service routes (METS).

Column Bar Pie Map



Hide table

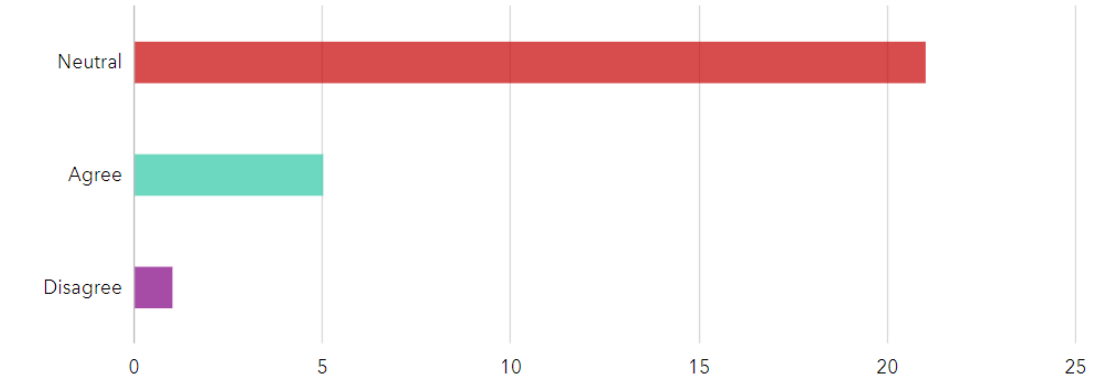
Empty categories Sort

Answers	Count	Percentage
Agree	22	73.33%
Neutral	7	23.33%
Disagree	0	0%

Answered: 29 Skipped: 1

● College Shuttle trips reduced (HART).

Column Bar Pie Map



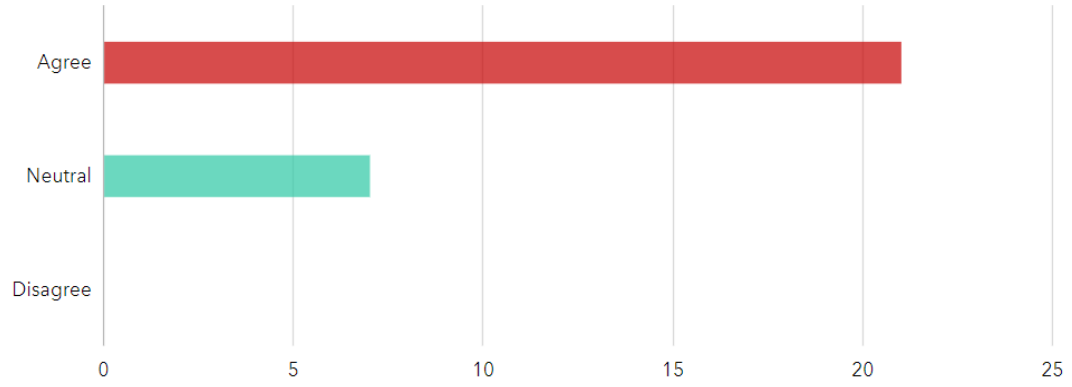
Hide table

Empty categories Sort

Answers	Count	Percentage
Neutral	21	70%
Agree	5	16.67%
Disagree	1	3.33%

Answered: 27 Skipped: 3

● It is difficult to schedule a mobility ride due to a lack of open times, no one available to ans... Column Bar Pie Map

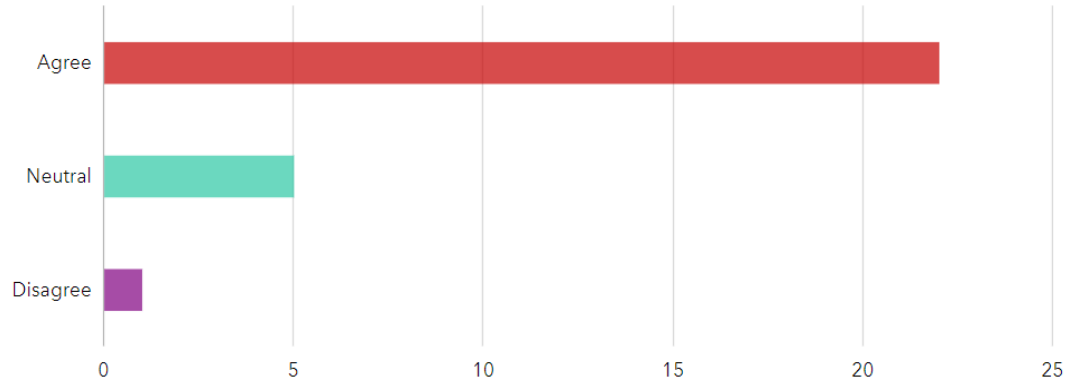


Hide table ☑ Empty categories ↑↓ Sort

Answers	Count	Percentage
Agree	21	70%
Neutral	7	23.33%
Disagree	0	0%

Answered: 28 Skipped: 2

● One-hour pick-up window for Mobility rides is too long, especially for planning activities an... Column Bar Pie Map

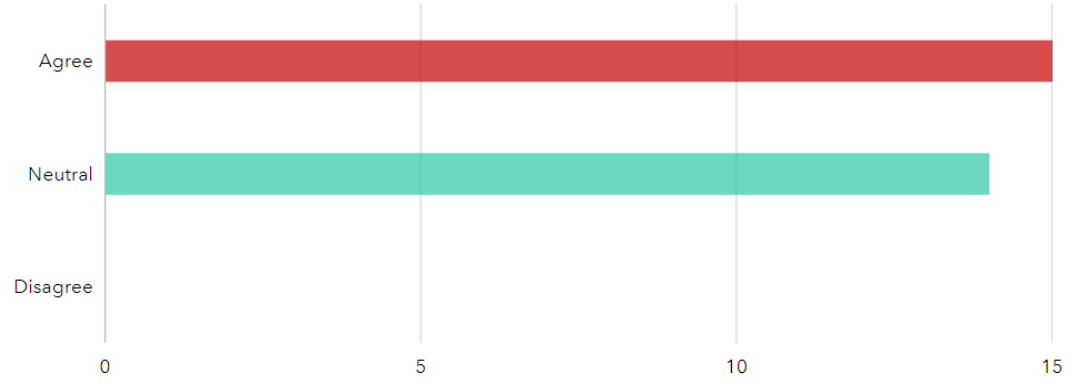


Hide table ☑ Empty categories ↑↓ Sort

Answers	Count	Percentage
Agree	22	73.33%
Neutral	5	16.67%
Disagree	1	3.33%

Answered: 28 Skipped: 2

● Buses do not always follow the same schedule, causing riders to occasionally miss the bus... Column Bar Pie Map

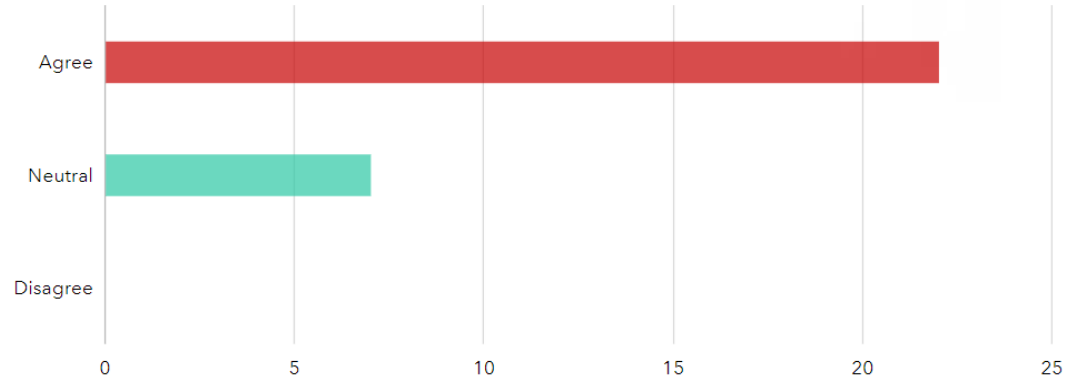


Hide table ☑ Empty categories ↑↓ Sort

Answers	Count	Percentage
Agree	15	50%
Neutral	14	46.67%
Disagree	0	0%

Answered: 29 Skipped: 1

● One hour routes cause for long waits for buses, especially with unpredictable schedules. Column Bar Pie Map



Hide table ☑ Empty categories ↑↓ Sort

Answers	Count	Percentage
Agree	22	73.33%
Neutral	7	23.33%
Disagree	0	0%

Answered: 29 Skipped: 1

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A public comment period was held January 25, 2023 through February 24, 2023. Public Open Houses were held on February 8, 2023 from 4:00pm to 6:00pm at Evansville Central Library and Henderson County Public Library. The MPO received one comment from a member of the MTP 2050 Citizen Advisory Committee. The comment is shown in Table C.1.

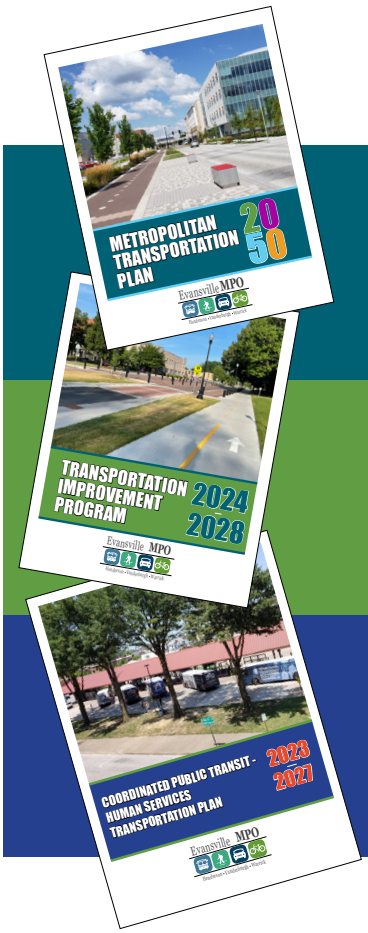
C PUBLIC COMMENTS

Table C.1: Public Comments

Date:	2/1/2023	Agency: CAC member
Comment:	I have completed skimming through all 3 reports. The amount of information is truly phenomenal, and very impressive. It is obvious that a tremendous amount of work has gone into all three reports. Thanks to you and all involved for your exceptional efforts in producing them. Of the topics that I am knowledgeable enough to comment, the only item I found to suggest revisions for is the WATS update you are already working on for the 2050 Plan, and that also need to be made for the Coordinated Public Transit-Human Service Transportation Plan.	
EMPO Response:	WATS Map and schedule have been updated; Text updated to reflect any changes.	

Evansville MPO

Henderson • Vanderburgh • Warrick



The Metropolitan Transportation Plan (MTP) guides the region's decision making related to road, transit, bicycle and pedestrian projects for Vanderburgh, Warrick and Henderson counties. The MTP includes projects through the year 2050.

The Transportation Improvement Program (TIP) identifies short-term projects and funding for Vanderburgh, Warrick and Henderson counties. These projects are to be funded between 2024 and 2028.

The Coordinated Public Transit - Human Services Transportation Plan includes a list of the Section 5310 eligible projects through the FTA that are planned for implementation by either METS, HART, or the area non-profits to help improve transportation access for seniors and individuals with disabilities.

Open Houses

Wednesday, February 8, 2023
4:00pm – 6:00pm
Evansville Central Library or Henderson County Public Library

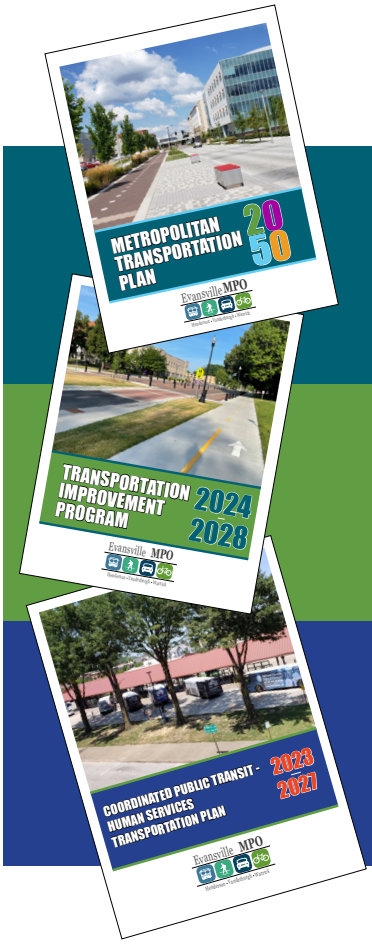
Virtual Open Houses are available by appointment. Email avarshochi@evansvillempo.com to schedule a time. Times are available February 7, 8 or 9 from 9:00am - 1:00pm.

- Visit the MPO's website at evansvillempo.com or scan the QR code to view and/or comment on the draft plans.
- Draft copies and comment sheets are available at the MPO office, Evansville Central Library, Henderson County Public Library, and Bell Road Library in Newburgh.
- Comments will be accepted through **February 24, 2023**.

The EMPO will provide reasonable accommodations to individuals with a disability who wish to attend an open house. Because this may require outside assistance, please make requests at least one day prior to the scheduled meeting by calling the MPO office at 812-436-7833 or by email at mschriefer@evansvillempo.com.

Evansville MPO

Henderson • Vanderburgh • Warrick



El Plan de Transporte Metropolitano (MTP) orienta la toma de decisiones de la región relacionadas con carreteras, tránsito, bicicletas y proyectos peatonales para Vanderburgh, Warrick y Henderson condados El MTP incluye proyectos hasta el año 2050.

El Programa de mejora del transporte (TIP) identifica proyectos a corto plazo y financiación para los condados de Vanderburgh, Warrick y Henderson. Estos proyectos se financiarán entre 2024 y 2028.

El Plan de transporte de servicios humanos y transporte público coordinado incluye una lista de los proyectos elegibles de la Sección 5310 a través de la FTA que están planificados para ser implementados por METS, HART o las organizaciones sin fines de lucro del área para ayudar a mejorar el acceso al transporte para personas mayores y personas con discapacidades.

Casas abiertas

miercoles, febrero 8, 2023
4:00pm – 6:00pm
la Biblioteca Central de Evansville o la Biblioteca Pública del Condado de Henderson

Las jornadas de puertas abiertas virtuales están disponibles con cita previa. Envíe un correo electrónico a avarshochi@evansvillempo.com para programar una cita. Los horarios están disponibles el 7, 8 o 9 de febrero de 9:00 am a 1:00 pm.

- Visite el sitio web de la MPO en evansvillempo.com o escanee el código QR para ver y/o comentar sobre los planes preliminares.
- Los borradores y las hojas de comentarios están disponibles en la oficina de la MPO, la Biblioteca Central de Evansville, la Biblioteca Pública del Condado de Henderson y la Biblioteca Bell Road en Newburgh.
- Se aceptarán comentarios hasta el **24 de febrero de 2023**.

El EMPO proporcionará adaptaciones razonables a las personas con discapacidad que deseen asistir a una jornada de puertas abiertas. Debido a que esto puede requerir asistencia externa, haga las solicitudes al menos un día antes de la reunión programada llamando a la oficina de la MPO al 812-436-7833 o por correo electrónico a mschriefer@evansvillempo.com.

2050 Metropolitan Transportation Plan (MTP)
2024-2028 Transportation Improvement Program (TIP)
2023-2027 Coordinated Public Transit-Human Services Transportation Plan

Evansville MPO
Henderson • Vanderburgh • Warrick

Open House Meeting

Wednesday, February 8, 2023 - 4:00-6:00 PM
Evansville Central Library

	Name	Organization	Email/Preferred Contact info.
1	Nadalie & Zac Rascher	Rascher for Mayor	[redacted]
2			
3			
4			
5			
6			
7			
8			

2050 Metropolitan Transportation Plan (MTP)
2024-2028 Transportation Improvement Program (TIP)
2023-2027 Coordinated Public Transit-Human Services Transportation Plan

Evansville MPO
Henderson • Vanderburgh • Warrick

Open House Meeting

Wednesday, February 8, 2023 - 4:00-6:00 PM
Henderson County Public Library

	Name	Organization	Email/Preferred Contact info.
1	Nibby Priest	Bicyles Advocate	[redacted]
2	Buzzy Newman	City of Henderson	[redacted]
3	Heath Cox	City of Henderson	[redacted]
4			
5			
6			
7			
8			

D

HART BUDGET AND FUTURE EXPENDITURES

CITY OF HENDERSON, KY
HART FUND BUDGET
FOR FISCAL 2025

Account Number	Account Description	2022 Actual	2023 Actual	2024 Projection	2024 Budget	2025 Proposed Budget	% Change
	REVENUE						
32 Service Fees							
3200	Bus Fares	$ 17,875	$ 20,429	$ 22,000	$ 19,000	$ 21,000	10.5%
Total Service Fees		17,875	20,429	22,000	19,000	21,000	10.5%
36 Sale of Property							
3622	Sale of Vehicles	4,722	-	-	-	-	N/A
Total Sale of Property		4,722	-	-	-	-	N/A
37 Other Revenue							
3700	Interest Income	1,306	1,345	1,600	-	-	N/A
3730	Insurance Recovery	2,169	742	1,000	-	-	N/A
3753	Federal Grant	877,948	1,189,727	815,940	1,172,600	1,298,600	10.7%
3754	State Grant	-	88,833	52,120	88,000	104,000	18.2%
3851	Transfer from General	-	21,000	443,600	556,000	608,000	9.4%
3765	KY Fuel Tax Refund	5,875	3,292	4,500	4,400	4,400	0.0%
3799	Other	167	2	80	-	-	N/A
Total Other Revenue		887,465	1,304,941	1,318,840	1,821,000	2,015,000	10.7%
TOTAL HART REVENUE		$ 910,062	$ 1,325,370	$ 1,340,840	$ 1,840,000	$ 2,036,000	10.7%
	EXPENSE						
Department 10 - Administration Division 015 - Mass Transit							
41 Personnel Services							
4101	Salaries - Supervision	$ 40,323	$ 61,015	$ 65,511	$ 65,420	$ 70,280	7.4%
4102	Salaries - Clerical	34,772	40,273	30,082	42,740	37,450	-12.4%
4103	Salaries - Operational	410,611	394,514	417,278	495,510	538,490	8.7%
4104	Salaries - Overtime	18,782	26,183	47,405	52,800	52,800	0.0%
4105	Salaries - Other	24,535	9,072	-	-	-	N/A
4106	FICA	31,999	32,140	33,993	40,660	43,370	6.7%
4107	Medicare	7,484	7,517	7,950	9,510	10,150	6.7%
4108	Life Insurance	544	470	500	550	550	0.0%
4109	Health Insurance	198,392	188,674	166,367	263,490	261,150	-0.9%
4110	Other Insurance	1,268	1,151	1,205	1,500	1,500	0.0%
4111	Workers Compensation	8,995	9,361	5,355	40,240	43,590	8.3%
4112	Employee Assist. Prgm	236	206	226	240	240	0.0%
4115	Unemploy. Insurance	838	270	459	970	1,030	6.2%
4116	Employee Pension	129,186	136,186	119,406	143,390	125,600	-12.4%
Personnel Services Total		907,965	907,032	895,737	1,157,020	1,186,200	2.5%

CITY OF HENDERSON, KY
HART FUND BUDGET
FOR FISCAL 2025

Account Number	Account Description	2022 Actual	2023 Actual	2024 Projection	2024 Budget	2025 Proposed Budget	% Change
Division 015 - Mass Transit (continued)							
42 Supplies							
4201	Fuel	$ 86,621	$ 83,044	$ 103,376	$ 78,280	$ 137,490	75.6%
4202	Minor Tools	2,532	1,510	1,300	1,500	1,800	20.0%
4203	Office Supplies	2,066	1,456	1,600	1,800	1,800	0.0%
4204	Cleaning Supplies	3,217	1,017	1,300	2,100	1,800	-14.3%
4205	Medical & Drug Supply	-	16	-	50	50	0.0%
4207	Clothing Supplies	1,860	2,528	3,000	4,000	4,000	0.0%
4208	Postage	120	103	50	100	100	0.0%
4229	Miscell. Supplies	177	130	420	3,300	3,300	0.0%
Supplies Total		96,593	89,804	111,046	91,130	150,340	65.0%
43 Maintenance & Repairs							
4301	Vehicle Repair	42,471	28,740	40,000	50,000	50,000	0.0%
4302	Office Equip. Repair	8	4	10	1,200	200	-83.3%
4304	Other Eqiup. Repair	-	-	-	2,000	2,000	0.0%
4305	Heating / A.C. Repair	-	-	-	500	500	0.0%
4306	Building Repair & Maint	4,532	3,479	7,300	5,000	5,000	0.0%
4308	Machines Tools Repair	-	-	1,000	1,200	1,200	0.0%
4309	Radios Repair	305	70	550	500	500	0.0%
4312	Walks Drives Fences	-	-	-	100	100	0.0%
Maintenance & Repairs Total		47,316	32,293	48,860	60,500	59,500	-1.7%
44 Services							
4401	Telephone	3,458	3,431	3,600	3,500	3,600	2.9%
4402	Medical Exams	1,161	1,157	980	1,500	1,400	-6.7%
4403	Assoc. Dues/Subscript.	850	850	850	850	850	0.0%
4405	Travel & Training	1,612	5,207	10,000	13,250	13,250	0.0%
4408	Legal Advertising	-	350	-	-	-	N/A
4409	Electric-Purchased	8,763	7,734	8,140	8,500	8,500	0.0%
4410	Natural Gas-Purchased	4,430	5,484	4,000	3,700	4,000	8.1%
4411	Other Utilities	2,153	2,047	1,600	2,300	2,300	0.0%
4414	Clothing / Cleaning	1,725	750	1,580	1,950	1,950	0.0%
4415	Special Services	280	369	400	400	400	0.0%
4416	Car Allowance	3,915	-	-	-	-	N/A
4417	Printing and Reprod.	281	752	475	450	450	0.0%
4418	Contractual Services	10,955	12,395	18,000	18,000	18,000	0.0%
4444	Admin. / Account. Serv.	135,000	153,000	162,000	162,000	182,000	12.3%
4522	Audit Expense	628	967	1,012	980	1,020	4.1%
Services Total		175,211	194,493	212,637	217,380	237,720	9.4%
45 Sundry Charges							
4501	Insurance Expense	18,404	19,514	13,400	21,470	14,740	-31.3%
4555	Planning Grant	17,983	17,983	12,500	12,500	12,500	0.0%
Sundry Charges Total		36,387	37,497	25,900	33,970	27,240	-19.8%

CITY OF HENDERSON, KY
HART FUND BUDGET
FOR FISCAL 2025

Account Number	Account Description	2022 Actual	2023 Actual	2024 Projection	2024 Budget	2025 Proposed Budget	% Change
Division 015 - Mass Transit (continued)							
46 Capital Outlay							
4601	Motor Vehicles	$ 36,690	$ -	$ -	$ 250,000	$ 375,000	50.0%
4605	Machinery & Tools	14,412	-	-	-	-	N/A
4624	System Improvements	-	-	30,000	30,000	-	-100.0%
Capital Outlay Total		51,102	-	30,000	280,000	375,000	33.9%
HART EXPENSE TOTAL		$ 1,314,574	$ 1,261,119	$ 1,324,180	$ 1,840,000	$ 2,036,000	10.7%
HART NET		$ (404,512)	$ 64,251	16,660	$ -	$ -	

CITY OF HENDERSON, KY
DETAIL ACCOUNT INFORMATION
FISCAL YEAR 2025

DEPARTMENT: Administration **DIVISION:** HART

ACCOUNT NUMBER	ACCOUNT DESCRIPTION	NARRATIVE JUSTIFICATION	TOTAL COST
4202	Minor Tools	Tool allowance for mechanic and preventive tech.	$ 600
		Miscellaneous tools and special wrenches	1,200
		Total	$ 1,800
4203	Office Supplies	Printer toner and cartridges for two printers	$ 1,250
		Envelopes and paper	400
		Copies, pens, and miscellaneous supplies	150
		Total	$ 1,800
4204	Cleaning Supplies	Bus wash	$ 850
		Floor cleaner, mops, brooms trash bags	500
		Floor cleaner and degreaser for shop floor	450
		Total	$ 1,800
4205	Medical Supplies	Gloves, band-aids, eye wash	$ 50
4207	Clothing Supplies	Uniform replacement ($300-$350 each for 12 employees)	$ 4,000
4229	Miscellaneous Supplies	Passenger Appreciation Day	$ 2,500
		Ice and Water	300
		Other	500
		Total	$ 3,300
4301	Vehicle Repair	Tires, brakes, rotors, hubs, pads, and seals	$ 28,000
		Filters	6,000
		Oil, grease, and antifreeze	4,600
		Bulbs, wiper blades and belts	4,100
		A/C compressor, dryers, expansion valves, transfer pumps, and lir	3,800
		Miscellaneous parts	3,500
		Total	$ 50,000
4302	Office Equipment Repair	Miscellaneous	$ 200
4304	Other Equipment Repair	GPS for Buses	$ 2,000
4306	Building Repair and Maint.	General maintenance and upkeep of building and shelters	$ 5,000
4308	Machine Tool Repair	Miscellaneous	$ 1,200

CITY OF HENDERSON, KY
DETAIL ACCOUNT INFORMATION
FISCAL YEAR 2025

DEPARTMENT: Administration **DIVISION:** HART

ACCOUNT NUMBER	ACCOUNT DESCRIPTION	NARRATIVE JUSTIFICATION	TOTAL COST
4309	Radio Repair	Replace antenna, microphones, and cords	$ 500
4312	Walks, Drives, and Fences	Repair and maintenance to gates and fencing	$ 100
4403	Association Dues and Subscrip	C.T.A.A.	$ 450
		C.T.A.A.	350
		Sam's	50
		Total	$ 850
4414	Clothing/Cleaning	Cleaning allowance for 14 employees	$ 1,950
4415	Special Services	Other	$ 400
4417	Printing and Reproduction	Transfer, tokens, and paratransit cards	$ 450
4418	Contractual Services	Software Maintenance	$ 5,770
		Pest Control Services	2,660
		Diagnostic Tool Update	2,100
		Floor Mat Services	1,900
		Septic Service	1,620
		Crane repairs	1,100
		Security Cameras	1,000
		Generator Maintenance Plan	700
		Life Inspection	500
		Fire Protection	200
		Fire Ext. Co.	450
		Total	$ 18,000

CITY OF HENDERSON, KY
CAPITAL OUTLAY DETAIL INFORMATION
FISCAL YEAR 2025

DEPARTMENT: **Mass Transit**

DIVISION:	Mass Transit	**TOTAL COST:**	$ 300,000
ACCOUNT DESCRIPTION:	Motor Vehicles	**ACCOUNT NUMBER:**	56.10.015.4601

DESCRIPTION OF ITEM OR PROJECT:
Purchase two new buses to replace two existing buses that have met the replacement thresholds per FTA standards.

PROJECT JUSTIFICATION:
Currently, three of eight buses have met expected life expectancy per FTA standards. Need to replace two in order to maintain integrity of fleet.

IMPACT ON OPERATING BUDGET:
New vehicles will reduce the repair and maintenance costs.

DIVISION:	Mass Transit	**TOTAL COST:**	$ 75,000
ACCOUNT DESCRIPTION:	Motor Vehicles	**ACCOUNT NUMBER:**	56.10.015.4601

DESCRIPTION OF ITEM OR PROJECT:
Purchase of one new lift-equipped mini van that does not require a CDL license for operation.

PROJECT JUSTIFICATION:
Ensures a driver is always available to accommodate any service, including wheelchair transportation, even if a CDL licensed driver is not available.

IMPACT ON OPERATING BUDGET:
Added annual maintenance costs will be low due to it being a new vehicle.

Sponsor: Henderson Area Rapid Transit (HART) / City of Henderson										
Project		All amounts in thousands								
Federal/State Funding Source	**Funding Source**						**Federal Share**	**State Share**	**Local Share**	
Description: **Amendment/ Modification Date**		**2024**	**2025**	**2026**	**2027**	**2028**				
Operating Assistance	**Total**	**$925**	**$925**	**$950**	**$950**	**$950**	**$ 1,574**		**$ 3,126**	
Section 5307	5307	$355	$299	$240	$340	$340	$ 1,574			
	5310	$0	$0	$0	$0	$0	$ -			
	5339	$0	$0	$0	$0	$0	$ -			
	Local	$570	$626	$710	$610	$610			$ 3,126	
Capital Assistance	**Total**	**$700**	**$700**	**$750**	**$750**	**$750**	**$ 2,920**	**$ 365**	**$ 365**	
Section 5307/5339/KYTC	5307	$460	$516	$600	$500	$500	$ 2,576			
Includes preventive maintenance, ADA complimentary paratransit	5310	$0	$0	$0	$0	$0	$ -			
service, and other capital projects	5339	$100	$44	$0	$100	$100	$ 344			
	KYTC	$70	$70	$75	$75	$75		$ 365		
	Local	$70	$70	$75	$75	$75			$ 365	
Planning Assistance	**Total**	**$13**	**$13**	**$13**	**$13**	**$13**	**$ 50**		**$ 15**	
Section 5307	5307	$10	$10	$10	$10	$10	$ 50			
	Local	$3	$3	$3	$3	$3			$ 15	
Fixed Route Bus	**Total**	**$0**	**$0**	**$125**	**$0**	**$0**	**$ 100**	**$ 12**	**$ 13**	
Section 5339	5307	$0	$0	$0	$0	$0	$ -			
Acquisition of fixed route transit bus(es).	5310	$0	$0	$0	$0	$0	$ -			
	5339	$0	$0	$100	$0	$0	$ 100			
	KYTC	$0	$0	$12	$0	$0		$ 12		
	Local	$0	$0	$13	$0	$0			$ 13	
Paratransit Bus	**Total**	**$0**	**$14**	**$0**	**$0**	**$0**	**$ 56**	**$ 7**	**$ 7**	
Section 5310	5307	$0	$0	$0	$0	$0	$ -			
Acquisition of paratransit bus(es).	5310	$0	$0	$0	$0	$0	$ -			
	5339	$0	$56	$0	$0	$0	$ 56			
	KYTC	$0	$7	$0	$0	$0		$ 7		
	Local	$0	$7	$0	$0	$0			$ 7	
	5307	$ 825	$ 825	$ 850	$ 850	$ 850	$ 4,200			
	5310	$ -	$ -	$ -	$ -	$ -	$ -			
	5339	$ 100	$ 100	$ 100	$ 100	$ 100	$ 500			
	KYTC	$ 70	$ 77	$ 87	$ 75	$ 75		$ 384		
	Local	$ 643	$ 706	$ 801	$ 688	$ 688			$ 3,526	
	Total	**$ 1,638**	**$ 1,708**	**$ 1,838**	**$ 1,713**	**$ 1,713**	**$ 4,700**	**$ 384**	**$ 3,526**	
	Federal	**$ 925**	**$ 925**	**$ 950**	**$ 950**	**$ 950**	**$ 4,700**			
	State	**$ 70**	**$ 77**	**$ 87**	**$ 75**	**$ 75**		**$ 384**		
	Local	**$ 643**	**$ 706**	**$ 801**	**$ 688**	**$ 688**			**$ 3,526**	

Sponsor: Henderson Area Rapid Transit (HART) / City of Henderson											
Project **Federal/State Funding Source** **Description:**	**Amendment/ Modification Date**	**Funding Source**	**All amounts in thousands**					**Federal Share**	**State Share**	**Local Share**
			2026	**2027**	**2028**	**2029**	**2030**			
Operating Assistance		**Total**	**$1,120**	**$1,270**	**$1,420**	**$1,570**	**$1,720**	**$ 3,550**		**$ 3,550**
Section 5311		5311	$560	$635	$710	$785	$860	$3,550		
		5339	$0	$0	$0	$0	$0	$0		
		Local	$560	$635	$710	$785	$860			$ 3,550
Capital Assistance		**Total**	**$771**	**$811**	**$851**	**$891**	**$931**	**$ 3,405**	**$ -**	**$ 850**
Section 5311/KYTC		5311	$617	$649	$681	$713	$745	$3,405		
		5339	$0	$0	$0	$0	$0	$0		
Includes preventive maintenance, ADA complimentary paratransit service, and other capital projects		KYTC	$0	$0	$0	$0	$0		$ -	
		Local	$154	$162	$170	$178	$186			$ 850
Planning Assistance		**Total**	**$13**	**$13**	**$13**	**$13**	**$13**	**$50**		**$ 15**
Section 5311		5311	$10	$10	$10	$10	$10	$50		
		Local	$3	$3	$3	$3	$3			$ 15
Fixed Route Bus		**Total**	**$0**	**$125**	**$0**	**$0**	**$0**	**$ 100**	**$ -**	**$ 25**
Section 5311		5311	$0	$100	$0	$0	$0	$100		
		5339	$0	$0	$0	$0	$0	$0		
Acquisition of fixed route transit bus(es).		KYTC	$0	$0	$0	$0	$0		$ -	
		Local	$0	$25	$0	$0	$0			$ 25
Paratransit Bus		**Total**	**$75**	**$0**	**$0**	**$0**	**$0**	**$ 60**	**$ -**	**$ 15**
Section 5311		5311	$60	$0	$0	$0	$0	$ 60		
		5339	$0	$0	$0	$0	$0	$0		
Acquisition of paratransit bus(es).		KYTC	$0	$0	$0	$0	$0		$ -	
		Local	$15	$0	$0	$0	$0			$ 15
		5311	$ 1,247	$ 1,394	$ 1,401	$ 1,508	$ 1,615	$ 7,165		
		5339	$ -	$ -	$ -	$ -	$ -	$ -		
		KYTC	$ -	$ -	$ -	$ -	$ -		$ -	
		Local	$ 732	$ 825	$ 883	$ 966	$ 1,049			$ 4,455
		Total	**$ 1,979**	**$ 2,219**	**$ 2,284**	**$ 2,474**	**$ 2,664**	**$ 7,165**	**$ -**	**$ 4,455**
		Federal	**$ 1,247**	**$ 1,394**	**$ 1,401**	**$ 1,508**	**$ 1,615**	**$ 7,165**		
		State	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**		**$ -**	
		Local	**$ 732**	**$ 825**	**$ 883**	**$ 966**	**$ 1,049**			**$ 4,455**
		check	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

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COORDINATED PUBLIC TRANSIT - HUMAN SERVICES TRANSPORTATION PLAN

2023-2027

Evansville MPO



Henderson • Vanderburgh • Warrick