

TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD

MINUTES FOR MAY 26, 2022

A meeting of the Indian River County (IRC) Transportation Disadvantaged Local Coordinating Board (TDLCB) was held at 10:00 AM on Thursday, May 26, 2022, in the County Administration Building "B", Room B1-501, 1800 27th Street, Vero Beach, Florida.

Note: Audio and video recordings of the meeting can be found at
<https://www.ircgov.com/Boards/TDLCB/2022.htm>.

Present were: Chairman **Joe Earman**, Commissioner, District 3, Vice Chairman **William Lundy Parden**, Disabled Representative; **Bob McPartlan**, Florida Department of Children and Families (FDCF) Representative; **Marie Dorismond**, Florida Department of Transportation (FDOT) Representative; **Victoria Anderson**, Florida Agency for Health Care Administration (FAHCA) Representative; **Zachary Hoge**, Florida Division of Vocational Rehabilitation (FDVR) Representative; **Wendy Grow**, Florida Association for Community Action (FACA) / Economic Opportunities Council (EOC) Representative; **Dr. Harry Hurst**, Citizen Advocate Representative; **Milory Senat**, Agency for Persons with Disabilities (APD) Representative, **Darlene Silverstein**, Medical Community Representative and **Dale Shepperson**, CSRC Representative.

Absent were: **Jennifer Idlette**, Public Education Representative, **John Birhanzi**, Florida Department of Veterans' Affairs Representative and **Dalia Dillon**, Area Agency on Aging of Palm Beach/Treasure Coast Representative.

Present were IRC staff: **Brian Freeman**, Metropolitan Planning Organization (MPO) Staff Director; **Jon Howard**, MPO Senior Planner; **Jim Mann**, MPO Senior Planner, **Patti Johnson**, MPO Staff Assistant and **Kim Moirano**, Recording Secretary. Also present were, **Karen Deigl**, Executive Director, Senior Resource Association and **Chris Stephenson**, Transportation Director, Senior Resource Association.

THREE VACANCIES: Advocate and User, Children at Risk and Senior Community Representatives.

Call to Order

Chairman Commissioner Joe Earman called the TDLCB meeting to order at 10:00 a.m. at which time it was determined there was a quorum present.

Approval of Minutes of the February 24, 2022 Regular Meeting – *Action Required*

Chairman Earman asked if there were any additions or corrections to the TDLCB Meeting minutes of February 24, 2022.

ON MOTION by Mr. Bob McPartlan, SECONDED by Dr. Harry Hurst, the Board voted unanimously (11-0) to approve the February 24, 2022 Regular Meeting Minutes as amended.

Approval of Minutes of the February 24, 2022 Public Workshop Meeting – *Action Required*

Chairman Earman asked if there were any additions or corrections to the TDLCB Public Workshop Meeting minutes of February 24, 2022.

ON MOTION by Mr. Bob McPartlan, SECONDED by Ms. Wendy Grow, the Board voted unanimously (11-0) to approve the February

24, 2022 Public Workshop Meeting minutes, as amended.

TDLCB Chairman's Report

Chairman Earman thanked everybody for coming to the meeting. He mentioned the Visioning Study that's been going on that the County has been doing. They have had workshops conducted all around the County. It is a very important aspect of where the County is going to be in the future. They need all the input that they can get from everyone. It's just so important that they try to design the County and get it into good shape where it's workable, livable and fun to live in Indian River County. People are coming to the County no matter what they say or what they do about it. They can't put a fence around the borders as much as they may like. As long as things are done right, he thought they could all survive and live well together.

Planning Status Report – No Action Required

Mr. Brian Freeman indicated that they have had five workshops over the last two weeks so far. There were still two more coming up on June 2nd in Gifford. In the morning, a workshop will be held at the Gifford Youth Achievement Center at 9:45 a.m. and then in the evening at Gifford Community Center at 6 p.m. He thought they had had some really wonderful turnouts so far. They had been at the Charter High School and met with six different classes of 11th graders at the high school just to get their thoughts on the future of the County and the Community. They are the youth and they are the future. They had some interesting comments to hear from them. He stated that they had done the same program basically but at different sessions, at different times, different locations and different days. The most they've had at one was 60 people. Most of the workshops have had around 35 to 40 people in attendance. When you add up all of these different workshops plus the ones they did back during the Fall, the Winter and the Outreach at the high school, he said they easily have exceeded 500 people. Sometimes they have Charter High School students who will attend because they're trying to get in their government meeting requirements that all of the students are required to do at the Charter High School. So, they had the idea that they come to our meetings, why don't they go to them. They were very happy to have them go out. In Sebastian through the MPO they have done a lot of programs at the schools over the years especially with the elementary schools with their bicycle safety program. Mr. Freeman stated that their consultants who are putting together a summary report which will be ready sometime this summer and it will be presented at the September MPO meeting. Chairman Earman stated that hopefully by the end of the year the Board will see it and see what they need to do. It is so very important for where they're going in the future.

Chairman Earman stated that SRA is hosting an event called, "Dump the Pump." Mr. Chris Stephenson stated that on June 17th it is a national public transportation awareness day. It is something that all the transit systems in the country try and do on June 17th every year. SRA hasn't done it since 2019 because of COVID. It's just a day to encourage the community to learn about public transportation and how it can save you money at the gas pump. They talk about how the statistics show people can save a lot of money by not having to fill their car up all the time if they ride public transportation. Everyone on the TDLC Board will receive invitations to attend Dump the Pump meetings. They have three set up that day. They have two in Vero at their Main Hub and then one in Sebastian. They will go over their system with everyone and everyone will have a chance to ride the Go Line that day. Just to sort of encourage riding public transportation and to show the community how it can be beneficial to their wallets especially with gas as high as it is right now. Dr. Hurst asked whether SRA anticipated higher ridership because of summer camp. Mr. Stephenson stated they normally have a dip in the summer months with children because a lot of junior high and high school kids ride the bus to school every day and when schools aren't in session their ridership with those demographics go down. They still ride the bus pretty regularly just to get to work or to their summer activities. Gifford makes up about 20 percent of their ridership. Gifford Youth Activity Center has a bus shelter there. There are three routes that go through the Gifford area. It is very well saturated with public transportation.

Mr. Freeman added that there is a draft of the MPO's Transportation Improvement Program

completed and is available on the MPO website which is www.irmpo.com. They update this every year. It is a five-year program. They have some major projects that are happening all around the County. They have just over \$400 million dollars of funding for transportation projects which is easily a record amount for Indian River County. That includes the Oslo Road Interchange, widening the Oslo Road, replacing the A-1A causeway over the Sebastian Inlet. From a public transportation standpoint, they're seeing an increase in the new funding from the Federal Transit Administration as a result of the infrastructure act that was passed last year so they're happy to see that as well. Dr. Hurst questioned regarding the higher gas prices are having an effect. Mr. Freeman indicated that fuel costs are one of the highest components of the operating costs for their transit systems. They fluctuate and right now it's eating up a little bit of a larger share. He didn't know exactly how much the relationship there is with the increase in fuel costs and how much the additional funding is. He thought the funding that they're getting is higher but it is putting a dent in that funding. Dr. Hurst questioned regarding the status on insurance rates. Mr. Stephenson stated that the buses are all owned by the County so they self-insure their vehicles. Mr. Freeman stated he didn't see on the vehicle insurance side some of the issues that are happening with homeowner's insurance right now. The insurance is paid on an annual increment and it seemed pretty consistent with previous years. Chairman Earman stated that the County is self-insured on most everything that they have up to a certain point. He stated that they hadn't heard about any increases to run that so as our health insurance is not really being affected by inflation. Where they're going to feel the pinch in the budget is inflation in general for things like fuel, supplies, parts for vehicles and maintenance. They're paying more now for stop light arms than they've ever paid before. They can't even hardly get them. You would think that would be a fairly simple thing to get but they're six months behind. There are just numerous things that are going to affect the budget this year that are completely out of their control.

Dr. Hurst questioned regarding whether SRA was receiving applications for drivers. Mr. Stephenson said not really. They're about four drivers short right now which is fairly good when you look at the State of Florida. He attended a meeting in Martin County and the guy from West Palm Beach said they were short 60 drivers. Mr. Stephenson said they had a total of 49 drivers. Dr. Hurst questioned regarding salaries. Mr. Stephenson stated that his budget goes in front of their Board of Directors every June so it will be coming up in June and it will start July 1st. They put some processes in place. Ms. Deigl spoke to the Board last year at budget time about how with minimum wage going up to \$15 an hour in the near future, they put steps in place to make sure that by the time that gets here all of their people are making good. Mr. Freeman stated it's a job seekers market. He knew that from the County's standpoint and positions that they're trying to fill in the Department. Mr. Bob McPartlan asked when they were going to try the driverless bus. Mr. Stephenson stated he had actually been on some driverless buses before. He said he would be open to it but they're still a long way off on that technology. Mr. Freeman indicated that they had had some conversations about it regarding what would be the right locations because they tend to run a short loop or a back and forth route in an area where they have been implementing them in Gainesville, Jacksonville and at Tradition. Mr. Stephenson said the one at Tradition isn't very big. It's like the size of two golf carts put together. It just goes around that little Tradition shopping area. It's not really driverless so much as stay on the bus with a tablet and press go. Mr. Freeman stated it travels no more than 15 mph.

Review of Progress Report and Reimbursement Invoice #3 for the 2021/22 Planning Grant

– Action Required

Mr. Brian Freeman stated that this is reimbursement for the activities for the quarter that ended March 31st, 2022. This was just an action item that they needed a recommendation by the TDLCB to approve the invoice and they'll take it to the MPO at their meeting before they submit it to the State.

ON MOTION by Mr. Bob McPartlan, SECONDED by Dr. Harry Hurst, the Board voted unanimously (11-0) to approve the Progress Report and Reimbursement Invoice #3 for the 2021/22 Planning Grant and to recommend that the MPO approve it so it can be submitted to the State for reimbursement.

Consideration of the FY 2022/23 Annual Update to the Indian River County Transportation Disadvantaged Service Plan (TDSP) – Action Required

Mr. Freeman stated that every five years they do a major update to their Transportation Disadvantaged Service Plan (TDSP) and then in the intervening years they have to update the financial table which is basically the reimbursement rates. These rates are determined using a spreadsheet template that the State Commission provides. What's shown in there is the rates for the upcoming fiscal year 2022/23. They will actually be doing a major update again to their TDSP which will need to be completed sometime in the Fall of next year. It will be done over the next year to have some presentations on the TDSP overall. At this point, they're doing the update to the net rate table from the last major update to it.

ON MOTION by Ms. Wendy Grow, SECONDED by Mr. Bob McPartlan, the Board voted unanimously (11-0) to approve the FY 2022/23 Annual Update to the Indian River County Transportation Disadvantaged Service Plan (TDSP).

Community Transportation Coordinator Status Report – No Action Required

Mr. Chris Stephenson, Transportation Director, Senior Resource Association presented an overview of the 2nd Quarter Transportation Report, a copy of which is on file in the Commission Office. The status report covers January 1, 2022 to March 31, 2022.

Mr. Stephenson stated that Community Coach did 12,960 trips in the quarter. It looked like a big increase when you compared it to last year. Last year their numbers were still slightly down because of COVID. If you go back to the 2020 calendar year, their numbers are fairly level with that. They're happy with their Community Coach numbers. They've done 24,672 Community Coach trips so far, this fiscal year. The breakdown is 17,000 of those have been ambulatory trips and 6,900 of those have been wheelchair trips. That is fairly consistent with what they see statewide with the number of paratransit trips on how many are ambulatory and how many are wheelchair.

Their on-time performance was at 90 percent for the second quarter. They're always trying to get as close to 100 percent as they can. The standard that they have from the Federal Government is 75 percent so they're well above that. They received 156 applications in the second quarter and they approved 105 of them which means they have 67 percent approval rate and that is good. They don't want to approve every application that comes in because then it becomes unbearable. They have spoken to this Board before in the past about how they really want to make sure that only the people who are really eligible for their services are getting them. The State will check to make sure that they're only tripping people who meet all of the eligibility requirements. Year to date they've approved 250 Community Coach applications out of 319 received. Dr. Hurst asked if they had seen an increased ridership in those who are obviously handicapped such as people in wheelchairs and crutches. He stated that the eligibility requirements that someone has to meet to ride Community Coach is age with no other means of transportation or disability with no other means of transportation. The age limit in Indian River County is 50 years old. If you're over 50 or disabled and have no other means of transportation, you could be eligible for Community Coach. In other counties they also use income as an eligibility criterion but because our Go Line does not cost anything to ride, they do not use income as a requirement because anyone could go get on the free Go Line. It is actually pretty hard to become eligible for Community Coach because the Go Line is so expansive over the County. Really not very many people can argue I don't have another means of transportation. Mr. Stephenson stated that the County's most recent TDP says that 88 percent of Indian River County residents live within three quarters of a mile of a Go Line bus stop. Mr. Freeman stated that yes, it is a really high percentage. There are only a couple of counties in the state that have a fare-free system like Indian River County does. St. Lucie County saw how successful the Go Line had been over the years and actually went to a fare-free model just a few years ago and has seen their ridership increase but because it's a fare-free system or in places where they charge a fare, a lot of times when someone gets qualified as a TD passenger, what they're given is a

bus pass. So, they're qualified and the County will pay for you to ride the fixed route system. Here, that isn't even an issue because it's free to ride so they don't have to go through qualifying someone and giving them a pass so they can get on the bus at a reduced or no cost.

Mr. Stephenson stated that they have tripped 1,600 individuals this fiscal year since October of 2021. Within the last three years, they've had 4,800 unduplicated passengers. So, they have to keep up with it pretty regularly. People's eligibility will change if they move or some of them become temporarily eligible while they have broken legs or didn't have a car. They keep up with it to make sure only people who are eligible are able to receive their services.

Moving onto the Go Line, the Go Line ran for 76 days during the second quarter of the fiscal year. They did 289,850 trips on the Go Line. They're six months into the fiscal year and they've done almost exactly 600,000 trips on the Go Line which means they're poised to have their highest ridership year ever, 1.2 million trips. They've got close to 1.2 million in the past and 2019 was the year they got the closest right before COVID. Then during COVID they dipped like most systems did but they are right at 600,000 riders right now, halfway through the fiscal year. Mr. Stephenson was very convinced that this will be our highest ridership Go Line year ever. He thought that they were going to hit that 1.2 million riders. It means a lot of people are taking advantage of the Go Line Service. April and May of 2019-2020 fiscal year took them such a big hit and even if they stayed very consistent with March's numbers, they will well exceed that year. So, they're very excited about that. He indicated that he thought that their TDP said they want to get to 1.5 million riders a year by the year 2026. Mr. Freeman stated that they were on pace to do that and then COVID hit. The ridership drop that they experienced here was not really as much as was seen in other communities and the rebound was much quicker. Mr. Stephenson stated that they always see that when gas is very expensive, Go Line ridership goes up. He indicated that they keep track of how it is changing on each route.

The geographical breakdown showed that 28 percent of their GoLine ridership is taking place on the State Route 60 corridor and U.S. 1 south of State Route 60. That is where they get a lot of ridership which makes sense because that's where most of the trip generators in this County are. Gifford makes up 28 percent of their ridership. The North County, Sebastian and Fellsmere, make up 18 percent of their ridership. South County makes up 14 percent and then the routes that go to the far east and far west of their system make up 12 percent. There is one route, Route 9 that goes back and forth between Vero Beach and Sebastian and that makes up 8 percent of their ridership. Dr. Hurst asked about ridership in Fellsmere. Mr. Stephenson stated that they did 22,409 trips in Fellsmere last quarter and that was a 5 percent increase from the same time last year. They have not had any issues with any of the people in Fellsmere. They consistently ride the bus and never cause any problems and they have a great route that goes through Fellsmere. They have a very good relationship with Fellsmere. Mr. Freeman stated that Route 10 has been a high performing route ever since it was first introduced 15 years ago.

Mr. Stephenson stated that they had more road calls this year than last year but they had four compared to the two last year so not a huge number of road calls. They expect a few road calls every quarter just because odd things happen when you run 14 buses, 14 hours a day. Dr. Hurst asked if they had some of the buses on AAA. Mr. Stephenson indicated that they have their own mechanics that go out and do the repairs. They're required to have a back up bus on route within 30 minutes if something happens to a vehicle. They meet that standard. The Feds check them every three years when they do their Tri-Annual Review. Their mechanics go out and fix the buses. They've been given the tools that they need to get those things fixed. Very rarely do they have to actually tow a bus somewhere.

Mr. Stephenson discussed the bus shelter program. They have a lot of bus shelters and a lot of Simme-Seats in the community. The Simme-Seat is a seat that's attached to the bus stop. There are certain bus stops that have a lot of people that ride there but they don't have enough right-of-way there to put a bus shelter up. Obviously, they would like for all of their stops to have a bus shelter but that's a lot of room. It takes a lot of right-of-way and it is not possible for all of their bus stops. They have 514 bus stops in the community so they can't all have a bus shelter but on the ones that have a high ridership with not enough right-of-way they came up with this Simme-Seat idea so that passengers can sit there while they're waiting for the bus. Their bus shelter program began in 2012. They have 58 of them currently up

in the community. All of their shelters are produced in America with manufacturing firms. It was in California for the longest time and the most recent word that they got was from a company in Michigan.

Dr. Hurst asked whether there had been any problems with vandalism. Mr. Stephenson stated that since 2012 they've had one bus stop that has been vandalized and two that have been destroyed by drunk drivers. There was one that was destroyed by a drunk driver in Fellsmere and they had one that was destroyed by a drunk driver on Aviation Blvd. The vandalism one someone kicked in the back panel of one and he didn't know how long it took them to do that. Dr. Hurst asked about the ones that were destroyed by the cause of alcohol whether the drivers paid the bill. Mr. Stephenson stated that the County took care of it and they used the insurance of the people who destroyed them to replace them.

All of their shelters have been installed by a local construction company that's here in Indian River County. The Simme-Seat Program just began last year in 2021. They have 11 seats up in the community. Mr. Freeman stated he was so excited about the Simme-Seat that was put up in front of Taco Bell. That's a really high ridership stop but there is just not enough room to put a bus shelter there. There is just no right-of-way. The edge of the sidewalk is the edge of the right-of-way so there's just nowhere to put a shelter there but the Simme-Seat was a solution to get something. It may not have a roof over it to provide the shade or cover but that's a busy stop and it works in a tight location like that. Mr. Stephenson stated there are a lot of shelters up currently in Gifford and State Route 60 corridor. There is a Simme-Seat at Veteran's Services. They told them they would put one in until they could get a bus shelter built there and that is on the upcoming list of where they're going to put a shelter soon. Dr. Hurst asked whether there was one in Fellsmere that was sponsored. Mr. Stephenson stated that they have a couple of Simme-Seats on U.S. 1 where they don't have any right-of-way and there are some bus shelters. In Fellsmere, they have five shelters. One of them was sponsored by the Dollar Store. They paid them \$10,000 to get a shelter and put it there because they know so many of their customers are using the GoLine to get to them. Dr. Hurst asked how much it cost to put up a shelter. Mr. Stephenson indicated it varied depending upon how much sidewalk they have to put in. It's approximately \$10,000 for everything but he is sure that it is going to go up. They have five new ones that are about to go in here in the next few weeks. That will gauge for them what the new installation materials are going to be. There are not very many shelters on Old Dixie but that is one of the places where they're about to put a bunch of bus shelters. On Oslo Road, they have a bus shelter at their IG Center, Treasure Coast Community Health, Good Will and at the corner of U.S. 1 and Oslo Road at the McDonald's. They have a Simme-Seat on the other side of the road because they don't have enough right-of-way on the other side of the road. On the far west side of the county, there is a bus shelter at the Charter High School, the college, in front of Chick-fil-A, Bob Evans and Panera. New Horizons paid for a bus shelter out in front of their building. They have two bus shelters at Walmart. That's by far the busiest stop on the Go Line. Upcoming shelters you can see that they're planning on putting are two by the hospital and a bunch in the South County on Old Dixie and Route 6. There are a couple in the South County by the Skate Factory and by the Dollar Store. They're putting one near the Veteran's Services building and two more in Sebastian so those are their upcoming shelter sites that they will be adding soon. The engineers just got them the plans for five that they're going to be installing soon this summer. Simme-Seats are locations where they don't have enough right-of-way and have higher ridership so these are some of the areas where they want to put Simme-Seats. There's a lot of Simme-Seats in the City of Vero Beach, some of them in South County and one in Gifford. Dr. Hurst asked about the bench on 19th Street which is on someone's private property. The property owner put it there for Go Line people. The County asked them not to but they did it anyways because they're very particular about ADA requirements and stuff. Dr. Hurst asked should there be an accident on that bench would the County be liable. Mr. Stephenson stated no, the County had sent them a letter. They put that bench there for anyone who wanted to wait for the Go Line there and it's basically saying you're taking on the responsibility if you put this bench there because that bench is on your property. Most of the ridership on Route 2 right there is going to the courthouse which is not very far from that stop. Most of the people go to the courtroom and wait at that bus shelter which is covered on State Route 60. That stop doesn't have a lot of ridership. Mr. Stephenson stated at the Veteran's Services building, they have a Simme-Seat out there right now where people can wait for the bus while they're still getting the plans ready to put a shelter there. If there is a spot that they know they're going to have a bus shelter, they'll put a Simme-Seat there in the interim before they put their shelter on. There has to be a sidewalk there so if there is not a sidewalk, they can't

put in a Simme-Seat because they have to drill into the concrete. Mr. Freeman indicated that the Skate Factory location is an example of in the early days of the shelter program when they were looking for locations where there was high ridership and it would be a relatively simple process to get the shelters out there in place. They're now getting into locations where space is constrained so they have to look at whether they have to move the shelter a block down the road where there is physical space alongside the roadway. In some cases, it actually may even be more convenient than where the current location is. They did an examination of where people were coming from to the stop at the Skate Factory and more people were actually coming from the south side of 5th Street SW and were crossing up to where the stop is. So, they're actually going to be moving that location to the south of the Salvation Army and there is actually more room there but also there's drainage swales. They're having to pipe the drainage on more of these locations because they've done most of the locations where the ground is flat and they can just pour a concrete pad along the side of the road. Now, the one near Target they had to pipe the drainage under the shelter pad. They want to pick locations where the need is the greatest. In the South County area, the ridership on Old Dixie goes back maybe a little more than ten years ago. They really didn't even have a route that went down Old Dixie and they put one in that covered Old Dixie down to Oslo Road. Mr. Stephenson said it was on U.S. 1, south of Oslo Road. So, when they were having to reconfigure some of the routes for the main hub, they found out that if they moved that U.S. 1 route over to Old Dixie Highway, there was a lot more need for one on Old Dixie not on U.S. Now, they're kind of coming back to get that infrastructure where the use has really grown a lot.

Mr. Stephenson stated that if a bus is going too fast, they call it "running high." If a bus is running high, they do have areas where they're supposed to pull off and wait until it can get back on schedule sort of in their halfway mark and so they always stay in transit. They always tell their drivers if you're not going to be on time, it's better to be late than early. Mr. Stephenson stated that they had 14 complaints last quarter which is the same as the same time last year. That's a really low number of complaints if you look at how many people ride their system but they do keep track of it. They actually had 14 complaints but it was only 9 people who complained. In their TDSP they have a grievance procedure that it says that SRA tries to handle it on the local level first and they always try to resolve any complaints whether they're very founded or not they try and have good customer service. The two things that they always preach are safety and customer service. They want to have people have a safe trip and they want someone to have a friendly trip.

Mr. Stephenson discussed the Advantage Ride Program. It is something that's really special to SRA. They are tripping people with developmental disabilities all along the Treasure Coast and that's paid for by the Florida Developmental Disabilities Council out of Tallahassee and they've done 25,000 trips already this fiscal year for people with developmental disabilities. About 12,500 of those have been in Indian River and Martin County and then the other 12,500 have been in St. Lucie County. They're real excited about that program. Marie Dorismond and FDOT are helping them keep that program alive next year with the 5310 Grant. He stated that it is the County's most vulnerable demographic of people with developmental disabilities and they can't ride the fixed route except in some very rare circumstances. They're happy they're able to get them all along the Treasure Coast doing that program and they're really proud of that program.

Mr. Stephenson also included the information of all of the companies that advertise on the side of the bus. They included that information just so the Board knew who had partnered with us to advertise on the side of the bus.

Mr. McPartlan inquired about phone charging stations at the shelters. Mr. Stephenson indicated that they have one phone charging station at their main hub and it's used all the time. They do have plans if they ever get a North County Station, they will put one up there too. In terms of at the shelters it would be hard because all of those shelters have solar powered lights so the sun powers those batteries. There is not an electrical outlet that allows them. They would have to get pretty innovative to try and figure that out. They're always throwing around different ideas, electric buses, WIFI on the buses, what can they do to make their services better for the passengers. Mr. McPartlan wondered if SRA could get the solar program from FPL and that might be spots that are in the sun for a small solar thing. He thought there might be a program to incorporate a charging system because again this is the Transportation

Disadvantaged. Mr. Stephenson stated that there are some people that they've seen that ride the bus to the hub and will hang out for a couple of hours to charge their phone and they'll ride the bus to wherever they're going but that's why they put that charging station there was so that their passengers could use it. So, in their TDP it showed that in the future what would be best for their system is if they expand their hours. Mr. Freeman stated that adding an additional hour on weekdays so that the buses currently run to 7 p.m. so it would get them to 8 p.m. Then eventually the longer time would be to 9 p.m. Service begins at 6 a.m. on weekdays and then the next highest ranked need is expanding the Saturday hours. Currently it is 6:00 a.m. to 5:00 p.m. on Saturdays. The plan recommends expanding those to 7:00 a.m. to 7:00 p.m. The TDP is another thing that they do a major update to every five years and actually they're getting ready to kick off that effort at the Center for Urban Transportation Research over at the University of South Florida are going to be leading that effort this year. Dr. Hurst stated if SRA expanded their services on Saturdays whether they would extend it on all roads. Mr. Stephenson stated that there are only two routes that don't run on Saturdays which is Route 13 and Route 15. That's really the only time their system isn't very uniform with all they're offering at the exact same time. If they were to add a service, they would have to look and see what was going to work best for their passengers. Mr. Freeman indicated that sometimes they had those kinds of improvements when they were first introduced. Since 2016 he thought they've had every route except for two one of which is the one that goes to the college in Fort Pierce so the need for a Saturday service isn't there on that route. Marie Dorismond at FDOT has helped SRA fund Community Coach on Saturdays and the 5310 Grant helps run Community Coach hours on Saturdays. The Community Coach hours are the same hours as the Go Line. SRA is always trying to be customer friendly too so if someone has a dialysis appt that starts at 6 a.m. and normally their buses don't get on the road until 6 a.m. in the morning, they'll start earlier for those people to pick them up at 5:15 a.m. or 5:30 a.m. in the morning. The Commission for Transportation Disadvantaged says that they can do run outside of their fixed route hours to do that and that's a TD trip that they can do. Mr. Stephenson stated they're also trying to do a lot of same day service. In the past it has been everyone has had to schedule their trip in advance. Well, if someone is going to get sick and needs to go to the pharmacy, they don't know in advance that that's going to happen. They have been trying to offer some same-day service to people because if people find out that they're sick and they need to go to the pharmacy to get their prescription filled they can call them the day of and they try really hard to make those same day trips possible for them to help people plan for life's emergencies when they can't schedule them in advance. Mr. McPartlan stated that SRA does a fantastic job. He stated he has been on the TDLCB Board for ten years. He has been on the MPO as long and he also serves on the TDLCB for Martin County. The big thing is that Martin County is very similar to our county here. They can only provide Community Coach for about 25 percent of what they do and that's a result of the county's support. Martin County reached out to SRA to run their program down there. Mr. Stephenson said SRA only does their paratransit work down there. Indian River County's fixed route is very expansive. It goes all over the county. In Martin County it's very limited. They don't have a big fixed route system.

Mr. Jon Howard mentioned that MPO prepares a newsletter. He said if you're not signed up for it go to the website and enter your email. It has lots of great updates. He also discussed the CR5-12 corridor study. They wrote a letter at the end of April to FDOT that there are 80,000 plus riders a year between Willow Street and I-95. It was recommended for a study by the planners and the City Manager at the April MPO meeting. They requested a corridor study. The Rail Trail extension is going to be coming up soon.

Other New Business – No Action Required

Chairman Earman thanked everyone for attending the meeting and wished everyone a safe and enjoyable Memorial Day weekend.

ON MOTION by Mr. Bob McPartlan, SECONDED by Dr. Harry Hurst, the Board voted unanimously (10-0) to adjourn the meeting.

Adjournment

There being no further business, the meeting adjourned at 10:59 a.m.

The next meeting of the Transportation Disadvantaged Local Coordinating Board will be held on **August 25, 2022 at 10:00 a.m.**