TRANSPORTATION DISADVANTAGED LOCAL COORDINATING BOARD

MINUTES FOR AUGUST 24, 2023

A meeting of the Indian River County (IRC) Transportation Disadvantaged Local Coordinating Board (TDLCB) was held at 10:00 AM on Thursday, August 24, 2023, 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 **Deryl Loar,** Commissioner, District 4, 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, **Dale Shepperson,** CSRC Representative and **Dalia Dillon,** Area Agency on Aging of Palm Beach/Treasure Coast Representative.

Absent were: **Jennifer Idlette**, Public Education Representative, **John Birhanzl,** Florida Department of Veterans' Affairs Representative.

Present were IRC staff: **Brian Freeman**, Metropolitan Planning Organization (MPO) Staff Director; **Mark Vietze,** MPO GIS Planner; **Patti Johnson**, MPO Staff Assistant and **Kim Moirano,** Recording Secretary. Also present were, **Karen Deigl**, Executive Director, Senior Resource Association, **Chris Stephenson**, Transportation Director, Senior Resource Association and **Jonathan Roberson,** CUTR.

TWO VACANCIES: Children at Risk and Senior Community Representatives.

Call to Order

Chairman Commissioner Deryl Loar called the TDLCB meeting to order at 10:00 a.m.

Approval of Minutes of the May 25, 2023 Regular Meeting – *Action Required*

Chairman Loar asked if there were any additions or corrections to the TDLCB Meeting minutes of May 25, 2023. Dr. Hurst said they were complete.

ON MOTION by Dr. Harry Hurst, SECONDED by Ms. Grow, the Board voted unanimously (11-0) to approve the May 25, 2023 Regular Meeting Minutes as amended.

Senior Resource Association Recognition - Drivers of the Year Awards – *No Action Required*

Mr. Chris Stephenson stated the fiscal year started on July 1st. Once a year, they choose their drivers of the year. They have GoLine and Community Coach drivers and there's a number of things that they go through when they are evaluating their drivers such as their safety record, their attendance, the way they dress and the compliments they get. He introduced two of their drivers, Rick Martin and April Jasper. Rick is their GoLine driver. He's on Route 12 now in Sebastian but he used to be on Route 7 in Vero Beach. He's been an employee since February of 2020. He has 79,520 miles in Indian River County in that time. He has had over 69,347 passengers tripped and he has had zero at fault accidents.

So, he's never had an accident that was his fault but he did have an accident that wasn't his fault a couple of years ago. A vehicle changed lanes and it hit his bus full of people. His bus got rocked and all the people on the bus told them he safely navigated the vehicle to the side of the road and there were no injuries. That is just one of the many things that Rick has done as a GoLine driver that they're very proud of. He won GoLine Driver of the year.

He introduced April Jasper and she's a second-generation driver. Her mother also works for them and she's their Community Coach Driver. She's been here since July of 2021 and has driven 44,000 miles in Indian River County in that time. She's done 2,200 passenger trips which you know, Community Coach does a lot less trips every day because they're doing one-on-one trips and she's got a 98% on time performance and she has also had zero at fault accidents. They're pleased to have April as their Driver of the Year for Community Coach. Some of the compliments they've received from her passengers are she's a wonderful driver, she's fabulous, she's extremely helpful, super nice and extremely caring and helpful. Those are what people in the community have said about April after she's tripped them.

What they do at SRA is that any time someone wins this award, they give them their own parking spot so these two for the next year will have their own parking spot at their facilities.

Ms. Karen Deigl stated that they are certainly where the rubber meets the road and each and every day they're out there with the public and it is a tough job. They're dealing with a lot of individuals who can be really kind and others that are a little less and they have that sensitivity training that really works there. They wouldn't have received this award if they were not out there doing the job and representing Senior Resource Association and Indian River County Transit the way they are. She personally thanked both of them for everything that they do for Senior Resource Association and the Community.

Planning Status Report – No *Action Required*

Mr. Brian Freeman noted that we do have some workshops coming up next month for our Bicycle and Pedestrian Master Plan. This committee is mostly focused on public transportation, but the Transportation Disadvantage is a community that while they use our GoLine and Community Coach, they're also walkers and bike riders as well to get to GoLine bus stops. They will be having workshops all around the community on September 19th and 20th. They will be sending out some information in the next week or two on those and hope that you all can attend one of the workshops.

Community Transportation Coordinator Status Report – No *Action Required*

Mr. Chris Stephenson stated that the number of trips for Community Coach was slightly lower in the last quarter down about 200 trips compared to the same time last year. They're looking at the third quarter of 2022-2023 which would be April through June. The good thing about this is that those were all ADA trips. As you know, they've talked about how we don't get reimbursed for ADA trips. They do get reimbursed for TD trips. So, the fact that the slight decrease was on the ADA side is a good thing. Their TD trips were up from last year. He thought by the end of the fiscal year they'll see that Community Coach will have had its highest ridership to date. At the end of the State's fiscal year which was June 30th, they had spent all of their trip and equipment grant which is what they want to see. Going back eight or nine years ago, they weren't able to do that and it was because of some of the direction they got from this board that they needed to handle their outsourcing trips with certain vendors. If they couldn't handle them all on their vehicles and things like that, they also got a third-party eligibility assessment process in place and that was at the direction of the board. So, because of that for the last seven or eight years, they've been able to spend all of their trip and equipment grant money every single year, and so that's great because the state is entrusting them with money to trip the most vulnerable population in the County and that's what they're doing with it. Their on-time performance for this quarter was at 90%. The state standard is 75%. They're well above the standard. Last month their on-time performance was 88% and last year at this time it was also at 90%. They're staying very consistent with what they've done in the past and they're slightly better than last month. They received 147 applications and they approved 98 of them which is a 67 percent approval rating. Year to date they've received 479 and approved 315 which is a 66% approval rate. So that goes back to that eligibility assessment that they started doing a few years ago which has really helped make sure that the most vulnerable people in this Community, the ones who really need the Community Coach are the ones who are receiving that service. Dr. Hurst asked what the main reason was for disapproval. Mr. Stephenson stated someone might get denied because they have an incomplete application, so if they're denied it might not be forever. It might just be until they can get a complete application in. They might find out that someone has a GoLine bus stop right in front of their house and the place that they are trying to go is also on the GoLine route. They would show them how to ride the GoLine so that they don't have Community Coach. There's also age demographics if someone is under the age criteria that they've set and they're trying to qualify based off of their age then they're not eligible.

Ms. Deigl stated that one of the things that they did put in place is they have a third party that assesses the ADA. Previously they used to have in the application that their physician would check the box off if they're ADA eligible. They now have the third party doing it and so that box doesn't get checked as often. They find out that they do have the ability to ride the GoLine which is more efficient and effective for both. Mr. Freeman stated it was actually something from going back five years to our previous Transit Development Plan was the recommendation about needing to have those eligibility procedures strengthened to make sure that the services are available to those who are truly in need of the services. It's making sure that it's those who are meeting those eligibility requirements and needing the services that are the ones who are being certified to use it. If they don't really meet the requirements, then they could be using resources on people who wouldn't qualify for the services and then the people who need it wouldn't have those services available.

Mr. Stephenson stated that the total active riders that have taken a trip this fiscal year are 2,600 people. He checked the numbers from last year and that's up about 300 individuals. We've got 2,600 people in this community who are using the Community Coach Service and they all are people that meet that eligibility criteria. They purge the system every month of people who either their eligibility has expired because they had a disability that has since been managed, or maybe they've moved or they are deceased. Their office people take care of purging the system of inactive riders every month.

They are very proud of the Treasure Coast Developmental Disabilities Advantage Ride Program. They were approached by the State to do the program. It's in a four-county area, Indian River, Martin, St. Lucie and Okeechobee County. It's only for people with developmental disabilities. They just received a $1.5 million dollar grant from the Commission for Transportation Disadvantage to continue this program. They did 59,000 trips along the Treasure Coast for people with developmental disabilities last fiscal year. It's a very successful program and they're really proud of it and they expect to see those numbers just continue to increase. You can see on there, it's a 94% increase compared to last fiscal year and that's because they didn't have that ISD grant last year. They had one this year and so that's why they've been able to provide so many more trips. They had an ISD grant last year for $1.5 million and they got one for this fiscal year for $1.5 million. At the end of this fiscal year on June 30th that SD grant runs out and they've been providing 60,000 trips to people. Ms. Deigl stated it's a concern next year because they have received these two years in a row and she didn't anticipate that they will have the funding for them again next year at any level or the same level. They're starting to look at what they're going to have to do next year for this program. Mr. Stephenson stated if there's a TD rider who's using this program, they're most likely eligible for their other transportation programs. But the issue remains that if they take 60,000 trips that have been using the Advantage Ride Program and try and put them on their other TD programs, there's going to be a demand issue. Ms. Deigl stated this Advantage Ride Program is specifically for the developmentally disabled and to trip them to either education or to work programs. So, if they are moving all of those over to TD if they don't get the dollars, then they're going to have to start limiting somewhere which is a concern. Dr. Hurst stated it's a great of time spent working with people to get to the right place on the funding mechanism. Mr. Stephenson stated they have to stay on top of what the funding source is whenever they are tripping someone because you know they get audited every single year and they go through individual trips. They say they want to see why this person that you tripped on this date at this time was eligible for this funding source. They got audited five times this year and they did very well on all of the audits.

The GoLine ran for 78 days last quarter, 64 weekdays, 1 holiday and 13 Saturdays. Ridership was up 6% so they had 291,000 riders this time last year and this year they had 310,000 riders. So that means they're still on pace to have their highest ridership year to date on the GoLine which is exciting because last year was their highest ridership to date. They just continue to have their ridership grow. They report this information to the National Transit database every month as they're required to do. They had a 7% increase in riders compared to last fiscal year and an 11% increase compared to two years ago. They don't just monitor what the ridership is for the whole system, they do it per route. Route 1 grew one percent whereas Route 2 which is their heaviest ridden route grew 15 percent. That makes a lot of sense because Route 2 goes where all of the trip generators in this county are. It goes up and down State Road 60. So, all of the things that people are trying to get to, they're riding the bus to get there and so that's why we saw higher ridership on that route than some of the other routes. Route 15 had the highest growth from this year to last year 160 percent. That's the route that goes down to the State College in Fort Pierce. It starts at the IG Center and goes down Oslo Road, takes 43rd Avenue to Indio and gets on 95. The route was down for a little while because of COVID, but they have brought it back and it's doing very well. That route is paid 100% by FDOT. Dr. Hurst asked about the nursing program at the college moving to Stuart. Ms. Deigl stated that had happened. She had a conversation with the President of the college and discussed the concern of transportation for our Community. Nothing has been resolved as of yet. They did receive 100 percent funding for Route 15. The funding was going to stop as of September of this year and they have extended it. It is funded 100% for 3 more years. No match dollars required. Mr. Stephenson stated there are public transportation options from Fort Pierce to Martin County. It is a concern that it takes a very long amount of time. There's a lot of transfers involved. Saint Lucie County followed SRA's model and they went fare free a few years ago. So right now, you can get all throughout Indian River County and St. County fare free on their bus system. Mr. Freeman stated there are a couple of places where our systems do connect, one of them being at the IG Center.

Mr. Stephenson stated their GoLine on time performance is 93%. The number of road calls that they had from last year to this year stayed the same. They did have one chargeable accident. They had a driver that got into an accident that was his fault. They have to report that that they did have one chargeable accident. They have a running count in their building that tells them how many days they've had since an accident. He thought today they're on day 102 since their last accident.

Two of their road calls were because of the emergency brakes on their vehicles. Some of the newer vehicles you have to put the emergency brake on to open the door and that's a fairly new development in their vehicles and so the emergency brakes are getting a lot more use than they used to. They had two of them get stuck and required someone to have to go and fix the emergency brake. All the other road calls had to do with AC issues where the buses overheated because it's been so hot. The buses have to run their AC 14 hours a day, six days a week. They had to replace less ACs this year than last summer.

Moving on to the GoLine bus shelter project they have 11 locations that are going to be getting 15 bus shelters in the very near future. They talked to their installer and the first shelter on the list that's going to be installed is going to start on September 10th. They hope by the end of the year, all 15 of them are built. The first one is going to be at 5th Street Southwest and 27th Avenue in front of the Salvation Army. They always like to communicate to this board who the local advertisers are on the bus. They had 15 complaints last quarter. This time last year they also had 15 complaints, but they had less riders. So last year at this time they had one complaint for every 19,465 riders and this year they had one complaint for every 20,722 riders.

<u>2023 Transit Development Plan (TDP) Major Update Presentation</u> - *Action Required*

Mr. Brian Freeman stated the Transit Development Plan is a major undertaking that they do every five years with a major update. The MPO contracted with the Center for Urban Transportation Research, which is based out of the University of South Florida. He introduced Jonathan Roberson who has been their Project Manager. He stated he was going to talk about the home stretch on the 10-year Transit Development Plan for basically the GoLine services, but there's a lot of connection here and integration with Community Coach as well. So today they're going to go over the results of the final stage where they evaluate alternatives and develop them. They're going to outline some short term and long term needs of the GoLine System that also is affecting the Community Coach System. They will talk a little bit about the financial plan, strategies for implementing these plans and look for the Board's approval of the draft TDP in its format that you see today. This is an update to the last Transit Development Plan that was done for GoLine in 2018. It's a state requirement more on the FDOT side than CTB. It helps GoLine qualify for the annual Public Transit Block Grant Program funding which is critical for operating funding for GoLine. Any good TDP will identify short term and long-term needs, short term being cost feasible and attainable. Long term being important, but funding definitely needs to be identified. This TDP will inform the upcoming Long-Range Transportation Plan that the MPO does every five years which is due to FDOT in September. He had come before the Board a couple of times and he just wanted to give an outline of the 9 chapters that are required for a TDP. The first 4 chapters laid out their analysis in talking to the public and laid out a pretty good idea of how SRA operates an efficient, effective GoLine System and a related Community Coach System. Ridership is growing. It's a cost-efficient system and it's one of the best in the state in terms of its peers and really in the southeast. They talked a lot about the public involvement the last time. Folks love the service, but they need a little more. A couple of times their surveyor was able to sit down and read the survey with them. They had 85 surveys returned in Spanish. They had Spanish versions, so that was a pretty high return. He believed about 15% of the total onboard surveys returned were in Spanish.

They're at the point where they have to look at the 10-year alternatives. They based this on the transit surveys, both the onboard and the online, the public meetings and they also had a public workshop at the Gifford Activity Center and the United Against Poverty Center. Normally in a Transit Development Plan you kind of have to put all of this information you get from the public, from the analysis and from what you've witnessed in the system into a ranking of alternatives that are feasible and others that are longer term. The existing transit markets, the way the system is efficient now. You want to keep the system safe in good repair and maintained well. You want to enhance customer service and mobility to get to these alternatives. One thing they are required to do by the state is to do a ridership estimation. What they found is there were six scenarios of adding service to GoLine. They all basically point towards ridership increasing even more if you implement these. In particular, adding frequency like a bus every 30 minutes on the GoLine Route quite dramatically increases ridership, but that's also very expensive. What they found interesting was even adding some of the space service which they're recommending was pretty healthy nearly 9 percent in ridership increase in a system that has already witnessed ridership increases. What it came down to was there was about 5 areas of service needs identified after all the public involvement and the analysis. The first one was to extend the span of service on weekdays from 7:00 to 9:00 p.m. for the GoLine Service. This was the number one thing they heard from people on board the buses, online and at meetings. If this was done you would also be expanding Community Coach Service from 7:00 to 9:00 p.m. Presumably not as many medical trips, but maybe personal and other types of trips. The second ranking for service upgrades was expand service on Saturdays from 7:00 a.m. to 7:00 p.m. That would also include the Community Coach Services being expanded. Route 13 is the only GoLine Route not operating on Saturdays. They're recommending that that also be added at the same time. The next one they heard the most about was adding Sunday service. There's currently no GoLine service on Sunday and so this would greatly expand fixed route service and again the Community Coach Service on Sundays. The last one they heard about was increasing the frequency of GoLine buses to 30 minutes on the weekdays, particularly on top performing routes. It is an expensive option, but it's important because this is a county that's reaching growth in the next 10 years where it's probably going to have to think about this as well. Ms. Deigl stated that a few years ago when they had Route 16, which was their circulator route on the beach, they had to put Sunday service on and that particular route ran seven days a week. So, they had to put Community Coach services on Sunday as well because of that one route. They did not get that many riders. Their marketing might be a little different and because they would be running all of the services. She didn't think there would be an issue with that. Mr. Roberson thought it was important to divide some more immediate needs that were attainable financially with these frequency and other needs as a longer term. The weekday service span expansion they see that as #1 and hopefully attainable in fiscal year 2025. They spaced this out because it takes a little time to find funding and get everybody ready for it. The Saturday service span expansion and Route 13 addition would be for fiscal year 2027 and the addition of Sunday service would be out a few years to fiscal year 2029. They'll get into some nuances of the Sunday service because there's another option that could be done as kind of a pilot project. Ms. Deigl stated they can move those dates up if they receive the funding. Mr. Roberson stated it is conservatively spaced out and they would certainly like to do it faster. He explained that we still have these needs that the system is experiencing and he put replacement vehicles as number one here because vehicles aren't getting cheaper. They wanted to make sure that that stays on the radar and a safe and well-maintained system. The second one is a continuation of a bus shelter program. They've spaced this out every couple of years so they can get them designed, located and built about 10 a year. The third capital need is the North County Transit hub. The improvements, addition of bathroom and shelters is still unfunded. Typically, this is the type of project you might be able to find grant money fairly regularly. It's something very attainable. IT systems that SRA uses for its customers and for scheduling and for its drivers, everything is on the radar for being updated.

The idea with the Sunday service project is instead of maybe laying out all of the GoLine routes on Sunday, maybe a fixed route that covers certain parts of the county which would be a less expensive option. They did find here in their surveys that people were looking for a bus route in different parts of the county, rural Fellsmere, the A1A area around Sebastian, but there wasn't enough request that they found in their public outreach that a GoLine bus route was missing people. As the county is growing, there are some new growth areas, consider a pilot project in the future for maybe some kind of service that can get people in the dispersed area and maybe get them to GoLine Service. The fourth option is weekday frequency improvements for kind of the next tier of GoLine routes in 2032 which is Routes 1, 5, 9 and 10. The final option is frequency improvements for Routes 3, 7 and 14. As Karen alluded to this might actually be more of a 10-year vision. In order to do all of these long-term service needs, you basically double the number of buses out there, double the staff and then you have to double your garage and all related facilities. They might need a new upgraded transfer facility here if the Indian River Mall ever closes. On a long-term need, at least for the purposes of this plan, was converting the GoLine fleet to electric and the Community Coach fleet to propane. Recently, SRA applied for a grant for this funding from the FTA but it was not approved. New grant funding comes up from federal government and sometimes from the State Government for a lot of these capital projects.

What Mr. Roberson is recommending for GoLine and Indian River County is the short-term plan. For them in their analysis, it's a reasonable mix of investment that would take a reasonable investment of new local, state and federal funds as outlined in the financial plan. The service expansion is progressed over the next six years. Many of these services and capital needs already have some funding put into them, so some funding is identified, particularly on the capital side. Chris is already underway trying to get some of these capital projects, but we wanted to make sure they were captured in the short-term needs. In order to implement this at the end of the fiscal year 2029, if you did all the short-term service improvements, weekday span, Saturday span, Route 13 on Saturdays and Sunday service it would cost an additional $1.2 million a year to do that. One of the major sources of funding to help pay for that $1.2 million is the State Transit Service Development Grants, which SRA is already active in receiving. Looking at this Community and this system, this short-term Service plan added the greatest benefit to the Community, to the GoLine and Community Coach riders. It would basically provide service every day of the week. It's a service they can relate to, it's free and it's every hour. There hasn't been an investment in the GoLine System in over five years. As you'll see in the plan, this was backed up by what they heard from the public and the analysis. The capital projects in the short-term plan would cost $3.6 million over the new costs, not counting the replacement vehicles. Some of this is already in hand with money accrued from FTA and other projects which are pretty reasonable to get from other state or federal sources in new grants.

If the County will agree to fund half the service cost, they think the State would pick up the other half to do the new service. As he mentioned for the short-term capital half of that is already funded, the other half is usually attainable by state or federal grant capital sources. Typically, in this industry there's a lot more capital money available to the agencies than the operating money so in order to do the short-term projects, they would need Indian River County to agree over the next six years to fund the new short-term service.   The long-term needs if these were all to be implemented, the frequencies and the upgrades, really the doubling of the system, you're looking at an additional $3.5 million a year, at least to operate all that on top of the $1.2 million from the short-term plan. They estimate over $32 million in new capital. The problem is for them this starts to be a substantial increase and doubling of the system. That's really one of the main reasons why they put these needs in the long-term plan. They see these projects as important but they're so substantially costly that the Community has to go through a visioning. A TDP can't really capture all of this. This is something long term the Community is going to have to look and decide what they would fund. Typically, when you grow a system like this you have to identify a new local source of funding. In Broward County they went for a sales tax for transit.

Mr. Freeman noted that a lot of those things are in the outer years of the table span. This is something that they do every five years. Mr. Roberson stated there are some needs to upgrade the SRA maintenance facility. Typically, there's a lot of grant funding available for that as well. SRA could find funding for one of these long-term needs service or capital. They've seen some regions get 100% funding from the state for frequency. Dr. Hurst asked whether any county had increased their sales tax for the specific purpose of transportation. Mr. Roberson stated in 2018, Broward County did a local discretionary sales tax. They had room to put another 1%. It took them up to 8% and they dedicated it to road and mass transit projects. For the sales tax you can dedicate money to operating funds. With an infrastructure tax, you cannot. He believed the County has an infrastructure tax that goes out to 2034. The short-term plan identified earlier is within more attainable funding to ask the County to increase their share a little more and the State giving more. They're trying to increase service span on weekdays and Saturdays and adding new shelters. They want to keep the buses in good repair and accidents down.

Mr. Freeman noted that the system that we have today hasn't always been at the level that it's at. It started off over 20-25 years ago and it was only 5 routes and they ran like 9:00 to 3:00 or 8:00 to 3:00 and there was a midday break from 12:00 to 1:00 where the drivers had a lunch break. It's grown in increments over the years, adding a couple of hours maybe to get to 6:00 p.m. and to run earlier than 8:00 a.m. in the morning and starting service on Saturdays. But it was only certain routes and the number of routes grew from 5 to 14 routes that we have today. Definitely the County would be interested in partnering with FDOT to fund those improvements.   We have got a tremendous amount of public feedback and at this point as staff they're looking for recommendations from this committee and other advisory committees on the plan and they will be presenting it to the MPO board next month. Ms. Deigl stated there have been updates along this whole process to the MPO about this process.   She would like to see in another presentation the breakdown of each step rather than the full lump sum. She thought the full lump sum sounds a little bit scarier than it really needs to be.

ON MOTION by Dr. Harry Hurst, SECONDED by Mr. McPartlan, the Board voted unanimously (11-0) to approve the Transportation Disadvantage Plan going to the Technical Advisory Committee and Citizens Advisory Committee.

<u>Review of the Actual Expenditures Report for FY 2022/23</u> – *Action Required*

Mr. Brian Freeman stated this is the biggest report that they do at the MPO and this is the smallest report that they do at the MPO. There are two numbers they have to report every year to the TDP Commission, one is the amount of local dollars that were expended on the TD system and for the state fiscal year that ended June 30th that was $41,935.67. The second number is the number of trips that were funded with that, and that number was $14,272. Those numbers are pretty consistent from year to year.

ON MOTION by Ms. Milory Senat, SECONDED by Ms. Wendy Grow, the Board voted unanimously (11-0) to approve the Expenditure Report for FY 2022/2023.

Assign Community Transportation Coordinator (CTC) Evaluation Subcommittee – *No Action Required*

Mr. Brian Freeman stated this is something that we have to do every fifth year. It is an evaluation of the Community Transportation Coordinator, which is SRA. In the fifth year they have to go through a selection process so last year we did that and they recommended SRA and the state has contracted with them again for another five years. For these other years, they do an annual evaluation and part of that process is that they have a subcommittee of the TDLCB that meets. We usually conduct it after one of our regular meetings and so there's a draft schedule that's part of the staff memo. We would be having that meeting after the November 16th meeting, which is the next meeting of TDLCB. Dr. Hurst and Amber have served on that subcommittee in the past. Amber stated it was her last meeting. She has taken another position at their agency headquarters.

Chairman Loar thanked Amber for her time on the Board. Mr. Loar stated it was Brian Freeman's birthday and everyone sang Happy Birthday to him.

Public Comment – *No Action Required*

Adjournment

There being no further business, the meeting adjourned at 11:13 a.m.

The next meeting of the Transportation Disadvantaged Local Coordinating Board will be held on **August 24, 2023 at 10:00 a.m.**