AGENDA PACKET
AC TRANSIT
ACCESSIBILITY ADVISORY COMMITTEE (AAC)
REGULAR MEETING
TUESDAY, FEBRUARY 12, 2013
1:00 P.M.

INDEX OF ATTACHMENTS

1. **Minutes from January 8, 2013**
2. **MTC Coordinated Plan Update**
3. **Draft Letter to Docket Clerk (Docket #NHTSA-2011-0148)**
4. **Quarterly ADA Complaints**
5. **Lift/Ramp Road Call Report**
6. **MCI Fleet Lift Report**
7. **Wheelchair Lift Cycling Report – MCI (6000 Series)**
8. **Transit Correspondence**

MEETING LOCATION
AC TRANSIT
1600 Franklin Street, 2nd Floor Board Room
1:00 P.M.
Oakland, California 94612

For additional information about the Accessibility Advisory Committee contact Tammy Kyllo, Secretary to the Committee, at 510-891-7175

AGENDA
ACCESSIBILITY ADVISORY COMMITTEE (AAC)
AC TRANSIT
1600 FRANKLIN STREET, OAKLAND, CA 94612
1:00 P.M., TUESDAY, FEBRUARY 12, 2013
REGULAR MEETING

AAC MEMBERS:

JANET ABELSON
SCOTT BLANKS, VICE CHAIR
SHIRLEY CRESSEY
LISA CUSHMAN
MARGARITA DIAZ
PAMELA FADEM, CHAIR
STEVE FORT
JIM GONSALVES
DON QUEEN
JAMES ROBSON
HECTOR VARELA
MARINA VILLENA
HALE ZUKAS

1. Roll Call and introduction of guests
2. Order of Agenda
3. Approval of Minutes for January 8, 2013 [Attachment 1]
4. MTC's Coordinated Plan Comments from the AAC (MTC Staff) [Attachment 2]
5. Discussion on Quiet Vehicle Alert Sound Rulemaking and Review/Approval of Letter to Docket Clerk (Docket #NHTSA-2011-0148) [Attachment 3]
6. Review of Quarterly ADA Complaints [Attachment 4]
7. Chair's Report
8. Board Liaison Report
9. Brown Act and AB1234 Training
10. Review of Lift/Ramp Road Call Report [Attachment 5]
11. Review of MCI Fleet Lift Report and Wheelchair Lift Cycling Report–MCI (6000 Series) [Attachments 6 & 7]
12. ACAC BRT Joint Sub-Committee Report (Jim Robson)
13. Service Review Advisory Committee (SRAC) Report (Janet Abelson)
14. ACTC PAPCO Report (Hale Zukas)
15. Public Comments
16. Transit Correspondence [Attachment 8] (Informational Only)
17. Member Communications and Announcements
18. Staff Communications and Announcements
19. Set Next Agenda & Meeting Date
20. Adjournment

ATTACHMENTS:

Meeting Minutes: January 8, 2013	**[Attachment 1]**
MTC Coordinator Plan Update	**[Attachment 2]**
Draft Letter to Docket Clerk (Docket #NHTSA-2011-0148)	**[Attachment 3]**
Quarterly ADA Complaints	**[Attachment 4]**
Lift/Ramp Road Call Report	**[Attachment 5]**
MCI Fleet Lift Report	**[Attachment 6]**
Wheelchair Lift Cycling Report	**[Attachment 7]**
Transit Correspondence	**[Attachment 8]**

Staff to the Accessibility Advisory Committee:

Mallory Nestor-Brush, Accessible Services Manager	**(510) 891-7213**
Kim Huffman, Accessible Services Specialist	**(510) 891-7261**
Tammy Kyllo, Administrative Coordinator	**(510) 891-7175**

ALTERNATIVE FORMATS: AC Transit will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and preferred alternative format or auxiliary aid or service to Linda Nemeroff, District Secretary, AC Transit, 1600 Franklin Street, Oakland, CA 94612. Written requests will be honored for the calendar year in which the request was made, but must be renewed after January 1 for the next calendar year with the same information listed above.

SIGN LANGUAGE INTERPRETER: A sign language interpreter will gladly be provided for persons with a hearing impairment. If an interpreter is needed for a specific meeting, please call (510) 891-7175 at least **five days** prior to the meeting.

NO SCENTED PRODUCTS: Please refrain from wearing scented products at the meeting, as there may be persons present with environmental illnesses.

PUBLIC SPEAKERS: Speakers wishing to address subjects not listed on this agenda will be invited to address the committee under the "public comments" section of the agenda. Speakers who wish to address a specific agenda item will be invited to address the committee at the time the item is being considered. Time limitations: Individuals addressing the committee should limit their comments to three (3) minutes.

ATTACHMENT 1
DRAFT MINUTES
REGULAR MEETING OF THE AC TRANSIT
ACCESSIBILITY ADVISORY COMMITTEE (AAC)
JANUARY 8, 2013

Meeting came to order at 1:11 p.m.

1. Roll Call and Introduction of Guests

AAC members present:

Janet Abelson	Scott Blanks, Vice Chair
Lisa Cushman	Margarita Diaz
Pam Fadem, Chair	Steve Fort
Jim Gonsalves	Don Queen
James Robson	Hector Varela
Marina Villena	Hale Zukas

AAC members absent:
Shirley Cressey (excused)

Staff: Mallory Nestor-Brush, Accessible Services Manager
Kim Huffman, Accessible Services Specialist
Tammy Kyllo, Administrative Coordinator
Beverley Greene, Director of Legislative Affairs & Community Relations
David Wilkins, Director of BRT

Guests: Chris Mullin
Jerry Grace
Kim Franchi, Parsons Transportation Group
Ron Finger, FMG Architects
Sahoko Tamagawa, FMG Architects
Sheela Gunn Cushman
Thomas Kronmeyer, Community Design & Associates

2. Order of Agenda

The order of the agenda was approved.

3. Approval of Minutes

MOTION: Diaz/Varela approved the December 11, 2012 AAC meeting minutes.
11 Yeas. 1 Abstention.

4. Discussion of BRT Station Design

Beverley Greene, Director of Legislative Affairs & Community Relations, introduced Ron Finger and Thomas Kronmeyer, both Architect Consultants and who are currently working on the BRT Station Design for AC Transit. Vice Chair Blanks requested a tactile plan of the BRT Stations. Beverley Greene replied that tactile plan are unavailable at this time, but, will work with the consultants to obtain them for the Committee.

All the stations design will be the same throughout the BRT System, and will be traditional style with canopies. Stations will include rain coverage, lights, benches, signage, cameras and ticket vending machines. Station access, follows ADA Best Practices and includes audible signals. Wayfinding at stations will include tactile maps and Braille placards. The system will have two types of stations: Median Stations, in the middle of the street and Curbside Station, along the curbs, but off the sidewalk.

Median Stations

- Platforms are 12 feet wide by 60 feet long, and serve both directions of travel.
- Platform height is 14 inches.
- One way entrance on a gentle slope with a center railing.
- Wind screens with “anti-graffiti” film on both sides.
- Ticket vending machines at the top of the ramp.
- Bench on far side.
- 2-doors are accessible.
- All level boarding.

Curbside Station

- Platforms are 8 feet wide by 60 feet long.
- Stations are off the sidewalks.
- One direction of travel.
- Entrance from both sides.
- Ticket vending machines on both sides.
- Bench on one side only.
- 3-doors are accessible at curbside stations.

Accessible Ticket Vending Machines (TVMs)

1. Display screen – Visible from 40 inches above floor.
2. Coin Slot – Maximum 48 inches above floor.
3. Input Controls – Tactilely discernible input controls for each function.
4. Braille panels – Affixed to appropriate locations on the front door panel.
5. Take your Ticket or Change – Minimum 15 inches above floor.
6. Audio plug – Available for headphones. Adjustable volume.

Traffic Signals & Pedestrian Crossings

- Countdown Timers
- Signal Retiming at 3.5 fps (feet per second) pedestrian crossing speed
- Pedestrian Pushbuttons
- Curb Extensions
- Pedestrian Refuge Islands
- Accessible Pedestrian Signals (APS)
- Fully integrated Accessible pedestrian System:
  - Multiple audible indications
  - Vibro-tactile indication
- Includes high visibility striping and other pedestrian safety features

Committee Members and member of the public raised the following concerns and suggestions:

- Crowding on the platform.
- Crowding around the ticket vending machines.
- Using Braille only. Suggested using raised lettering as well.
- Stations too narrow.
- There should be Braille placard at the entrance of the platforms.

Chair Fadem suggested a field trip to test the different types of wayfinding measures.

5. Discussion of Outreach Efforts

Vice Chair Blanks opened the discussion by asking the Committee how they can increase awareness of the AAC and bring the entire community into the discussions and bring the press into play by inviting them to events like BRT field trips. Chair Fadem stated that each member could write to the State Legislative and the media regarding concerns of the new AC Transit fleet. Cushman suggested using social networks, like Facebook to do outreach and post concerns.

6. Discussion of How to Submit Complaints and Commendations

Kim Huffman, Accessible Services Specialist, reviewed steps for How to Report an Incident or Send a Commendation via the Web, E-Mail, Telephone or U.S. Mail. Kim will send the attachments as a separate document to the committee members.

Jerry Grace stated that he would like to have comment cards available on the busses with instruction of how to submit complaints and commendations.

7. Chair's Report

Chair Fadem reported that the National Highway Traffic Safety Administration (NHTSA) is proposing that hybrid and electric vehicles meet minimum sound standards to help make pedestrians more aware of approaching vehicles and the opportunity to comment on the

regulation. This standard will ensure that pedestrians are able to detect and recognize nearby hybrid and electric vehicles by requiring that these vehicles emit sound that pedestrians will be able to hear in a range of ambient environments and contain acoustic signal content that pedestrians will recognize as being emitted from a vehicle.

8. Board Liaison Report

None.

9. Brown Act and Conflict of interest Code

Mallory Nestor-Brush, Accessible Services Manager, reported that Mandatory AB 1234 Training is scheduled for March 5, 2013 from 1:00 pm to 3:00 pm at the MTC, 101 – 8th Street, Oakland, CA. This training will be provided by a BART attorney and will include the East Bay Paratransit's Service Review Advisory Committee (SRAC) and BART's BART Accessibility Task Force (BATF).

Assembly Bill No. 1234, signed October 2005, requires that if a local agency provides any type of compensation, salary, or stipend to, or reimburses the expenses of a member of its 'legislative body' that local agency's officials must receive ethics training.

This training is required every two (2) years. If for some reason an AAC member cannot attend this training they will need to take the on-line course prior to the end of March.

10. Review of Lift/Ramp Road Call Report

Chair Fadem noted that there are 19 issues in the three week report with majority of the problems regarding lifts are on the older buses.

11. Review of MCI Fleet Lift Report and Wheelchair Lift Cycling Report – MCI (6000 Series)

Chair Fadem voiced concerns about the two days that lift cycling dropped below 90%.

12. Service Review Advisory Committee (SRAC) Report

Next SRAC meeting will be on January 11, 2013 at 12:30.

13. ACTC PAPCO Report

None.

14. Public Comments

Sheela Gunn-Cushman voiced concern about fare increases and BRT cutting off local service.

Jerry Grace commented that AC Transit drivers don't know that the deadline is the 3rd of each month for senior/disabled monthly calendar stickers.

15. Transit Correspondence
This is an informational item for the committee.

16. Member Communications and Announcements
Lisa Cushman voiced concern about the fare increase.

17. Staff Communications and Announcements
Staff reported that there will be a Seniors Workshop on Buses & Health on January 16th, 2013 at 11:00 am at Saint Mary's Center, 925 Brockhurst Street, Oakland. Staff will send more information to AAC members.

18. Set Next Agenda & Meeting Date
The next AAC Meeting will be held Tuesday, February 12, 2013 at 1:00 pm on the 2nd floor of 1600 Franklin Street, Oakland. Agenda items include Discussion on Quiet Vehicle Alert Sound Rulemaking and Review/Approval of Letter to Docket Clerk (Docket #NHTSA-2011-0148) and Review of Quarterly ADA Complaints.

19. Adjournment
The meeting adjourned at 3:58 pm.

ATTACHMENT 2
MTC Coordinated Plan Update

MEMORANDUM

To: Accessibility Advisory Committee

From: Mallory Nestor-Brush
Accessible Services Manager

RE: Draft Coordinated Plan Update

Date: February 5, 2013

Below, please find relevant sections to MTC's Draft Coordinated Public Transit Human Services Transportation Plan Update for the San Francisco Bay Area. Please be prepared to make comments at the February 12, 2013 AAC meeting. MTC staff will be in attendance, but will not make a formal presentation.

Excerpts from MTC's Draft Coordinated Public Transit Human Services Transportation Plan Update, Executive Summary

This plan updates and amends the Coordinated Public Transit–Human Services Transportation Plan of the Metropolitan Transportation Commission (MTC). The Plan was first developed in 2006 and 2007 on behalf of MTC and its local stakeholders with an interest in human service transportation programs.

Key Demographic Findings

The demographic study of the region for 2010 is identified below:

Low-Income Population: 26% of residents lived in low-income households below 200% of the federal poverty level, which is roughly equivalent to a household income of $22,000 for a person living alone and $45,000 for a family of four. Roughly 11% of the population lives below 100% of the federal poverty level.

Older Adults: Over 12% of the Bay Area's population is aged 65 or older. Within the older-adult population, 35% report having a disability.

Individuals with a Disability: Persons reporting disabilities across six categories defined by the Census Bureau total 9% of the region's population. Of this population, 39% live in low-income households below 200% of the federal poverty level.

Vehicle Availability: While approximately 10% of the region's households overall report having access to a car, this share is higher for all target populations studied: 18% for householders 65 or over, 18% for householders reporting a disability, and 16% for lower-income households.

Needs Assessment

- Several key themes emerged from the outreach efforts, stakeholder consultation, and previous planning projects. These include:
- Enhanced Fixed Route Services
- Enhanced Paratransit Services
- Connectivity
- Transit Experience
- Transit Alternatives
- Information and Other Assistance
- Transportation for Youth and Children
- Affordability and Access to Autos
- Pedestrian Access and Land Use Coordination
- Bicycle and Pedestrian Issues

Potential Solutions

Potential solutions are identified to address the gaps that emerged from the outreach process and review of local plans. These suggested solutions:
Mobility management, travel training, and transportation coordination activities;
Additions or improvements to paratransit that exceed ADA requirements, and demand-responsive services other than ADA paratransit;
Additions or improvements to public transit services and transit access; and
Solutions to address affordability barriers.

Next Steps

- Adopt the Coordinated Plan Update
- Develop a Regionwide Mobility Management Implementation Plan in Consultation with Local Stakeholders
- Inform Future Funding Decisions Based on Coordinated Plan Update Strategies
    - Complete Programming of SAFETEA-LU–Funded Programs Subject to Coordinated Planning Requirements
    - Revise MTC's Program Management Plan for Section 5310 Funding under MAP-21
- Plan Update
    - Current federal guidelines indicate that at a minimum, the coordinated plan should follow the four-year update cycles for the long-range Regional Transportation Plan (RTP).

Coordinated Public Transit/Human Services Transportation Plan •
Elderly and Disabled Component

	Constituent Group	
	Low-income	Elderly/ Disabled
Transit Service		
Spatial Gaps: transit does not always serve destinations that people need to reach, i.e. schools, employment, medical care or grocery stores. Service not available in some rural areas.	x	x
Temporal Gaps: need to increase service frequency to avoid long trips, expand hours of operation to run earlier in the morning, later in the evening, or on weekends.	x	x
Inconsistent reliability – some transit routes do not stay on-schedule	x	x
Difficult inter-jurisdictional travel –transit routes do not always transfer or connect with other services	x	x
Lack of adequate driver training, i.e. how to use accessible features, disability and cultural awareness training.	x	x
Inconsistent fare and transfer policies	x	x
Not enough wheelchair spaces on buses, need to accommodate larger wheelchairs		x
Transit Amenities		
Need for bus shelters, benches, and lighting at bus stops or transit centers	x	x
Public Information about Transportation Services		
Need to improve information via 511, websites and other methods about transit routes and schedules to make sure they are current and accurate	x	x
Transit information needs to be provided in languages other than English, and in multiple formats	x	x
Need to provide training to educate people, especially new riders, how to use transit	x	x

	Low-income	Elderly/ Disabled
Transportation for Youth and Children		
Additional bus service is needed before and after school hours	x	
Transportation services are needed to drop children off at school or daycare.	x	
Access to Autos		
Strategies and incentives are needed to promote access to autos and to maintain them in safe operating order.	x	x
Bicycle and Pedestrian Issues		
Traffic speed regulations are not always enforced in areas frequented by pedestrians	x	x
There is the need to provide more crosswalks in intersections	x	x
Sidewalks are often in poor condition, or nonexistent, in unincorporated or rural areas	x	x
There are not enough bike lanes or securement areas for bicycles	x	
Affordability		
The cost of using public transit or paratransit is a problem, especially when multiple family members are transit dependent, and for youth. Taxis can also be unaffordable for low-income population	x	x
Other		
Unique transportation barriers exist for migrant farm workers	x	
Few or no wheelchair accessible taxis are available outside San Francisco		x
Often, a higher level of support is needed on paratransit than what is minimally required		x
Land-use and transportation policies are often not coordinated, and do not support proximity to transit	x	x
Environmental factors (BART and/or traffic noise, diesel fumes from trucks) may pose health risks	x	x

The entire Draft Coordinated Public Transit Human Services Transportation Plan can be found at http://www.mtc.ca.gov/planning/pths

ATTACHMENT 3
Draft Letter to Docket Clerk (Docket #NHTSA-2011-0148)

MEMORANDUM

To: Accessibility Advisory Committee

From: Mallory Nestor-Brush
Accessible Services Manager

RE: Draft Letter to Docket Clerk

Date: February 5, 2013

Attached please find a draft letter to the Docket Clerk regarding Docket #NHTSA-2011-0148, "Federal Motor Vehicle Safety Standards Minimum Sound Requirements for Hybrid and electric Vehicles" in support of the establishment of a Federal motor vehicle statement standard to require hybrid and electric vehicles to produce sounds meeting the requirements of this standard.

Please review the attached letter and be prepared to make comments at the February 12, 2013 AAC meeting.

Thank you.

February 12, 2013 **DRAFT**

Docket Management Facility, M-30
U.S. Department of Transportation
West Building, Ground Floor, Rm. W12-140,
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Docket Clerk:

The Alameda-Contra Costa Transit District's (AC Transit's) Accessibility Advisory Committee (AAC) supports of the establishment of a Federal motor vehicle statement standard to require hybrid and electric vehicles to produce sounds meeting the requirements of this standard.

Although there has been opposition to this proposed regulation for fiscal and noise pollution concerns, the AAC, a 14 member group of seniors, individuals with disabilities, and those who represent groups of seniors or individuals with a disability, has several concerns for pedestrians in regard to "quiet vehicles."

Establishing a minimum sound requirement for hybrid and electric vehicles creates safer travel. Individuals who are crossing the street, especially at non-signalized intersections, would be aware of oncoming traffic and vehicles that are making turns into the crosswalk in which the passenger is about to enter. This regulation generates a higher level of protection and alertness for all pedestrians, including those who are blind or low vision.

Sincerely,

Pamela Fadem, Chair
Accessibility Advisory Committee

cc: Board of Directors
David Armijo, General Manager
Ken Scheidig, Legal Counsel
Robert del Rosario, Director of Service Development and Marketing
Mallory Nestor-Brush, Accessible Services Manager

ATTACHMENT 4

2nd Quarter (October 1 – December 31) FY 11/12 and FY 12/13 Customer Relations ADA Complaints Comparison

Complaint	2nd Qtr FY 2011-2012	2nd Qtr FY 2012-2013
80 ADA-KNEELER	3	0
81 ADA-SECUREMENT ISSUE	2	3
82 ADA-CALL STOP ISSUE	4	3
83 ADA-PRIORITY SEATING ISSUE	2	9
84 ADA-CONDUCT/DISCOURTESY	23	28
85 ADA-LIFT/RAMP ISSUE	4	6
86 ADA-DISCOUNT FARE DISPUTE/SHOW ID	9	6
87 ADA-PASS UP	33	35
88 ADA-REFUSED ACCESS	13	17
89 ADA-GUIDE/SERVICE ANIMALS	0	4
90 ADA-CARRIED BEYOND STOP	4	4
91 ADA-BOARDING AND ALIGHTING ISSUE	6	2
92 ADA-HAZARDOUS OPERATION	2	1
93 ADA-RELATED EQUIPMENT OR SIGNAGE	1	2
94 ADA-PARATRANSIT POLICY CONCERN	0	0
95 ADA-OTHER	6	1
Totals	**112**	**121**

Note: 12/16 Service Change

ATTACHMENT 5

Lift /Ramp Road Call Report

December 16, 2012 – January 26, 2013

Coach Series	Type	Date	Coach #	Operator Length of Service	Problem Reported	Problem Found ** Indicates Chargeable*
1900 *(Lift-U)*	Lift	1/14/13	1903	0-6 mos.	Stuck lift controls	**Out of adjustment & blown fuse***
3000 *(Lift-U)*	Lift	12/19/12	3046	60+ mos.	Lift won't deploy	**B.O. Check Valve***
3000 *(Lift-U)*	Lift	12/19/12	3026	60+ mos.	Stuck lift	Lift checked OK.
3000 *(Lift-U)*	Lift	1/7/13	3044	60+ mos.	No power to door lights	Bent Lift rail
3000 *(Lift-U)*	Lift	1/17/13	3051	7-12 mos.	Stuck lift	Driver Error
3000 *(Lift-U)*	Lift	1/21/13	3049	12-24 mos.	Stuck lift, won't stow	**B.O. Logic Box***
3000 *(Lift-U)*	Lift	12/27/13	3026	60+ mos.	No power to lift	Defective door micro-lift OK
3000 *(Lift-U)*	Lift	12/29/13	3058	12-24 mos.	Lift won’t stow	Lift Cycled OK
3100 *(Lift-U)*	Lift	1/24/13	3138	60+ mos.	Hydraulic Leak	**Burst Hydraulic Hose***
3100 *(Lift-U)*	Lift	1/24/13	3161	60+ mos.	B.O. LIFT	Lift checked OK.
3100 *(Lift-U)*	Lift	1/25/13	3161	60+ mos.	Stuck lift	Lift checked OK.
3100 *(Lift-U)*	Lift	12/23/13	3140	60+ mos.	No power to Lift	**Loose wire at Harness***
3100 *(Lift-U)*	Lift	12/27/13	3163	60+ mos.	Stuck lift	Lift did not fail for Tech
4000 *(NABI)*	Lift	1/23/13	4053	12-24 mos.	Bellows down	**B.O Kneeler Switch***
1000 *(VH-Ricon)*	Ramp	1/14/13	1014	60+ mos.	Stuck lift controls	Drivers error
1000 *(VH-Ricon)*	Ramp	1/17/13	1099	60+ mos.	Broken drawer knob	**Broken drawer latch***
1000 *(VH-Ricon)*	Ramp	1/22/13	1084	60+ mos.	Ramp wont power off	Drivers error
1000 *(VH-Ricon)*	Ramp	12/27/13	1084	60+ mos.	Drawer won't close	**Locking motor out of adjustment***
1100 *(VH-Ricon)*	Ramp	1/8/13	1110	60+ mos.	Ramp won’t work	**B.O. Hydraulic power unit***
1100 *(VH-Ricon)*	Ramp	1/20/13	1110	12-24 mos.	Drawer won't close	Drawer checked OK
2000 *(VH-Ricon)*	Ramp	1/18/13	2042	0-6 mos.	Bus won’t move	No problem found

Coach Series	Type	Date	Coach #	Operator Length of Service	Problem Reported	Problem Found ** Indicates Chargeable*
2000 *(VH-Ricon)*	Ramp	1/21/13	2045	12-24 mos.	Bus won't move	Did not fail
2000 *(VH-Ricon)*	Ramp	1/25/13	2045	60+ mos.	B.O. Drawer	**Repaired Drawer***
2000 *(VH-Ricon)*	Ramp	1/25/13	2034	60+ mos.	Drawer knob broken	**Broken Latch Assy.***
2000 *(VH-Ricon)*	Ramp	12/26/13	2026	60+ mos.	Drawer won't latch	**B.O. Locking motor***
2100 *(VH-Ricon)*	Ramp	1/3/13	2106	0-6 mos.	W/C ran over side of ramp	Ramp checked OK
2100 *(VH-Ricon)*	Ramp	12/26/13	2157	60+ mos.	Drawer will not stay closed	**B.O. Locking motor***

Operator Length of Service Totals:

0-6 Mos: **3** Operator; 7-12 Mos: **1** Operators; 12-24 Mos: **5** Operators; 25-60 Mos: **0** Operators; 60+ Mos: **18** Operators
(47) (38) (27) (163) (987)

Series	Year Added	Type	Qty
1000	2003	True Low Floor Standard (40 ft)	102
1200	2008	True Low Floor Standard (40 ft) <Van Hool>	27
1900	1996	Standard High Floor Articulated (60 ft)	6
2000	2003	True Low Floor Articulated	56
2100	2006-2009	Suburban Articulated	33
3000	1998	Standard High Floor (40 ft)	46
3100	1998	Standard High Floor (40 ft)	52
4000	2000-2002	Standard Low Floor (40 ft)	68
5000	2006	Low Floor Standard (30 ft)	51
5100	2009	Low Floor Standard (30 ft)	39
6000	2000-2003	Commuter Coaches	77
FC	2010	Fuel Cell Standard (40 ft.)	12
		Total	*569*
** Please note the 7200's are classified as 4000 series buses.*			

ATTACHMENT 6

MCI FLEET LIFT REPORT – JANUARY 26, 2012

Listed below is the weekly report of the MCI wheelchair lift status at **All Divisions**.

Total All Divisions Lifts	77
Working Lifts	77
B.O. Lifts waiting repair	0
P.M. inspections remaining	5
P.M. inspections complete	5
Roadcalls	0

B.O. by Division

Emeryville	E. Oakland	Hayward
0	0	0

Repaired by Division

Emeryville	E. Oakland	Hayward
2	3	4

P.M. Inspections Due by Division

Emeryville	E. Oakland	Hayward
0	4	1

P.M. Inspections Completed by Division

Emeryville	E. Oakland	Hayward
2	1	2

ATTACHMENT 7
Wheelchair Lift Cycling Report
December 16, 2012 – January 26, 2013

Date	Number of Lifts Cycled	Percentage of Fleet
12/17/12	141	92%
12/18/12	146	95%
12/19/12	145	94%
12/20/12	141	92%
12/21/12	145	94%
12/24/12	143	93%
12/26/12	144	94%
12/27/12	151	98%
12/28/12	145	94%
12/31/12	145	94%
1/2/13	145	94%
1/3/13	148	96%
1/4/13	145	94%
1/7/13	148	96%
1/8/13	143	93%
1/9/13	147	95%
1/10/13	149	97%
1/11/13	141	92%
1/14/13	149	97%
1/15/13	147	95%
1/16/13	147	95%
1/17/13	148	96%
1/18/13	148	96%
1/22/13	148	96%

Date	Number of Lifts Cycled	Percentage of Fleet
1/23/13	148	96%
1/24/13	149	97%
1/25/13	151	98%

Note:

- This report is for the MCI fleet only (77 active vehicles).
- Coaches are put into service twice a day.
- This report is only for vehicles in service on dates listed.
- MCI's Operate only Monday – Friday.

ATTACHMENT 8
Transit Correspondence

DOT Advises Large Bus Lines To Give Notice on Connections

Large over-the-road bus (OTRB) companies are being advised to give a heads-up to persons with disabilities who will connect to a small OTRB line. Though large companies are required to have fully accessible fixed-route fleets, small operators do not have to meet the same requirements. Hence new guidance, the DOT believes a passenger with a disability who purchases a ticket or makes a reservation for an interline trip that will connect to a small OTRB operator should, at the time of booking, be notified that the small carrier may require 48-hour advance notice in order to provide an accessible bus and, if there is less than 48 hours at booking, of the possibility that an accessible bus may not be available at his or her transfer point to prevent a situation in which a passenger is stranded because the connection is inaccessible.

FTA Rejects ADA Complaint From Rider With Poor Hygiene

In an extreme case of poor personal hygiene, the FTA is back Pioneer Valley Transit Authority's (PVTA) decision to suspend a person with a disability from fixed-route bus service. PVTA considered the rider's hygiene so bad that it posed a "health hazard" to others. The FTA says PVTA, on several occasions, sent another bus to transport the rider, then took the second vehicle out of service for "decontamination." According to the FTA, PVTA told the rider that taking a bus out of service for that purpose constitutes a "serious disruption" of service. The FTA said it could not conclude that the rider's conduct was not in fact "seriously disruptive" and thus justified the suspension under the DOT's ADA. The FTA sent a letter to the complainant citing no ADA violation.

Access Board Faces Decision On Slope for New Bus Ramps

The Access Board is faced with making a decision on the slope of future bus ramps. The issue arose during the federal board's overhaul of guidelines for transit buses and vans. Although the board proposed reducing the maximum allowable slope for bus ramps from 1:4 to 1:6; there have been reports from the field of problems with certain ramp models already designed to the shallower specification. A built-in bend in the ramp may cause a wheelchair user to topple over backwards when climbing the top part of the ramp or to plunge down the ramp when exiting the bus. Lift-U stated that it believes that obstacles to bus accessibility will be overcome through innovation and they have a "dual mode" device that offers both a 1:8 maximum slope when deployed to a 6-inch curb and transforms to a 1:6 slope when deployed to the roadway. Ricon commented that it manufacturers a BR2C Series, Commercial Bi-Fold Ramp that does not compromise the level space available at the top of the ramp. The requirements for accessibility of transit vehicles are published in Part 38 of the DOT's ADA regulations. Revised guidelines will have the force of federal regulation once they have been adopted by the DOT as specifications. Access Board sources have said they are aiming for completion of the vehicle guidelines in 2013.