

## **Minutes of the REGULAR MEETING OF THE TAAC COMMITTEE**

Wednesday, December 5, 2018

**Committee Members Present:** Chair Patty Thorsen, Darrell Paulson, Kari Sheldon, John Clark, Heidi Myhre, Diane Graham-Raff, Margot Imdieke Cross, and Richard Rowan.

**Committee Members Absent:** None.

**Committee Members Excused:** Sam Jasmine, Christopher Bates, Ken Rodgers, Robert Platz and David Fenley.

**Council Staff Present:** Michael Joyce, Abel Mumbi, Richard White, Katie Roth, Andy Streasick, Rich Koop, Tracey Jackson, Clarissa Schleichert, David Russell and Alison Coleman.

**Public Present:** Michael Laidlaw from Quantum, Trotilsang Rowan and Claudia Fuglie.

### **CALL TO ORDER**

A quorum being present, Committee Chair Thorsen called the regular meeting of the Council's TAAC Committee to order at 12:35 p.m. on Wednesday, December 5, 2018.

### **APPROVAL OF AGENDA AND MINUTES**

It was moved by Graham-Raff, seconded by Rowan to approve the agenda. **Motion carried.**

It was moved by Rowan, seconded by Graham-Raff to approve the minutes of the November 7, 2018 regular meeting of the TAAC Committee. **Motion carried.**

### **BUSINESS & INFORMATION**

#### **1. C-Line Quantum Securement**

Mike Joyce, Assistant Director of Bus Maintenance, Technical Support, spoke to the TAAC committee. I am here today to present the Quantum wheelchair mobility device restraint. This is a product that we had previewed with the committee a couple of months ago. We do now have it installed in a bus. We have approximately 35 minutes to give a demonstration on the product.

Mike Laidlaw is here with me as the company representative. We can field the questions afterward. I will suggest that if anyone who wants to go out on the bus can stand in the seating area. Others can try out the devices two at a time. It should be able to handle both wheelchairs and scooters.

The TAAC committee members went outside to the bus and boarded the bus. The bus drove around a few blocks to let the TAAC members see how the devices work.

The committee members came back about an hour later.

Paulsen said he has seen this type of restraints in other buses across the country. It does work very well. I have assurance that you will do maintenance every three months. I am a little bit concerned by that because any bus that has the Quantum system will be looked at every three months. Can you assure me of that?

Mike Laidlaw from Quantum said I can't speak specifically because I am not an employee of Minnesota Metro Transit. But they do have pretty stringent policies and procedures and documentation on the maintenance of the buses. When considerations were being discussed about this system, that was discussed at length as to what it will require and what is needed.

I met with Lisa Lee, Director of Maintenance Training, yesterday. We are going to have a team come in to not only show them how to do periodic maintenance or preventative maintenance. We will also be teaching a handful of their people where these buses will be operating out of as to repair and in essence, dissect what is going on. Additionally, on a side note, we have supplied an additional unit for the warrantee department area of Metro Transit, so that in the event of the part of the negotiation of purchasing these. In the event of the situation where one became inoperable, they can swap it out. It is just a matter of a handful of bolts, and plug in to get that bus back into service.

We have had a pretty good success rate. We are testing internally. We are seeing, then again, the real environment as we spoke. When you start adding cold and heat, dust, sand and salt. There is no doubt that it takes a toll on equipment. We are making a recommendation that they have preventative oil changes, or a periodic scheduled four times a year. That the unit gets a relatively tidy re grease and inspection. Then it should be good for 10,000 cycles. This a significant amount of cycles if you look at that.

When we started as to dissecting what the goals should be the for the product. We actually communicated with the lift companies and the ramp companies to see what their cycle lives were. What they tested to and what their maintenance was. We don't want to build a product that was a white elephant. A product that our maintenance was accustomed to.

Everything is assembled by humans. Therefore, I will never tell you we will never have a problem. I will only tell you we will work hand in hand with Metro to repair the problem. I don't dictate the policy for Metro. I think it is a good question for Metro to talk about. I think it is always good for transit agencies to review emergency standards, operations, policies and procedures. No matter what the securement system is. Paratransit and big bus. I think the point is well taken in regards to that.

Often times we get very protective of knowledge because we don't want curious folks to see what will happen. Once we disengage the system manually, it will require a maintenance personnel to reengage it. Currently in the United States and Canada, to my knowledge, no one has made the operators aware of the manual release. They said that we are going to, in a disfunction, that is not an emergency, they have, not Metro, dispatched a qualified person. They have policies that when it is fire or water, that even if it were manual systems, the traditional system they are using now, traditionally we see that they get the person off and then we retrieve the mobility device. That has been a standard in the industry. This is the norm, no matter the device. It is a talking point.

Laidlaw said we have had some preliminary discussions about how we are going to mitigate problems with mechanical failure or emergency situations. Every bus will have a release tool in the driver's compartment. Every service truck will have a release tool. Mechanics will be trained on how to deactivate the system for emergency situations. That is where the agency is going in the bus maintenance perspective. There are situations where the driver is in control of the entire vehicle and safety of the passengers. They must have that control. We can come back with what the policies are beyond that at another time.

We will not have to hire new people. We have competent technicians and mechanics on staff. Mike has done a great job sharing with me the maintenance requirements and criteria necessary to keep this system in service for 12 plus years. It is a robust system. It is very simple. There is not a lot of wear and tear on the system.

The driver is not relinquished of any responsibility. We have just made the process a little bit easier for him. There is more integrity for you and hopefully providing a safer system overall. At the end of the day, he simply is in charge of that bus complete from start to finish. He has to do an oversight that he sees that you are competently secured. He has to confirm by hitting a button on the dash, that you are correctly confirmed. At any time, if it does not feel your mobility device, it will sound an alarm and the driver will be annoyed because it is not competently done. He will have to get it competently done or switch you to a forward position.

## **2. TAAC ByLaws**

This item was started but they ran out of time. This will be continued at the February 2019 meeting.

### **3. Metro Mobility Customer Conduct Policy Draft**

This item was not presented.

### **SUBCOMMITTEE REPORTS**

**1. Blue Line- Ken Rodgers**

This item was not presented.

**2. Green Line – Christopher Bates**

This item was not presented.

**3. Gold Line – Darrell Paulsen**

This item was not presented.

**4. Rush Line – Darrell Paulsen**

This item was not presented.

### **PUBLIC COMMENT**

None

### **MEMBER COMMENT**

None.

### **ADJOURNMENT**

Business completed, the meeting adjourned at 2:37 p.m.

Alison Coleman  
Recording Secretary