



Miami-Dade County  
**Commission on Disability Issues (CODI)**  
**Minutes**

*Stephen P. Clark Center (SPCC)*  
 111 N.W. 1<sup>st</sup> Street, Miami, Florida 33128  
 18<sup>th</sup> Floor, Conference Room 18-4

<b>Date:</b>	Wednesday, March 27, 2013
<b>Time:</b>	1:30– 4:00 p.m. est.
<b>Call to Order Time:</b>	1:32 p.m. est.
<b>Meeting Adjourned:</b>	p.m. est.

<b>i.</b>	<b>Opening and Attendance:</b> Attendance recorded. Call to Order. Copies of documents were distributed		
	District 1 <b>Commissioner Jordan</b>	<b>John Miller</b> 1 <sup>st</sup> Vice Chair	<b>Absent</b>
	District 2 <b>Commissioner Monestime</b>	<b>Jackson David</b> Access Committee Chair	<b>Present</b>
	District 3 <b>Commissioner Edmonson</b>	<b>Jose Granda</b>	<b>Present</b>
	District 4 <b>Commissioner Heyman</b>	<b>Earl Oaks</b> Employment Committee Chair	<b>Present</b>
	District 5 <b>Commissioner Barreiro</b>	<b>Jose (Ernie) Martinez</b> CODI Chairman	<b>Present</b>
	District 6 <b>Commissioner Sosa</b>	<b>Pedro Rodriguez</b> Housing Committee Co-Chair	<b>Excused Absence</b>
	District 7 <b>Commissioner Suarez</b>	<b>Harry Horgan</b> Outreach/Education Chair	<b>Present</b>
	District 8 <b>Commissioner Bell</b>	<b>Jesus Garcia</b> CODI Secretary and Transportation Committee Chair	<b>Present</b>
	District 9 <b>Commissioner Moss</b>	<b>Ronald Fulton</b> 2 <sup>nd</sup> Vice Chair	<b>Present</b>
	District 10 <b>Commissioner Souto</b>	<b>Dr. Sam Kohlenberg</b> Membership Committee Chair	<b>Absent</b>
	District 11 <b>Commissioner Zapata</b>	<b>Denise Valkema</b>	<b>Absent/present for a few minutes</b>
	District 12 <b>Commissioner Diaz</b>	<b>Marilyn Larrieu</b> Housing Committee Co-Chair	<b>Excused Absence</b>
	District 13 <b>Commission Bovo</b>	<b>Alan Rigerman</b>	<b>Absent</b>
	<b>Miami-Dade County Staff Present</b>	<b>Dianne Steinberg</b> ISD, Administrative & Business Services Division Recording Secretary  <b>Heidi Johnson-Wright</b> ISD, ADA Coordinator	Present    Present

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II.	<b>Approval of Agenda</b>	CODI Chairman Ernie Martinez made a motion to approve the 3/27/13 agenda. Motion to approve was made by <b>Jesus Garcia</b> and was seconded by <b>Earl Oaks</b> . Motion passed.
III.	<b>Approval of CODI Minutes</b>	Chairman Martinez made a motion to approve the minutes from the 2/27/13 CODI meeting. Motion to approve was made by <b>Jesus Garcia</b> and seconded by <b>Jackson David</b> . Motion passed.
IV.	<b>Opening Comments</b>	<p><b>Renewal of State of Florida Disabled Parking Placards</b></p> <p><b>Heidi-Johnson Wright, ISD, ADA Coordinator</b> said last year the ADA Office – with assistance from the County’s Intergovernmental staff -- led the effort to get a State of Florida bill passed that implements reforms to the Florida Placard Parking Program. It put an end to the provision that allowed placard holders to indefinitely and anonymously renew placards online, even without proof that the placard holder is still alive. The revisions to the law require placard holders to renew every four years by re-submitting medical certification. The purpose of the revisions is to eliminate family members renewing the placards of deceased relatives and to discourage individuals who truly do not need a placard from acquiring one. The revisions also allow not only police officers but also parking enforcement officers to confiscate invalid placards.</p> <p>Senate Bill No. 94 and House Bill No. 363 introduced this session would reverse the placard recertification requirement enacted last year. Lobbyists have advised that these bills are moving out of one committee and going forward. Ms. Johnson Wright encouraged CODI or anyone they know doing lobbying on behalf of people with disabilities who agrees with this position to voice opposition to these two bills.</p>
V.	<b>Old /New Business</b>	<i>3 minutes each speaker (Advance Notice Preferred)</i> <i>No public comments at this time</i>
VI.	<b>Information Items</b>	<p><b>STS: New Contract</b></p> <p>Russell Oxley extended an invitation from the Citizens’ Independent Transportation Trust (CITT) to CODI to have a discussion about the Board’s expectations of the Spencer Transportation System.</p> <p>Jorge Azor, Zuni Transportation Director, addressed CODI. He said he was the Vice Chairman for the Florida Commission of the Transportation Disadvantaged Board for the last 14 years and has been a Transportation Operator for 30 years. As someone who has done extensive advocacy and has been a transportation provider, he raised concerns regarding STS Contract Number 800. He stated that, in public transit, any type of change or service cut should never be done without significant vetting and discussion with the public. He believes that the contract has several inconsistencies.</p> <p>He believes that the STS Service Area has been changed. Currently STS services parts of Broward County and parts of Monroe County to Mile Marker 50. Contract</p>

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		<p>800 contains no mention of this service area. It only references a transfer point into Broward County and a transfer point into Monroe County.</p> <p>He said that this was changed without the CODI Board’s knowledge and has not been addressed at the STS Riders meeting. The new contract commences in three days and the Service Area is in doubt.</p> <p>The contract requires that 50 percent of the 180 vehicles be equipped with onboard equipment, AVL technology, RIFD cards for the riders tested and ready to go, before the contract start date. One month later, 75 percent of the vehicles must be equipped. One month later, 100 percent must be equipped. Assistant Transit Director Hugh Chen stated that 11 cars are equipped, to date.</p> <p>Chairman Martinez stated Mr. Azor’s experience is very valuable to CODI and invited him to assist the CODI Transportation Committee. Jesus Garcia, CODI Transportation Chair, stated that under no circumstances will he accept any change of service area that does not go before a public hearing. He said that Mr. Azor is one of the finest transportation directors to work in Miami.</p> <p>Damian Gregory said that the CODI Board serves at the discretion of the BCC. He inquired what CODI and the general public could do to make sure this “filtering” takes place. Mr. Azor suggested that if service starts to deteriorate and corners, STS clients should inform elected officials about it.</p>
		<p><b>MDT Para transit Update – Bill Velez, Miami-Dade Para Transit Chief</b></p> <p>Mr. Velez advised the Board that he had attended CODI Transportation and other meetings, at which he made clear that the RFP did not include changes to the STS service area. The service area language included in the current contract (but not included in the new contract) indicates that passengers would be required to transfer from points within Miami-Dade County to points outside the County. For example, an individual travelling to the Diplomat Mall would have to initially travel to the Aventura Mall and then transfer to the Broward County Transit STS. Also, there are individuals that reside within the Miami-Dade service area in Broward County that are entitled to door-to-door service.</p> <p>MDT Director Ysela Llort is aware of the service area issue and is not comfortable with the language in the new contract. Ms. Llort forwarded an email to the MDT Deputy Director advising that there would be no change in the service area. She was steadfast that she did not have the authority to change the service area without a robust public debate. This is the County currently position. The service will likely be debated prior to the signing of the Notice to Proceed by Director Llort.</p> <p>Mr. Velez said that some of the expectations of the contract, for various reasons, are not going to be met on the schedule as originally anticipated. The service provider will not have 50 percent of the vehicles ready with mobile data terminals or R.F.I.D. cards in place by the start date. The Notice to Proceed currently being issued will likely have some conditions concerning when these requirements will have to be met. MDT is focused on having enough vehicles and drivers to meet the daily demand. A component of the RFID program is in place now. Ron Fulton stated that English proficiency of drivers and vehicles making multiple stops are important</p>

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issues.

Mr. Velez advised that MDT will likely grant the service provider a grace period during the transition in order to correct problems, before assessing liquidated damages. Jesus Garcia acknowledged that transitioning a program of this size is no simple task. However, lately the philosophy is that liquidated damages are not punitive. Liquidated damages need to be assessed as they have not been assessed since November 2012. Mr. Velez explained that to assess liquid damages currently, MDT has to physically go through every paper manifest to identify a failure to comply with the contract or a failure to input time or mileage etc. It is very labor intensive work with a staff of only four. Currently they are working in week 30 of 2012 and have a thousand boxes of manifests to review. MDT completes between 5,000 and 6,000 trips a week. They anticipate that such assessments will be much easier with the installation of the new technology.

Jesus Garcia said he hopes the Mobile Data Terminals will finally display real data as the present data being receiving is not accurate. Currently, routing is terrible. At this point, some of these routes should be considered illegal. They violate the entire premise of the ADA. These routes keep individuals in vehicles much longer than should be allowed.

Mr. Velez stated he is aware they are experiencing capacity constraints and is examining reports to identify denied trips. He has brought it to the attention of the service provider as this does violate the ADA. He added that MDT normally mirrors the time someone has been in the vehicle based on the information provided by the provider. MDT inputs that information into the Transit Trip Program to compare if it would take the individual longer than by bus. The hope is that the new technology will be able to give more accurate information.

Jesus Garcia said historically it was the accepted norm that someone could be in the vehicle an hour. However for example: If an individual is in the vehicle an hour and 45 minutes and files a complaint, MDT now checks Google Transit. It says the trip should take longer as Google gives an updated travel time and take into account time of wait for transfers. People have been told and accepted until recently and also is included in contracts, that for every 12 miles a person should expect to be the vehicle for one hour. He acknowledged that the transition at the service provider's new Call Center has gone very well.

Jesus Garcia spoke regarding the long standing and unacceptable safety risk of wheelchairs positioned sideways in vehicles. Mr. Velez said that the issue may be the companion or ambulatory passenger using the jump seat. He explained the position of MDT stems from the fact that these individuals can ride sideways on a public bus, as they are not utilizing a wheelchair. Jesus Garcia stated that this is not comparable due to many factors, one of which is that the weight of a public bus. Additionally, the seats in the van fold up and down eventually becoming unstable and it becomes difficult to become anchored on the seat, especially for medically fragile individuals.

Chairman Martinez requested that Jesus Garcia prepare at the next Transportation Committee a position for CODI to present to the BCC the following issues: The new contract transition plan, English proficiency, capacity constraint issues, and wheelchair vehicles and side positioning. He requested a copy of the transcript

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		<p>which is in excess of 400 pages in accessible format from MDT. Mr. Velez confirmed.</p> <p>Jesus Garcia made a motion stating that the Chairman of CODI and the Chairman of CODI Transportation Committee to schedule five minutes at the next Transportation Committee Meeting of the BCC. The motion was seconded by Harry Horgan. Motion passed unanimously.</p>
		<p><b>Clearance for Bus Service on ROW (Right of Way) – Javier Salmon, Project Manager, American Reinvestment and Recovery at Bus Shelter and Mr. Gustavo Ekin, Architect - Contractor</b></p> <p>Javier Salmon addressed CODI regarding the bus shelter proposed to be located at NE 15<sup>th</sup> St. and NE 18<sup>th</sup> Ave. Mr. Salmon explained that the proposed shelter site is situated on a 6 foot wide sidewalk that was an existing bus stop, did not have a bus shelter and was not ADA accessible. Improvements were designed by MDT to construct a new bus shelter at this location. The columns supporting the shelter will block the 6 foot wide sidewalk. The shelter is about 14 feet long. The path of travel in front is limited to 32 inches in front of the columns.</p> <p>The ADA requires a 36 inch path of travel. The proposed design takes into account the ADA exception to the clear zone width: reduced width to 32 inches provided the reduction is not greater than two feet and does not repeat itself in less than four feet.</p> <p>Mr. Ekin acknowledged that PWWM interpreted the exception should not apply to bus shelters – a single structure and not two separate obstructions. A copy of the shelter design was handed out to members of the Board.</p> <p><b>Julio Martinez, PWWM/Public Works ADA Coordinator.</b></p> <p>PWWM investigated and recommended the bus shelter be placed further back from the street. The exception should not apply to shelters alongside roads. The shelter is located in UMSA, not the City of Homestead. The contactor took the design to the City of Homestead, which approved it.</p> <p>Mr. Garcia said that CODI needs to review this with people who utilize wheelchairs. Mr. Rigerman was concerned about people who use scooters. Mr. David said that when someone is in a wheelchair, a full 36 inch wide path of travel is needed to prevent manual chair users from falling off the curb into the street. Mr. Horgan said it was a bad design.</p>
		<p><b>Housing – Jackson David</b></p> <p>Mr. David reported on the 4/11/13 Access Committee Meeting. Accessible units of public housing should be given to disabled clients only, not clients without disabilities.</p> <p>PHCD explained that when someone is called to be given an accessible unit, they are required to sign a form stating they must give up the apartment if a disabled client needs it. The Committee is also working on the Clearing House for people</p>

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		<p>that need accessible housing.</p> <p>Ms. Johnson-Wright asked about housing clearinghouse tracking units of private accessible housing. Mr. David agreed the clearinghouse should track these as well.</p>
	<b>Adjournment</b>	<p>Meeting ended 3:53 pm Next meeting: 4/27/13</p>