

NYSDOT UPDATES

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Topics


- **OOS Rates/Violation Trends**
- **COVID-19 Installations**
- **“A” Defects**
- **Early Warning Letters**
- **Electric Buses**
- **Manpower Issues**
- **DOT Software**
- **Expired Vehicles**
- **Miscellaneous**



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OOS Rates/Violation Trends

- OOS Rates – School Vehicles VS Others
 - SFY 21-22 – 3.5% VS 3.6%
 - SFY 20-21 – 3.0% VS 3.2%
 - SFY 19-20 – 4.0% VS 4.6%
- SFY 21-22 we have seen OOS rates bump back up. We attribute to more vehicles in service after limited use during Covid.





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OOS Rates/Violation Trends

Violation Trends for last 3 Fiscal Years (School)

Statewide

- “A” – Exhaust Leaks
- “B” – Padding and Seat Cushions
- “C” – Exterior Panel Corrosion




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OOS Rates/Violation Trends

Violation Trends for last 3 Fiscal Years (School)

Downstate

- “A” – Engine not in proper condition
- “B” – Padding and Seat Cushions
- “C” – Exterior Panel Corrosion



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OOS Rates/Violation Trends

Violation Trends for last 3 Fiscal Years (School)

Capitol Region

- “A” – Exhaust Leaks
- “B” – Padding and Seat Cushions
- “C” – Stepwell Light Inoperable




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OOS Rates/Violation Trends

Violation Trends for last 3 Fiscal Years (School)

Syracuse Area

- “A” – Emergency/Parking Brake
- “B” – Cleanliness (Unsanitary Conditions)
- “C” – Exterior Panel Corrosion




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OOS Rates/Violation Trends

Violation Trends for last 3 Fiscal Years (School)

Buffalo Area

- “A” – Other A Defects
- “B” – Exhaust Hangers Broken/Damaged
- “C” – Stepwell Light Inoperable



OOS Rates/Violation Trends

Violation Trends for last 3 Fiscal Years (School)

Southern Tier

- “A” – Exhaust Leaks
- “B” – Cleanliness (Unsanitary Condition)
- “C” – Exterior Panel Corrosion

COVID-19 Installations

- Installations may remain for the foreseeable future
- Virus remains highly transmissible
- Allowance of reasonable time frame for removal
- Prohibition on Air Ionization/UV Lighting devices in school buses per SED guidelines

“A” Defects

- “A” defects have been divided into two categories
 - Highway Prohibited (HP)
 - Non-Highway Prohibited
- Critical safety components will remain Highway Prohibited
- MC300 displays defects in an easy-to-read format which clearly denotes between HP and Non-HP

“A” Defects

- Non-HP defects will be allowed to operate for purposes of repair for 15 days
- HP defects require repair at scene or tow to repair facility with no operations allowed

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Early Warning Letters

- Letters went out last week for any carrier who is currently trending towards a high OOS rate at the halfway point of the SFY
- Opportunity to get your maintenance in order
- Contact your SMVI for questions or concerns



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Electric Buses

- NYSDOT repealed its electric vehicle regulations in 2018
- Existing Regulations dated back to 1999
- NYSDOT currently following federal standards



Electric Buses

- NYSDOT has had EV buses in service for a couple of years
- Some currently operate in NYC under a Type A pilot program



An MTA electric bus.
Photo: Dave Colon

Electric Buses

Inspection Procedures

- Minor changes
- Fluid leaks
- Orange cables
- “High Voltage” labels
- Body/Chassis is the same

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Electric Buses

Safety Protocols

- Garage staff must follow manufacturers protocols
- Training for garage staff differs from awareness training received by NYSDOT staff

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Electric Buses

- NYSDOT inspectors currently undergoing awareness training as it becomes available through EV distributors
- Future expectations are difficult to determine due to a lack of information

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Manpower Issues

- Manpower issues are still a major concern for NYSDOT
- We continue to lose inspectors through retirement and other means
- Continually recruiting new inspectors
- We are still meeting our responsibility



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DOT Software Modernization

- New Busnet system deployed in November 2019. Replaced 30-year-old antiquated system. Web based software – customized fleet management system.
- New Carcert system deployed January 2022 Replaced 30-year-old DOS based system. Web based software
 - Ability to do business with NYSDOT electronically.
 - Online applications for authority

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Expired vehicles

- DOT no longer allows expired vehicles to remain in-service
- If a vehicle expires, we POS that vehicle
- TOS and Non-Presents no longer permitted. Vehicles are either in-service or POS
- Proper scheduling of inspections are more important than ever



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Miscellaneous

- Wig Wags
- OGS Contract
- Brake Meters



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QUESTIONS?



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