



Southern California
Regional Transit
Training Consortium
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DOCKET

09-ALT-1

DATE MAY 13 2010

RECD. MAY 14 2010

May 13, 2010

California Energy Commission
Dockets Office, MS-4
Re: Docket No. 09-ALT-1
1516 Ninth Street
Sacramento CA 95814-5512

Subject: Advisory Committee Meeting Docket No. 09-ALT-1; 2010 – 2011
Investment Plan

Dear California Energy Commission Advisory Committee Members:

The Southern California Regional Transit Training Consortium (SCR TTC) respectfully requests your reconsideration for continued funding within the 'Workforce Development' portion of your 2010-2011 Investment Plan. The following outlines the reasons for and validation of our request.

The SCR TTC is a coalition of over 27 transit operators, community colleges and other educational institutions in Southern California, joined together to provide a training resource network comprised of public and private organizations focused on the development and delivery of transit specific training to the industry's workforce to ensure it is proficient in the standards, practices, and procedures for incumbent and new workers.

The organization's goals have included the development a new "**Learning Model**" that increases the professional and technical competency of the Southern California public transit workforce. It assures that this new learning model includes the elements of Intelligent Transportation Systems and new Emerging Technologies facing the existing workforce in everyday maintenance practices that keeps our nations public transportation systems operating efficiently and safely. The SCR TTC's goals not only benefit current employees, but also serve to meet the transit workforce development needs throughout the region as well.

The SCR TTC transit members are the only region in the county required to comply with the South Coast Air Quality's (AQMD) air quality mandates. In order to comply with these air quality mandates, the SCR TTC transit members are the first in the entire country to take delivery on the newest generation of transit buses with propulsion systems that range from gasoline electric-hybrids, plug-in electrics, compressed natural gas, liquid natural gas, propane, hydrogen fuel cell, hydrogen in an internal combustion engine (HICE), and plug-in electric hybrid hydrogen. These transit buses all have intricate electrical, hydraulic and pneumatic systems and highly sophisticated components which are interfaced with Programmable Logic Controllers (PLC) systems, with some buses having two completely different PLC systems.

Many of the SCR TTC transit member's technical training consisted of peer-to-peer and/or on-the-job training and vendor training that came with new bus purchases. This type of training was minimally successful. As computerized technologies advanced and became the norm, technicians needed new skill sets and new ways of diagnosing and repairing buses. It's almost as though a new occupation was created; today's transit bus technician needs to be computer savvy and somewhat of a transit technical engineer.



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With few resources to generate an adequately trained labor supply, the SCR TTC community college members have provided the necessary coursework and training capacity to educate students and prepare them for highly paid jobs in the growing transit industry.

To date, the SCR TTC has delivered nearly 20,000 hours of training to over 1,500 Southern California transit technicians.

This SCR TTC Learning Model has provided a number of training solutions for the SCR TTC public transit members by:

1. Developing standards for transit vehicle repairs
2. Improving the quality of training for the entire workforce
3. Reducing the duplication of training
4. Improving efficiency and effectiveness of training
5. Optimizing the educational resource
6. Funding resources and better use of taxpayer's dollars
7. Training needs assessments and analysis
8. Inventory of available resources and courses
9. State of the art training
10. Building training capacity for public transit

To address the growing changes of technology, today's transit technician must have ongoing training. It must be structured to meet the differing levels of technician knowledge. The trainer must be an expert in the subject matter and must be an expert educator. The training must also be readily available for all technicians and be component specific. When technicians do not have the skill levels to match work given to them, work may be performed in an unsafe manner, may not be completed in a time efficient way, provide skill gaps resulting in various levels of incompetency and potentially increasing failure rates that lead to ineffective and insufficient services to the public.

Investing in transit specific technician training is essential to the overall mission of providing clean, safe and reliable service to the Southern California community.

As the Energy Commission prepares to adopt its 2010-2011 Investment Plan, the SCR TTC requests the Advisory Committee's reconsideration of workforce development for transit training in Southern California as a funding priority.

This program funding will clearly complement public transit investments, inclusive of the private industry technology deployment. **The critical component of transit training transcends and yet is in alignment with the type of projects the Energy Commission supports:**

- Develop and improve alternative and renewable low-carbon fuels;
- Optimize alternative and renewable fuels for existing and developing engine technologies;
- Produce alternative and renewable low-carbon fuels in California;
- Decrease, on a full fuel cycle basis, the overall impact and carbon footprint of alternative and renewable fuels increasing sustainability;
- Expand fuel infrastructure, fueling stations, and equipment;
- Improve light, medium, and heavy-duty vehicle technologies;
- Retrofit medium and heavy-duty on-road vehicle fleets;



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- Expand infrastructure connected with existing fleets, public transit, and transportation corridors; and
- Establish workforce training programs, conduct public education and promotion, and create technology centers.

We are confident that with continued training, development and delivery through the SCR TTC training model we will be able to meet the advanced technologies of today and of tomorrow. We cannot turn back the tide of transit technology training; we cannot go back to the inefficient methods used before. It would be negligent for the industry to turn away from the SCR TTC training

Respectfully,

A handwritten signature in black ink that reads "David M. Stumpo".

David M. Stumpo
Program Manager
(360)945-2150

cc: Board of Directors
Nina Babiarz, SCR TTC