

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
3	09/26/11	Open	Action	09/01/11

Subject: Approving the Sub Agreement (Training Providers) Alternative and Renewable Fuel and Vehicle Technology Program

ISSUE

Whether or not to approve the Sub Agreement (Training Providers) between the California Labor Federation and Sacramento Regional Transit District to Participate in the Alternative and Renewable Fuel and Vehicle Technology Program.

RECOMMENDED ACTION

Adopt Resolution No. 11-09-_____, Approving the Sub Agreement (Training Providers) Alternative and Renewable Fuel and Vehicle Technology Program Between The California Labor Federation and Sacramento Regional Transit District.

FISCAL IMPACT

All training costs associated with this Sub Agreement will be reimbursed by the State Employment Training Panel through the California Labor Federation.

DISCUSSION

During Spring 2010, the California Labor Federation (CLF) approached various California transit agencies regarding a green energy training grant opportunity. Assembly Bill 118 (2007) created the Alternative and Renewable Fuel and Vehicle Technology Program. This program makes funds available, through the State Employment Training Panel (ETP), for training related to Alternative and Renewable Fuel and Vehicle Technology. RT staff reviewed the requirements and determined that much of its vehicle maintenance training (Rail and Bus) fit within the ETP requirements.

In February 2011, the California Labor Federation (CLF) entered into an agreement with the ETP to provide for reimbursement of training costs incurred by the CLF or its subcontractors/transit agencies. Transit agencies included in the agreement are: LA Metro, VTA and RT. The total grant is \$999,460; RT's available funding is approximately \$100,000. Because the grant was submitted on behalf of RT, a subcontractor trainer relationship must be established between RT and CLF. As a part of this subcontractor relationship, RT will provide (or contract to an outside vendor) all training listed in the application and will receive reimbursement from the ETP (through the CLF) under the Sub Agreement.

There are a variety of contractual requirements and performance obligations under the Sub Agreement, all of which RT is prepared to meet, including:

- Hours of Training: Each trainee must attend training for a minimum of 24 hours for RT to be eligible for reimbursement for that trainee.

Approved:

Presented:

Final 9/14/11

General Manager/CEO

Director, Human Resources

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- **Retention:** All trainees must be employed by RT on a full-time basis, with wages reported in California, for the applicable hours and retention period of 90 consecutive full-time days post training.
- **Post-Retention Minimum Wage:** All trainees must earn the minimum wage identified for the county or region in which trainees are employed, on the first day of the 90-day retention period.
- **Enrollment:** RT must establish trainee eligibility before training and retention hours can be entered into the ETP System, in the form and manner prescribed by ETP. To establish eligibility, RT must provide the CLF with each trainee's social security number, birth date, hire date, hourly wage and RT's Agency state tax number (the CEAN number). CLF will use the social security number and the CEAN number supplied by RT only for the purpose of enrolling trainees in the ETP program.
- **Attendance:** RT must cooperate with the CLF to ensure that attendance at each training session is documented in the form and manner required by ETP.
- **Production During Training:** Payment cannot be earned under the ETP Funding Agreement for any hours of training during which goods were directly produced, goods or services directly provided. However, trainees may observe and comment on the useable work product or "productive training" for up to 10% of the overall hours of training conducted in a classroom or laboratory setting.

RT staff will begin training as soon as the Sub Agreement is signed. A list of the training courses is offered as Attachment A.

RT staff recommends that the Board approve the Sub Agreement.

Attachment A

Course name or training topic Also – Provide brief description of any technological aspects of training.	Number training hours	Number of trainees	Clean vehicle training Y/N?	Type of training*	Other info (example: certificate?)
CNG After treatment System Instruction on 3-way catalyst electronic after treatment temperature sensors	4	24	Y	Classroom and Lab	3- Way catalyst after treatment temperature sensors
CNG EGR System Advanced emissions control instruction including training on electronic engine control computers for Exhaust Gas Recirculation (EGR) technology for emissions reduction.	4	24	Y	Classroom and Lab	The EGR Valve opens to allow cooled exhaust gas to enter the mixer. This mixture contains fewer oxygen molecules per volume of charge, which reduces the flame temperature during combustion, thus reducing emissions.
CNG Exhaust System Torques; sealing; insulation and back pressure sensor	4	24	Y	Classroom and Lab	Torques, sealing and insulation
CNG Electronic Control System Electronics training on closed loop control system.	24	24	Y	Classroom and Lab	The control system for this engine is a closed loop control system. The CM2180A ECM determines the fuel control valve position and the throttle plate actuator position required to provide the correct air/fuel ratio.
CNG Intake System Methods used to reduce cylinder temperatures. Intake Air After cooling Charge Air Cooling. Retarding Timing. Lean Burn Technology	4	24	Y	Classroom and Lab	Methods used to reduce cylinder temperatures. Intake Air After cooling Charge Air Cooling. Retarding Timing. Lean Burn Technology
Spark-Ignited Alternative Fuel Only Electrical/electronics training on ignition control module, which sends firing signals to the individual coils.	24	24	Y	Classroom and Lab	The ignition control module sends firing signals to the individual coils. These firing signals are approximately 300 volts, needed to burn the fuel.

Course name or training topic Also – Provide brief description of any technological aspects of training.	Number training hours	Number of trainees	Clean vehicle training Y/N?	Type of training*			Other info (example: certificate?)
Roof Mounted CNG Tank Inspection Fall Protection This course certify employee in the area of CNG tank inspection. Also, concepts associated with the procedures and protective equipment necessary to do the job.	2	24	Y	Classroom and Lab			Safety issue; safety training
High Pressure Fuel Lines and Fittings Covers high pressure fuel circuits and components operation. Training on the safety procedures for handling CNG fuel	4	24	Y	Classroom and Lab			Safety issue; safety training
Tires Impact On Fuel Mileage Instruction on ways to increase gas mileage by ensuring use of fuel efficient tires with better rolling resistance, and keeping tires properly balanced and inflated.	4	24	Y	Classroom and Lab			
Lean Burn Theory For CNG Instruction on lean burn combustion CNG engine. Natural gas engine ignition is achieved via a spark plug; the configuration of lean combustion CNG engines differs from that of a diesel engine.	8	24	Y	Classroom and Lab			
<p>Pneumatic System Training</p> <p>This training will allow RT to maintain the newest addition its LRV fleet. The new vehicles use pneumatic circuits in the operation of the door systems, suspension, coupling, pantograph operation, and friction breaking that differs from the existing fleet of LRVs. Training will be completed in a lab environment, with students learning by plumbing actual pneumatic circuits, operating these circuits and troubleshooting problems.</p> <p>Concepts taught during the training are:</p> <ul style="list-style-type: none"> • Compressed air, including pressure, flow and vacuum. • Air preparation: • Filtration • Pressure regulation • Lubrication <p>Additional training includes:</p> <ul style="list-style-type: none"> • Understanding and using pneumatic symbols • Selecting and sizing work devices (cylinders) • Fluid connector basics including: • Hose, tubing, and fittings • Selecting and sizing directional control valves • Designing, drawing, plumbing, and trouble shooting pneumatic circuits 				16	40	Y	Classroom and Lab

<p>Vapor Door System Training</p> <p>Class covers failure analysis, problem diagnosis, service and adjustment procedures including door engines, alignment, magnetic solenoid valves, relays, electrical circuitry and pneumatic operations.</p> <p>The proper adjustment of doors as well as the operation of related systems will be explained and demonstrated.</p> <p>Lab work consists of the adjustment of doors, trouble shooting and diagnosis of electrical and pneumatic system problems.</p> <p>Additionally, safety and shop procedures are an important part of this class which, is intended for experienced mechanics as well as those new to the trade or not familiar with the various door and control systems.</p>	8	40	Y	Classroom and Lab
<p>Knorr Friction Brake System</p> <p>This training course is intended to provide the students with an understanding of the friction brake and suspension system's functional operation and on-going maintenance.</p> <p>The subsystem training will include:</p> <ul style="list-style-type: none"> • air supply system • brake control system • disc brakes • air suspension • track brakes and • Electronic control system. <p>Upon completion of this training technicians will be able to:</p> <ul style="list-style-type: none"> • Describe the purpose of the friction brake equipment and how it interfaces with LRV other systems • Describe the functional, operation and technical characteristics of the friction brake equipment. • Identify the function and location of subsystems, assemblies, subassemblies, and their components. • Describe and locate selected running maintenance procedures. • Identify system specific hazards, precautions, and preventive maintenance equipment necessary to avoid injury and/or damage to equipment. 	8	40	Y	Classroom and Lab

* **Types of training: Classroom training; Lab training; On-the-job-training (OJT)**

RESOLUTION NO. 11-09-_____

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

September 26, 2011

APPROVING THE SUB AGREEMENT (TRAINING PROVIDERS) ALTERNATIVE AND RENEWABLE FUEL AND VEHICLE TECHNOLOGY PROGRAM BETWEEN THE CALIFORNIA LABOR FEDERATION AND SACRAMENTO REGIONAL TRANSIT DISTRICT

BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the Sub Agreement (Training Providers) Alternative and Renewable Fuel and Vehicle Technology Program by and between the Sacramento Regional Transit District, (therein "Transit Agency") and the California Labor Foundation (therein "Contractor"), whereby Transit Agency agrees to provide Alternative and Renewable Fuel and Vehicle Technology training, subject to reimbursement by Contractor, as further set forth therein, is hereby approved

THAT, the Board Chair and General Manager/CEO are hereby authorized and directed to execute said Sub Agreement.

DON NOTTOLI, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: _____
Cindy Brooks, Assistant Secretary