

**Florida Transit Maintenance Consortium Meeting
FPTA Conference
October 22, 2007**

Call to order: The regular meeting of the Florida Transit Maintenance Consortium (FTMC) was called to order at 10:30 AM, Monday, October 22, 2007, at the Florida Public Transportation Association's annual conference. The presiding officer was Joe Cheney. A quorum was present, including the following:

PRESENT:

Scott Gerke, PSTA	Gregory Brackin, HART
Jeff Easterling, PSTA	Cathy Zickefoose, HART
Hank Cusack, CUTR	Kent Stover, Votran
Chad Engle, SCAT	Desiree Painter, Baker County
Larry Ralston LeeTran	Norman Whitaker, LAMTD
Ron Albright, PSTA	Dan Kemper, New Flyer
Eduardo Herrera, Key West	Lional Young Q'Straint
Ralph Wilder, StarMetro	Patrick Girardin, Q'Straint
Gregory Gerald, StarMetro	Lee Houston, JKA Company
Glen Goddard, LKMTD	Joe Policarpio, Gillig
Bob Andis, HART	Wayne Wolf, Coach Crafters, Inc.
Scott Nelson, Space Coast	Butch Sibley, Gillig
Rick Kazawitch, Votran	Tom Furmaniak, LTK Engineering.Services
Paul Starling RTS	Doug Studer, Altro Transflor
Jon Kavaliunas, PalmTran	Richard Dryer, Tindale-Oliver & Assoc
Robert Westbrook, FDOT	Joe Lunny, MCI Motor Coach Ind.
Joe Cheney, LYNX	Ed Bart, CUTR
	Vicki Zambito, CUTR

Welcome & Introductions:

The meeting was called to order by Joe Cheney, Lynx

Approval of Minutes/Aug 7, 2007:

Paul Starling moved and Bob Andis seconded to approve the minutes as written from the August 23, 2007 meeting. There was no further discussion. The motion carried unanimously.

Cummins Engine Update:

Cummins was not represented at the meeting.

Lynx will be running a training seminar for their technicians and supervisors with assistance from Cummins. It will be an intensive four hour session covering in-site,

2007 engine and on-line information. The sessions will be open to the program once the dates are set.

Apprenticeship Program Update:

Ed Bart and Bob Westbrook met with the Warren George, President of the ATU in Tampa, and John Remark with Union Development Transportation Center. The program they are involved with is a career ladder partnership program. The meeting went well. They indicated that they don't want to step on anything we are doing in Florida.

The issue pending currently is the need for a wage scale. The program can't be registered without it.

Since this is a four year program does that mean that the apprentice is a master technician at the end of the program? As it reads now, the apprentice would come out as a journeyman. Would the two year add-on program (AAS degree) equal a master? Based on the individual collective bargaining agreements at your properties, the definition of a master isn't the same throughout the state. Perhaps a program that would include ASE testing would qualify him as a master.

Discussion: The maintenance standards committee from APTA who is connected with the TCRP group is working on the ASE testing. They have five transit specific tests complete and three more to come in spring of 08'.

Most agencies have their own definition of a "master" technician. The concern is whether that person maintains that level through training and testing. Do they achieve the master level and do nothing to stay up with changes?

One of the programs in our state that is funded by legislature is the apprenticeship program through the Department of Education. The other piece is through the community colleges on the AAS and AS degrees. There is money out there that will help apprenticeship programs. The main goal is to do the four year apprenticeship program and articulate it to a two year degree program for those going into the management side. The articulation agreement will when someone completes four years they articulate those 27 credit hours so that you don't need 60 to get the AAS degree, only 33 are required. Those classes will be taken at a community college or on-line on subjects such as math, basic supervisory skills, and basic classes at the community college level. When they are done they have an AAS degree. By statute, it doesn't cost the person anything to do this.

You will be paying the person a wage scale to work at your transit property. This formalizes training from year one to four with specific previously agreed upon tasks in the program language. When he completes four years he would get an agreed upon wage which has to be 75% of what your current journeyman wage. The virtual cost to the agency is nothing with the exception of supervisor time, and whatever agreement you have possibly with union membership and training. Additionally when he goes

into, if he chooses, and the articulation agreement is articulated to the community college, that is also no cost for him.

The money involved is when the community college gets a payment out of the pot of money for each technician that goes through the program. The money would come back into our program at some point because we are the ones providing the instruction. It will require effort on the properties and not much money spent.

Question: Do you want to just train people with modules and use your own wage scale and progress people and give them a classification, or do you want to go the apprenticeship route and have some other avenues open up and try to levy some of these funds?

You don't have to put everyone into the program. You could agree to a wage scale and never bring anyone in, or just one person. You also have the ability to remove someone from the program if you feel they aren't being successful.

The wage scale is just that, a scale. You meet parameters within that scale. Paul Starling will contact Joe Cheney about the wage scale. Joe Cheney has asked all non-union agencies to forward their current scales to Vicki Zambito.

The program will be marketed to both civilian and military by way of a video. The video will also be on the O-net website. It will also be shown to other career workforce investment groups. The pre-apprenticeship program can be marketed to those still in high school that may not want to go to college.

Training Schedule:

A new training schedule will be sent out via e-mail. This schedule goes through the end of December.

There was a discussion about training at a previous meeting. Some of the training being provided by vendors was generic. Many organizations are struggling because they can't send anyone to training because of the shortage of help. Lynx was sending people anyway because generic training does have value. This needs to be thrown into the apprenticeship program.

Newsletter:

Please forward newsletter articles/ideas to Vicki Zambito. Has your technician invented a new tool? Better ways of resolving maintenance issues? Any information that can be shared with the State would be beneficial.

Old Business/New Business:

The air conditioning module was sent out for review and comments were to be forwarded to Vicki or Ed. Please get those in ASAP.

The SME meeting for the air brakes module development is scheduled for mid November.

Joe Cheney received a call from Halsey King about the seminars he sponsors. He is interested in running a seminar in Orlando with Lynx being the host. Halsey will coordinate the vendors, presenters, etc. This will be to inform everyone about new products that are being developed. The seminar can be made into anything we need.

Vicki will send an e-mail survey to the FTMC for possible topics of discussion.

Bob Westbrook urged everyone to give the apprenticeship program strong consideration before the next meeting. Ed Bart will be available to do a presentation at your agency if needed. The direction of this program will be decided at the next meeting.

Bob Andis and Cathy Zickefoose, HART, discussed the pool procurement plan. **Disks were distributed for review with input due back by Jan. 21. Volunteers for the review committee are; Joe Cheney, Lynx, Jon Kavaliunas, PalmTran, and Chad Engle, SCAT.**

Next Meeting:

January 22, 2008

CUTR

9:00AM

Adjournment:

11:30 AM

Recording Secretary

Program Manager