As I was contemplating this talk I looked out the window of this hotel and saw the airplanes landing, the trolleys shuttling people around downtown, the boats in the harbor, the bike lanes on the street, and then I wandered to Demens point just a block away and the historical sign noted that it was the location of the first railroad pier in St. Petersburg, fitting on the same day President Obama travelled to Tampa to announce $1.25 billion for High speed rail in this area.

Our Transportation system is a highly complex network, one we all rely on daily and yet the workers that plan, design, operate and maintain this system are often invisible.

Almost 20 million U.S. workers held transportation-related jobs in 2002, accounting for 16% of total occupational employment. In fact, approximately 1 in 7 jobs in the U.S. workforce is in some way connected to transportation.

So what is the transportation industry ....
• 8,420,589 lane miles
• 46,630 miles of interstate
• 3,014,116 million vehicle miles traveled (VMT)
• 599 million train miles traveled
• 599,766 road bridges
• 5,202 public use airports
• 360 commercial sea and river ports
• 7,700 public transit agencies
• 53,353 million passenger miles on public transit
• 29,627 miles of inland waterways

It’s big,
It’s vast,
It’s complex
In 2006, federal, state and local expenditures on transportation totaled $199.4 billion, including:

- $99.8 billion Highway
- $44.1 billion Transit
- $1.5 billion Rail
- $41.2 billion Air
- $10.9 billion Water
- $91 million Pipeline

ARRA added an additional $48 billion in transportation spending.

It’s a whole lot of money
It plays a major role in our economy
And the investment in our complex, interconnected network promises to keep growing.
It’s a whole lot of Jobs
Jobs in the 1,000’s.

The skill set needed to successfully deliver and manage transportation systems and services is evolving, shifting greater importance to areas such as financing, project management, communications and public engagement.

And to new technologies that will lead to green jobs, less greenhouse gas emissions from transportation and less fossil fuel use in transportation – we need to green transportation.
• Transportation is the fastest growing source of greenhouse gases in the United States, accounting for 29% of total greenhouse gas emissions in 2006.

• Transportation is also the largest end-use source of carbon dioxide (CO2)—the most prevalent greenhouse gas.

• 28% of the energy we use in the US goes to transporting people and goods from one place to another.

We need to green transportation. And we need your help.
Some of these new jobs will be in a greener, more efficient and safer transportation systems. Just yesterday we saw President Obama across the bay in Tampa announcing $1.25 billion for HSR. In total $8 billion in rail projects will be awarded to states, Obama has pledged an additional $5 billion through the annual budget process. That’s a whole lot of money and a whole lot of jobs and here’s the opportunity:

There are presently no colleges or universities that provide the training or teach the skills necessary to build, manage and operate a HSR system – because, there had never been a demand for it previously. Is your community college located on a designated HSR corridor?

The same can be said for other new transportation technologies needing skilled workers such as.
Intelligent Transportation Systems (ITS)
Next Gen air traffic control
Post-Panamax cargo ships

And these new skills need to be taught and undertaken with a work force as diverse as our nation. And they will do so with a major focus on livability, energy use and adaptations for climate change.

1 in 7 jobs in the U.S. workforce is in some way connected to transportation. Both the private and public sectors face a growing challenge in finding workers with the specialized skills needed to fill these jobs.
This situation is expected to worsen as the baby boom generation retires, creating an exodus of experienced employees: up to 50% of the current transportation workforce could leave over the next 10 years. Replacing those workers will be challenging – fewer workers are entering transportation-related fields and there is greater competition across industries for the most qualified candidates.
This is not new to this group.

40-50% or the transportation workforce will retire in the next 10 years
Fewer people are going into the key transportation fields
Competition for workers from other industries
Challenge of reaching women and minorities and creating a workforce that represents our nation’s diversity.

Why are we here? To paraphrase Willie Sutton – this is where the potential labor pool exists.

US DOT and it’s 6 modal administrations lead by the Research Innovation and Technology Administration (RITA) and the Council of University Transportation Centers (CUTC) are reaching out to industry, public and private sector stakeholders and to community colleges through AACC. We need partnerships.
We need partnerships between K-12 educators and Community Colleges and Universities and with the transportation industry both public and private sector.

Here’s what we know about community colleges involvement in transportation workforce development based on the AACC survey conducted this past fall.

The majority of schools responding reported having programs that develop skills relevant to the transportation sector, especially general skills (finance, technologies, operations and maintenance) that are transferrable with non-transportation industries.

Where schools are planning to expand or initiate transportation curricula, it is primarily in technical areas, such as engineering, where the skills may be used in sectors beyond the transportation sector.

Similarly, where schools indicated having specialized equipment, most of the investment was for tools that could be leveraged beyond transportation studies – few schools reported owning or having access to transportation-specific equipment (i.e., training ships, rail cars, or airplane fuselages).

The majority of schools reported having strategic partnerships – with other schools; federal, state, and municipal government entities; and private companies – supporting their transportation-related efforts.

The report identified 6 best practices and 7 recommendations – these will be the subject of the forum immediately following this in the Harbor View room.

Collectively, this data suggests that there is a solid foundation within community colleges and universities.
Upcoming Regional Transportation Workforce Summits

• California (North & South) – Feb 1-2, 2010
San Jose State University, University of Southern California
• University of Denver – April 14 and 15, 2010
• Pennsylvania State University – April 21-22, 2010 (in cooperation with University of Maryland, University of Virginia, Morgan State University, and Virginia Tech)
• Iowa State University – April 27-28, 2010
• University of Tennessee – May 11, 2010
• University of Montana – No date set

We haven’t just been doing studies, we’ve held a series of regional transportation workforce summits have already been held and more are scheduled. We want community colleges to be active partners with us in this effort.
Expected Outcomes of Next Summits

- **Skill Sets:** Identification of what’s needed today and in future
- **Labor:** Identification of gaps and shortages
- **Workforce Investment:** Identification of current sources and gaps
- **Workforce Development Practices:** Identification of successful programs and efforts
- **Results in Recommended Actions**

These next summits are critical for us to be able to develop a robust body of knowledge that will become the platform for a national summit. In these next summits, we expect to be able to further explore:

- skill sets,
- labor shortages,
- areas for investment, and
- current best practices.

Using this information, we’ll be able, as a group, to develop a set of recommendations and identify our ongoing role in a national transportation workforce development strategy.

Again, we seek your involvement, your experience and skill in this process.
How can Transportation and Community Colleges work together

- Continue to work with AACC in an effort to develop substantive programs for workforce needs...now and in future.
- Increase our efforts to engage community colleges.
- Encourage your participation in Regional Transportation Workforce Summits and in National Summit

We also encourage you to reach out to your state DOTs, Metropolitan Planning Organizations, transit agencies, city, town and county transportation agencies as well as with the numerous professional transportation organizations in your area.
Ideally, our summit would set the stage for the implementation of specific actions for a 2-3 year period. During that time, we would track our progress and results in order to show the type of impact that a coordinated strategy can have, and be able to continue to develop forward-looking recommendations that address gaps and allow us to re-align and extend our strategic actions.

The national summit would be based on the inputs and results that are generated through our regional summits and other work that has been done to explore the issue of transportation workforce gaps. By the time we reach the national summit this fall, we expect to have integrated and synthesized our results into a set of recommendations for consideration by key decision makers.

We want community colleges to be part of this effort because...
Community Colleges and Transportation are indeed A Partnership for Opportunity.