

110TH CONGRESS
2D SESSION

H. R. 7053

To amend title 49, United States Code, to expand and improve transit training programs.

IN THE HOUSE OF REPRESENTATIVES

SEPTEMBER 24, 2008

Mr. NADLER introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To amend title 49, United States Code, to expand and improve transit training programs.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Transportation Job
5 Corps Act of 2008”.

6 **SEC. 2. FINDINGS.**

7 Congress finds the following:

8 (1) There are millions of young people ages 16
9 through 24 who are neither in school nor in the
10 labor force.

1 (2) According to a report issued by the Commu-
2 nity Service Society in June 2008, entitled “Out of
3 Focus: A Snapshot of Public Funding to Reconnect
4 Youth to Education and Employment”, the young
5 people described in paragraph (1), often referred to
6 as disconnected youth, are largely youth of color
7 from poor communities and at risk of becoming per-
8 manently disengaged from the labor market which
9 threatens their ability to break out of the cycle of
10 poverty and contribute to our economy and commu-
11 nities.

12 (3) When our young people lack the skills that
13 local industries need and are unable to support
14 themselves, we all bear the financial costs.

15 (4) In the coming years, the combination of
16 public transportation industry growth and an aging
17 workforce will produce sizeable new openings in the
18 transit sector.

19 (5) There is no pipeline of replacements on the
20 horizon, and the transit industry has been limited in
21 its ability to attract, recruit, and retain employees.

22 (6) For the existing workforce, new technology
23 is rapidly changing the way transit agencies func-
24 tion, affecting every sector of the workforce, includ-
25 ing executive directors, mid-level managers, bus op-

1 erators, and mechanics, yet relatively few programs
2 exist to provide training to workers so that they can
3 perform their jobs adequately, move up the career
4 ladder, and help the Nation's transit agencies oper-
5 ate at maximum efficiency.

6 **SEC. 3. WORKFORCE DEVELOPMENT PROGRAMS.**

7 (a) WORKFORCE DEVELOPMENT PROGRAM.—Title
8 49, United States Code, is amended—

9 (1) by striking section 5322; and

10 (2) by inserting the following:

11 **“SEC. 5322. WORKFORCE DEVELOPMENT PROGRAMS.**

12 “(a) JOINT WORKFORCE DEVELOPMENT COUN-
13 CILS.—

14 “(1) ESTABLISHMENT.—Not later than 90 days
15 after the date of enactment of the Transportation
16 Job Corps Act of 2008, the Administrator of the
17 Federal Transit Administration shall establish a
18 workforce development council in each of its 10 re-
19 gions.

20 “(2) COMPOSITION.—The management of each
21 public transit agency and the labor organization rep-
22 resenting the majority of employees at each such
23 transit agency in a region shall select one represent-
24 ative for the council established under paragraph
25 (1). The selected individuals from each transit agen-

1 cy shall elect, by majority vote from among members
2 of such council, a governing board for such region,
3 including a co-chairperson from among the rep-
4 resentatives from labor and a co-chairperson from
5 among the representatives from management.

6 “(b) REGIONAL GOVERNING BOARDS.—

7 “(1) COMPOSITION OF GOVERNING BOARDS.—

8 The governing board for each region shall be com-
9 posed of not more than 10 members elected by the
10 Council pursuant to subsection (a)(2).

11 “(2) DUTIES.—The governing board for each
12 region shall—

13 “(A) identify skills gaps in transit agency
14 maintenance departments and develop programs
15 to train maintenance employees and fixed route
16 and paratransit operators on a regional basis;

17 “(B) develop programs to address the re-
18 cruitment and retention of managerial and non-
19 managerial employees;

20 “(C) initiate relationships with nontrans-
21 portation sector industries, associations, and
22 groups in the public and private sector to de-
23 velop best practices in training and skills devel-
24 opment and determine appropriate ways to col-
25 laborate on behalf of disconnected youth;

1 “(D) conduct research on transit workforce
2 development issues and develop best practices
3 for recruitment, training, and retention of em-
4 ployees;

5 “(E) conduct research on the extent of
6 labor market disconnection among disconnected
7 youth and assess the provision of employment
8 services for such youth;

9 “(F) make recommendations to the Sec-
10 retary and to public transit agencies regarding
11 how to expand current employment training
12 programs, outreach programs to increase mi-
13 nority and female employment in public trans-
14 portation activities, and apprenticeship pro-
15 grams; and

16 “(G) develop programs and make rec-
17 ommendations to public transit agencies to ad-
18 dress issues related to workplace quality of life
19 issues, including absenteeism, scheduling, child
20 care, and other issues that may be necessary to
21 improve recruitment and retention of employ-
22 ees.

23 “(3) EX OFFICIO MEMBERS.—

24 “(A) POSSIBLE APPOINTMENTS.—The Ad-
25 ministrators may appoint non-voting ex officio

1 members to each regional governing board from
2 among representatives of nonprofit organiza-
3 tions, research organizations, and any other
4 group or individual the Administrator believes
5 would contribute to the board.

6 “(B) APPOINTMENTS FOR INTERNATIONAL
7 TRANSPORTATION LEARNING CENTER AND FED-
8 ERAL TRANSIT ADMINISTRATORS.—The Admin-
9 istrator shall appoint as a non-voting ex-officio
10 member to the regional governing board of the
11 respective region—

12 “(i) one or more representatives of the
13 International Transportation Learning
14 Center which administers the transit ca-
15 reer ladder training program authorized by
16 section 3046 of the Safe, Accountable,
17 Flexible, Efficient Transportation Equity
18 Act: A Legacy for Users (Public Law 109–
19 59);

20 “(ii) the Federal Transit Administra-
21 tors of each of the 10 regions; and

22 “(iii) an individual who has expertise
23 in youth development programs.

24 “(c) GRANT PROGRAMS.—

1 “(1) IN GENERAL.—The Secretary, acting
2 through the Administrator and taking into account
3 the recommendations of the governing boards under
4 subsection (a), shall establish grant programs de-
5 scribed in subparagraphs (A) through (C) as follows:

6 “(A) TRANSIT YOUTH OPPORTUNITY.—

7 “(i) BASIC SKILLS EDUCATION AND
8 PRE-APPRENTICESHIP SKILLS.—The Ad-
9 ministrator shall accept applications for
10 grants from nonprofit organizations and
11 public or privately funded educational in-
12 stitutions providing academic or technical
13 instruction to encourage and introduce dis-
14 connected youth who are out of school and
15 not employed for a period of not less than
16 6 months to a variety of careers in the
17 transit industry by providing such youths
18 with basic skills education, if necessary,
19 and pre-apprenticeship skills. The Admin-
20 istrator shall give priority for such grants
21 to organizations with a proven record of
22 success in providing disconnected youth
23 with basic education and pre-apprentice-
24 ship skills.

1 “(ii) APPRENTICESHIPS.—The Admin-
2 istrator shall accept applications from
3 partnerships of transit agencies and the
4 unions representing non-managerial em-
5 ployees for grants to develop labor-man-
6 agement apprenticeship programs for a va-
7 riety of transit-related jobs, by giving pri-
8 ority to individuals who have successfully
9 completed a pre-apprenticeship program
10 pursuant to clause (i).

11 “(B) TRANSIT WORKER EDUCATION AND
12 RETENTION GRANTS.—The Administrator shall
13 accept applications from partnerships of transit
14 agencies and the unions representing non-man-
15 agerial employees for grants—

16 “(i) to develop education programs in
17 a variety of training settings for transit
18 employees from diverse population groups
19 to maintain and improve job skills and ad-
20 vance a career; and

21 “(ii) assisting individuals to obtain
22 education and training required to enter
23 the transit profession and advance within
24 such profession, such as by providing ca-
25 reer counseling and mentoring.

1 “(C) WORKFORCE DIVERSITY GRANTS.—
2 The Administrator shall accept applications
3 from partnerships of transit agencies and the
4 unions representing non-managerial employees
5 for a grant to develop special projects to in-
6 crease education opportunities within the tran-
7 sit industry for individuals who are from dis-
8 advantaged backgrounds, including racial and
9 ethnic minorities under-represented among
10 transit management, by providing student
11 scholarships or stipends, pre-entry preparation,
12 and retention activities.

13 “(2) FUNDING.—In addition to the amounts set
14 forth in section 5315(d), there are authorized to be
15 appropriated—

16 “(A) to carry out subsections (a) and (b)
17 \$10,000,000 for each of fiscal years 2010
18 through 2011; and

19 “(B) to carry out subsection (c)
20 \$90,000,000 for each of fiscal years 2010 and
21 2011.

22 “(3) GRANT REQUIREMENTS.—A grant under
23 this section shall be subject to all requirements of a
24 grant under section 5307.

1 “(d) CERTIFICATION.—The Administrator shall de-
2 velop a category on ‘Workforce Development’ on its annual
3 Certifications and Assurances for Federal Transit Admin-
4 istration Assistance Programs in accordance with section
5 5323(n), and include such category as one of the areas
6 of certification beginning in fiscal year 2010. Such cat-
7 egory shall require transit agencies to develop short-range
8 and long-range planning with regard to workforce develop-
9 ment matters, with a particular focus on the recruitment,
10 retention, and training of managerial and non-managerial
11 employees.

12 “(e) DEFINITION.—For purposes of this section, the
13 term ‘disconnected youth’ means individuals ages 16
14 through 24 who are out of school and not employed and
15 composed primarily of youth of color from poor commu-
16 nities and at risk of becoming permanently disengaged
17 from the labor market which threatens their ability to
18 break out of the cycle of poverty and contribute to our
19 economy and communities.”.

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