September 2008

SUBSECTOR PROFILE

Employment in New York City's Transit and Ground Passenger Transportation Subsector

NYC LMIS
LABOR MARKET INFORMATION SERVICE

About this Profile

This is one of four profiles[1] developed by the New York City Labor Market Information Service (NYCLMIS) about the transportation sector's top employment subsectors. The others are about air transportation, truck transportation, and support activities for transportation.

This profile is intended to help workforce development *account executives* with business development and job placement, *career advisors* with job counseling, and *education and training professionals* with their activities in the transit and ground passenger transportation subsector. Jobseekers can also use this information to help with career decision-making. Icons appear throughout this profile to mark findings and recommendations of special interest to these respective audiences. See page 2 for a guide on **How to Use this Profile**, and an accompanying key to the icons.

The subsector is best understood as two distinct sets of industry groups with different dynamics and workforce needs.

- **Urban transit** is almost entirely public sector with virtually no role for the private in the United States, with exception of paratransit (special van and bus services for people with disabilities, the elderly and the infirm), which is often contracted out.
- **Ground passenger transportation** is dominated by the private sector: charter buses, private shuttle services, school buses, and privately owned taxis and limousines.

Because the subsector is organized into two distinct sets of industry groups, there are three kinds of information in this profile. Information about:
1) The public sector industry group within the subsector — Urban Transit (4851);
2) The private sector industry groups in the subsector — Ground Passenger Transportation (4852-4859); and
3) The whole subsector, both public and private sector portions.

The sections of this profile are divided by industry group so readers can easily understand which part of the subsector is being discussed.

HOW TO USE THIS PROFILE

The table below shows specific ways that *career advisors*, *account executives*, and *education and training professionals* can use the information contained in each section of this profile to help them to serve jobseekers and businesses.

PROFILE SECTION	THIS SECTION CAN BE USED TO:
Terms and Definitions	■ Speak more knowledgeably with jobseekers and employers about the subsector.
The Subsector in New York City	■ Identify top employers. ■ Locate which boroughs have most employer sites.
Jobs	■ Know how many jobs there are and where they are located. ■ Understand where job opportunities may be improving or worsening.
Wages	■ Identify entry-, mid-, and high-level wages.
Occupations and Advancement Pathways	■ Identify promising occupations for jobseekers. ■ Identify the skills, experience and other qualifications employers will require.
Current Workforce Facts	■ Know who works in the subsector now. ■ Compare current workforce with employers' needs to identify "gaps".

WORKFORCE PROFESSIONALS PROFILE USER KEY

CA Career Advisors

AE Account Executives

ET Education and Training Providers

All Stakeholders

These icons appear throughout the text to mark findings and recommendations that will be of particular interest to specific workforce stakeholders.

NAICS allows users to uniformly identify and classify companies. Using NAICS helps to ensure that we are referring to the same group of firms. After workforce professionals identify the sector (2-digit NAICS code), subsector (3-digit code) or industry group (4-digit code) that they want to explore, they should give some more thought to what companies are and are not included, and then expand or reduce their NAICS selection as needed.

AE Account executives need to understand how the subsector is organized (as described above) so they can speak more knowledgeably with employers.

The Subsector in New York City

URBAN TRANSIT

New York City's transit activities are overseen by the Metropolitan Transportation Authority (MTA) with an operating budget of about $11 billion dollars in 2008 (Table 1). The MTA is the largest transit agency in the U.S. with over 1.8 billion trips in 2006, more than five times the number of passenger trips than the next largest (Chicago). There are approximately *8 million MTA riders a day* (5.5 million of whom are subway riders). The most distinctive characteristic of urban transit is its complete focus on meeting this huge daily public demand.

During economic downturns, like the one currently being experienced at the time of this writing, fewer tax receipts are generated, and there may be less money available for transit services.

Workforce professionals should be aware that urban transit — and jobs in the industry — are dependent on the availability of tax revenues and the decisions of government officials on their distribution.

When *fuel prices* are high, drivers are more likely to turn to rapid transit systems to avoid the high cost of refilling their family- or employer-owned cars. Although ridership increases when fuel prices are high, transit agencies have to foot larger bills for having materials transported to them from manufacturers and from site to site within the system.

TABLE 1 Metropolitan Transit Authority Statistics at a Glance

2008 operating budget	$10.8 billion
Average weekday ridership	8,505,966
Rail and subway lines, and bus routes	422
Rail and subway cars	8,934
Buses	6,346
Track miles	2,057
Bus route miles	3,903
Rail and subway stations	734

SOURCE Metropolitan Transit Authority, Budget as of February 2008. Other statistical information as of December 31, 2007. (www.mta.info/mta/network.htm)

North American Industry Classification System (NAICS) Definition of the Transit and Ground Passenger Transportation Subsector (NAICS 485)

This subsector includes several passenger transportation activities, such as urban transit systems; chartered bus, school bus, and interurban bus transportation; and taxis (including limousines and "black cars"). Within the subsector, there are scheduled industry groups (urban transit, interurban and rural bus transportation, and school and employee bus transportation) and nonscheduled industry groups (charter buses and taxis and limousines). Other transit and ground passenger transportation includes paratransit (transportation for the elderly, people with disabilities, and the infirm) and shuttle services.

Also, some city buses and paratransit vans still operate on diesel fuel which is costly.

According to transit experts, the biggest challenges the MTA faces in the years ahead are: expansion of infrastructure capacity, and technology. How the MTA meets its largest challenges will affect on the agency's future workforce needs.

The expansion of the transit system's infrastructure capacity will play an important role in determining New York City's ability to sustain its current economic and population growth. Several large-scale projects are underway including the 2nd Avenue Subway line slated for completion in 2013, the extension of the Number 7 train to the west side of Manhattan, and the development of a Fulton Street transit hub.[2] Expansion may bring new jobs.

Technology. In recent years, the MTA has done a great deal to upgrade its technology. The most visible of change was the adoption of the MetroCard®. According to transit experts, there are other important changes that need to be made such as sharing scheduling information to improve maintenance operations, which will require the transit workforce to upgrade their technology skills.

ET As technology advances, younger and more recently trained employees will be needed with the skills that match the requirements of the jobs in the subsector or industry leaders will need to train incumbent workers in these skills.

GROUND PASSENGER TRANSPORTATION

The private sector ground passenger transportation industry groups consist of firms that operate limousines and "black cars," taxis, charter buses, school buses, private shuttle and paratransit services. Many of these companies rely on demand from New York City's economic power sectors: finance and professional management firms.

Figure 1 shows that there are about 28,000 private sector jobs in the ground passenger transportation industry groups, making it the largest employment subsector in the transportation sector.

Table 2 shows that many of the largest ground passenger transportation establishments are in Manhattan. Some are black car companies that cater to the businesses that are located there. Others are bus companies that serve commuters or school bus companies that contract with the New York City Department of Education.

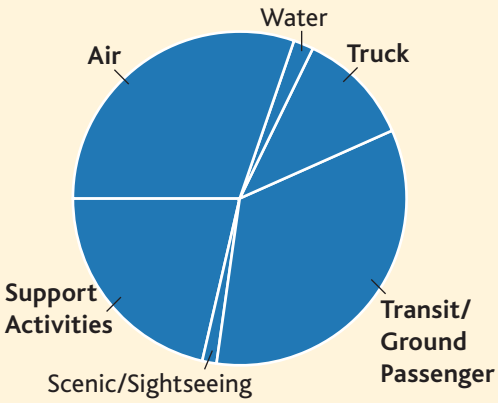
An establishment is a location where companies provide materials or services and can be seen as an "employment site." A single firm or company may have many establishments.

AE To collect establishment names and contact information, account executives can:

- Purchase and consult commercially available lists such as Hoover's, Moody's, Dun & Bradstreet or ReferenceUSA;
- Download lists for free at the New York Public Science, Industry, and Business Library (SIBL) on 34th Street and Madison Avenue in Manhattan; or

FIGURE 1 New York City Private Sector Employment in Transportation*

Air	**25,248**
Truck	**9,374**
Transit/Ground Passenger	**27,899**
Support Activities	**17,583**
Scenic/Sightseeing	1,280
Water	1,500
Private Sector Transportation	**82,884**
All Private Sector Jobs	**3,514,234**



SOURCE New York State Department of Labor, Quarterly Census of Employment and Wages, 2007.

* In 2007, transportation accounted for 2.3% of all private sector jobs in New York City.

TABLE 2 Largest Ground Passenger Transportation Establishments in New York City, 2008

ESTABLISHMENTS	BOROUGH	ON-SITE EMPLOYMENT
Amboy Bus Co Inc.+	Bronx	1,000
Varsity*	Manhattan	800
Grandpa's & Bobby's*	Manhattan	800
Executive Cars Last Radio*	Manhattan	700
Executive Cars*	Manhattan	700
Phyllis Transportation Corp*	Manhattan	700
Dial Car*	Manhattan	600
Parochial Bus System Inc+	Bronx	600
Triboro Coach Corp*	Manhattan	580
Grandpa's & Bobby's Bus Co*	Manhattan	500

SOURCES *ReferenceUSA and +Dun & Bradstreet 2007 establishment lists. Retrieved May 2008.

TABLE 3 Transit and Ground Transportation Private Sector Establishments in New York City by Borough, 2000–2007

	2007	INCREASE/DECREASE 2000 TO 2007 # +/-	% +/-
Bronx	97	-23	-19%
Brooklyn	482	-62	-11%
Manhattan	157	-21	-12%
Queens	493	22	5%
Staten Island	79	4	5%
New York City	**1,308**	**-80**	**-6%**

SOURCE Quarterly Census of Employment and Wages, New York State Department of Labor, 2000–2007.

■ Contact nyclmis@gc.cuny.edu for assistance and for information on how to access business lists.

Even though the *largest establishments* in ground passenger transportation are in Manhattan, Table 3 shows that *most establishments* are in Queens or Brooklyn. It also shows that the number of private sector ground passenger establishments has declined in the Bronx, Brooklyn, and Manhattan, but risen in Queens and Staten Island. Decreases in the number of establishments are probably related to rising real estate costs.

AE Account executives should know the largest establishments in ground passenger transportation and be aware that many other jobs in the industry are in smaller companies.

Jobs

URBAN TRANSIT INDUSTRY GROUP

The MTA consists of several separate operating units. Subways, buses, and paratransit are operated by the New York City Transit Authority (NYCT); railroads are operated out of Metro North and Long Island Railroad; bridges and tunnels are operated by the Triborough Bridge and Tunnel Authority (TBTA). NYCT is the largest employer with about 49,000 out of 69,000 MTA employees (Table 4).

Urban transit is highly unionized: almost all line-level transit employees are union members. The largest unions in the subsector are the Transit Workers Union (TWU), Amalgamated Transit Union (ATU), the Bridge and Tunnel Officers Benevolent Association (BTOBA), and the railroad workers unions (Teamsters).

TABLE 4 Employment at the Metropolitan Transportation Authority by Operating Unit

New York City Transit	48,910
Long Island Railroad	6,471
Long Island Bus	1,103
Metro North	5,855
Metro North Bus	3,303
Triborough Bridge & Tunnel	1,772
Central office (estimated)	1,703
Total	**69,117**

SOURCE Metropolitan Transportation Authority, Budget as of February 2008 (statistical information as of December 31, 2007).

CA Career advisors should be aware that job classifications and the ability of the various transit agencies to hire and promote workers is governed by collective bargaining agreements made between the unions and the agencies.

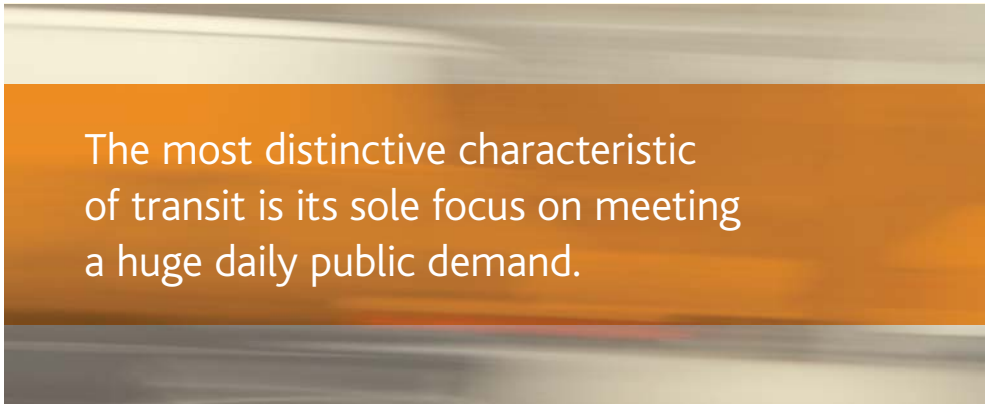
A vast majority of MTA applicants are recruited through the civil service examination process. Exams are typically given every 12 to 15 months, with some exceptions. Train operator, conductor, track worker and station agent exams may only be scheduled every three to four years; while signal maintainers and car inspector exams are typically offered every year.

Vacancy notices are advertised in The Chief; at the respective administrative offices, the largest of which is the New York City Transit (NYCT) at 180 Livingston Street, 6th floor, in Brooklyn; or online.

CA Career advisors should keep track of MTA vacancy notices by receiving The Chief or periodically checking the MTA website.

GROUND PASSENGER TRANSPORTATION

There were about 28,000 jobs in ground passenger transportation in 2007 (Table 5). Brooklyn and Queens have the most jobs in these industry groups. Overall, employment in ground passenger transportation grew since 2000, especially in the Bronx and



Brooklyn, and only slightly less so in Staten Island.

Figure 2 shows where the ground passenger transportation establishments and jobs are in New York City.

AE Account executives should be aware that the most strategic areas for ground passenger transportation jobs are High Bridge, the Bronx; Sunnyside-Long Island City, Queens; and Bushwick-East New York, Brooklyn (Figure 2).

Wages

URBAN TRANSIT

Transit is among the last remaining opportunities in the city for individuals with limited work experience and educational attainment to obtain stable, long-term employment, career advancement opportunities, full benefits, and labor union protection.

According to materials posted on the NYCT website, entry-level jobs range in pay from $13 to $26 per hour. These jobs include operators, cleaners, conductors, track workers, electrical helpers, signal maintainers, and protection agents. Skilled trade careers pay higher wages. These include carpentry, masonry, ironwork, sheet metal workers, plumbers, electricians, and mechanics. Skilled trade careers typically require three- to four years of full-time service as journeyman and some postsecondary education.

GROUND PASSENGER TRANSPORTATION

Average salaries in ground passenger transportation rose a great deal between 2000 and 2006, even after adjusting for inflation (Table 6). Queens salaries were the highest among the boroughs at $41,792. Salaries in Brooklyn, although the lowest, rose the most on a percentage basis during those years.

CA Career advisors can inform jobseekers of what people working in ground passenger transportation earn and how salaries may vary by borough of employment.

Occupations and Advancement Pathways[3]

Listed in the first column of Table 7 are the most common occupations in transit and ground passenger transportation — *both the public and private sectors* — ranked by the number of jobs in New York City in 2006. The top five occupations are bus drivers, bus/truck mechanics, supervisors of transportation material movers, child-care workers, and transportation attendants. Job opportunities all five top occupations are expected to grow.

Occupational projections from the Bureau of Labor Statistics Occupation Employment Survey Program are recognized as the state of the art in labor market information. These projections have some limitations, however. We recommend that readers weigh these data against other data presented in this profile to form their own view about occupational outlooks in the subsector.

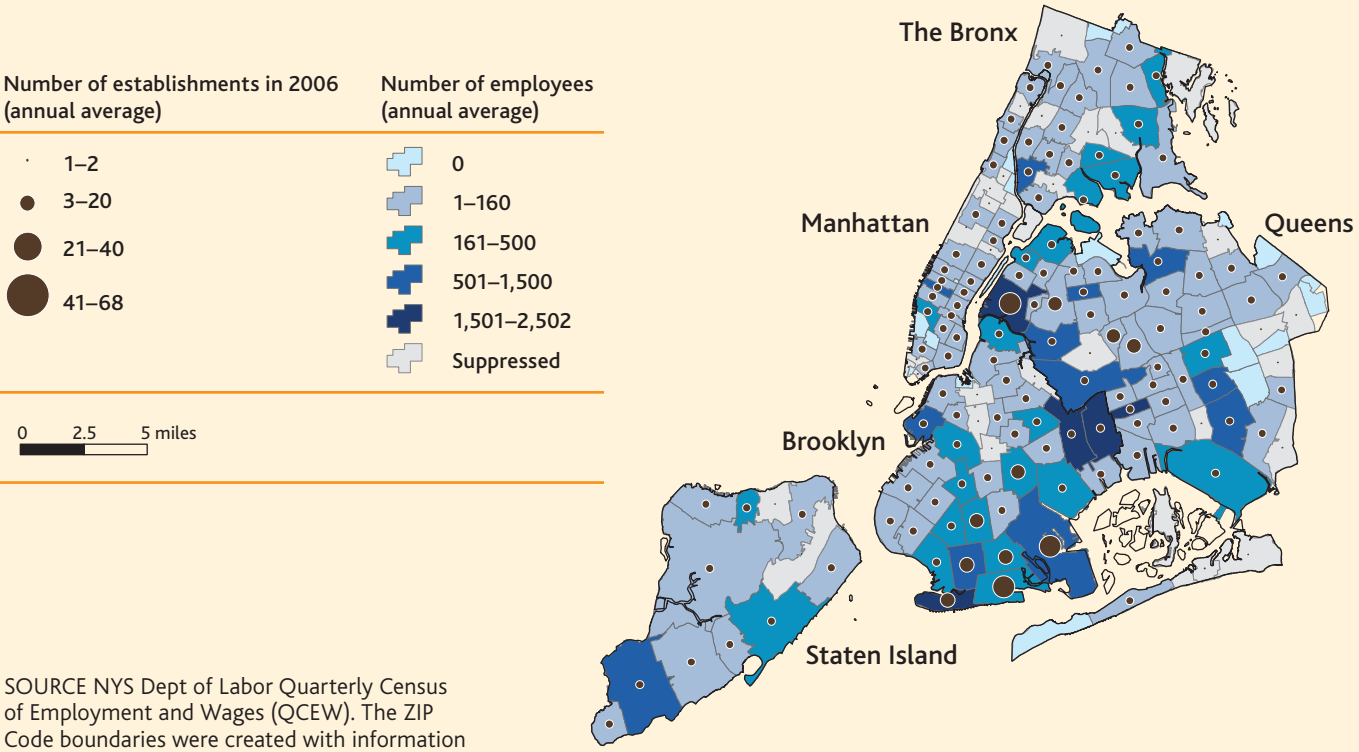
It is important to look beyond job numbers and growth, and look at other job characteristics such as educational requirements, wages, and turnover. Table 7 shows that a majority of the jobs in the subsector are expected to be replacement jobs

TABLE 5 Private Sector Transit and Ground Passenger Transportation Jobs in New York City by Borough, 2000–2007

	2007	INCREASE/DECREASE 2000 TO 2007 # +/-	% +/-
Bronx	2,625	846	48%
Brooklyn	11,377	4,485	65%
Manhattan	1,870	-318	-14%
Queens	10,358	-900	-8%
Staten Island	1,669	269	19%
New York City	**27,899**	**4,382**	**19%**

SOURCE Quarterly Census of Employment and Wages, New York State Department of Labor, 2000–2007.

FIGURE 2 Transit and Ground Passenger Transportation Employment and Establishments in New York City[4]



SOURCE NYS Dept of Labor Quarterly Census of Employment and Wages (QCEW). The ZIP Code boundaries were created with information copyrighted by the New York State Office of Cyber Security and Critical Infrastructure Coordination © 2007.

TABLE 6 Average Annual Salary* in Private Sector Transit and Ground Passenger Transportation: New York City by Borough, 2000–2006

	2006	INCREASE/DECREASE 2000 TO 2006 $ +/-	% +/-
Bronx	$35,856	$7,018	24%
Brooklyn	$30,984	$8,056	35%
Manhattan	$36,250	$6,459	22%
Queens	$41,792	$8,987	27%
Staten Island	$31,069	$7,258	30%
New York City	**$35,870**	**$7,076**	**25%**

SOURCE Quarterly Census of Employment and Wages, New York State Department of Labor, 2000–2006

* In current $

(as opposed to *new* jobs that are created when the subsector expands). This suggests a fairly high turnover rate in these occupations.

Looking at the top five occupations, supervisors and mechanics typically require additional training beyond a high school diploma or its equivalent, the certificate of General Educational Development (GED). Bus drivers, child care workers, and transportation attendants generally are not required to have any postsecondary educational experience, however. Some employers may require less or more education than is shown in this table, depending on the applicant's level of skill and experience.

AE Account executives should identify which employers are willing to hire jobseekers who have not earned a high school diploma or GED and inform career advisors.

Also shown in Table 7 are typical hourly wages earned by entry-, mid-, and high-level earners in each of the top ranking occupations in the transit and ground passenger transportation subsector:

- Supervisors receive the highest wages, starting out above $20 per hour.
- Entry level wages for transportation attendants and child care workers start out just above minimum wage, and peak out under $15 per hour indicating little room for advancement in these occupations.
- Bus drivers, bus and truck mechanics, transportation inspectors, and locomotive engineers/operators have wider pay ranges indicating room for advancement within these occupations. Bus drivers, in particular, can earn more than $25 per hour and are generally not required to have any postsecondary education except what is needed to obtain a commercial drivers' license with a passenger endorsement.

TABLE 7 Top Ranking Occupations in the Transit and Ground Passenger Transportation Subsector: Employment Outlook, Educational Requirements, and Wages

TOP RANKING OCCUPATIONS *(IN ORDER OF # OF JOBS IN 2006)*	2014 OUTLOOK GROWTH/DECLINE	% REPLACEMENT	EDUCATIONAL REQUIREMENTS*	2006 HOURLY WAGES ENTRY	MEDIAN	HIGH
Bus drivers	^	80%	HS/GED	$12.82	$21.18	$27.40
Bus and truck mechanics and diesel engine specialists	^	88%	AA/TRADE	$15.65	$23.93	$30.41
Supervisors, transportation and material moving workers	^	75%	AA/TRADE	$16.41	$28.47	$41.50
Child care workers	^	77%	HS/GED	$7.59	$11.09	$15.05
Transportation attendants	^	73%	HS/GED	$7.32	$8.71	$12.37
Reservation and transportation ticket agents and travel clerks	v	100%	HS/GED	$9.84	$15.90	$23.20
First-line supervisors, transportation and material moving workers	^	85%	BA	$21.19	$32.69	$46.76
Office clerks, general	v	100%	BA	$7.58	$12.80	$20.06
Transportation inspectors	^	90%	AA/TRADE	$18.48	$25.53	$34.11
Locomotive engineers and operators	v	100%	AA/TRADE	$17.03	$25.74	$35.20
Managers, all other	^	79%	BA	$25.51	$44.99	na
Tour and travel guides	^	60%	AA/TRADE	$12.18	$16.61	$21.67
Taxi drivers and chauffeurs	^	42%	HS/GED	$8.25	$11.65	$19.66

SOURCE **Occupational ranking** from US Bureau of the Census, American Community Survey, Public Use Microdata Sample, 2005–06
Educational requirements and wage data from O*NET Online (http://online.onetcenter.org/)
Occupational outlooks and replacement jobs from the Bureau of Labor Statistics, Occupation Employment Survey, 2006.

* Indicates the level of education attained by most individuals in this occupation in New York City. Some employers may require less or more years of education.

HS/GED = high school diploma or GED usually required.
AA/TRADE = 2-year college degree or postsecondary vocational or trade school usually required.
BA = 4-year college degree usually required.
na = Hourly wage is not available for this occupation.

CA Occupations with wider pay ranges may offer jobseekers room for advancement with on-the-job experience, without having to switch jobs or obtain additional postsecondary education.

Transit industry leaders and experts report the most difficulty recruiting and retaining vehicle operators, mechanics, and customer service representatives, citing a relatively *high skill demand* compared to other entry-level work, a comparatively *inflexible work schedule*; *relentless nature* of the work activities because transit agencies have tremendous pressures to operate efficiently and perform seamlessly for the riding public; and the *stress associated with public interaction*.

CA Career advisors who direct people to the high-demand jobs at the MTA should be sure that candidates have a realistic sense of demands that may be placed on them.

Youth service providers can communicate the opportunities available in transit and the benefits of working in a unionized, public sector career with opportunities for advancement and better than average pay without the requirement for substantial postsecondary training.

The MTA offers cooperative and experiential programs to qualified college students and internships, apprenticeships, and summer jobs with the New York City Department of Education.

Youth service providers should consult with the New York City Department of Education or the schools that their clients attend for opportunities for internships, apprenticeships and summer jobs through the MTA.

CA The MTA also offers a variety of in-house training opportunities. Job candidates typically undergo some form of training after passing the civil service exam, credentialing and screening requirements for their positions. Once hired, there is a *Transit Certificate Program* that enables entry-level workers to take promotional tests and move up the career ladder.

The Transport Workers Union (TWU) offers training and adult educational opportunities to assist incumbent workers with career advancement including a variety of skills courses, a three-year apprenticeship in skilled trades, and three certificate programs at CUNY's School of Professional Studies.

GROUND PASSENGER TRANSPORTATION

Taxi Driving

CA Although the Bureau of Labor Statistics considers taxi driving a growth occupation (Table 7), there are some barriers to entry that could present a hardship to jobseekers in New York City's public workforce system. Career advisors should be aware of the steps and costs involved in becoming a taxi driver and inform interested jobseekers.

The New York City Taxi and Limousine Commission (TLC) requires taxi drivers to hold a valid Class D (Chauffeur's) license. To be eligible, drivers must:

- Be 19 years of age;
- Hold a valid driver's license;
- Have a Social Security Card;
- Have no more than seven points on their license;
- Have no outstanding judgments (such as parking tickets);
- File an application;
- Show proof of recent defensive driving training;
- Pass a drug test;
- Submit child support and medical certification; and
- Attend either 24 or 80 hours of "taxi school" at an accredited location, and pass a written exam.

CA Full instructions for obtaining a Class D license and accredited training locations are at: www.nyc.gov/html/tlc/downloads/pdf/driver_license_how_to_guide.pdf.

Taxi school costs $175 for 24 hours and $325 for 80 hours; license, application, and fees are estimated at an additional $195.

Drivers who want to own their own taxi must lease or own a medallion. There are a limited number of medallions at any given time. In May 2008, 89 new medallions were auctioned and the winning bid was $413,000.

Most taxi drivers are independent contractors who lease their taxis daily, weekly, or monthly. Drivers earn the difference between their total revenues (fares and tips) and their expenses (lease payments and gasoline). When fuel prices increase, taxi drivers' earnings decrease.

For a complete list of New York State-approved workforce training providers — searchable by sector, occupation, and borough — go to www.nyc.gov/training-guide. The NYC Training Guide contains course and contact information, job placement rates, student reviews of courses, cost, and eligibility for individual training grant (ITG) vouchers through the Workforce1 Career Centers or the New York City Department of Human Resources Administration.

CA Some good reasons jobseekers and career advisors should focus on occupations in transit and ground passenger transportation are: relatively good pay, diversity of occupations, advancement opportunities, and reasonable education requirements.

Current Workforce Facts

Table 8 shows the characteristics of the public transit and private ground passenger transportation workforce according to 2000 Census and the 2005 and 2006 American Community Surveys. Most workers in the subsector are from New York City. The workforce is racially/ethnically diverse; however, Asian workers are underrepresented in this subsector's labor force.

Males predominated in the transit and ground passenger transportation workforce in 2000 and 2006.

AE Account executives should ask employers if they are having difficulty recruiting women into their workforce.

CA Career advisors should ask female jobseekers who do not want to go into transit and ground passenger transportation about their concerns.

Fewer young people are entering transit and ground passenger occupations: the percent of employees between the ages of 18 and 34 decreased between 2000 and 2006.

AE As workforce ages out, account executives should encourage opportunities for youth service providers to match youth and young adults to opportunities within the subsector.

In 2006, almost two out of three jobs in the subsector are currently held by individuals with a high school diploma, GED or fewer years of educational attainment.

Endnotes

1 The information in this profile is drawn from a longer, more detailed report entitled *Employment in New York City's Transportation Sector* that includes additional background on transit and ground passenger transportation and three other transportation subsectors.

2 Metropolitan Transportation Authority, *Engaging, recognizing, and developing the MTA workforce: Recommendations to Elliot G. Sander, Executive Director and CEO*, November 2007. (www.mta.info/mta/pdf/develop_workforce.pdf); Partnership for New York City, Transportation choices and the future of the New York City economy, 2004; and Metropolitan Transportation Authority Information Page (www.mta.info/mta/network.htm).

3 Information about almost any occupation is available through the U.S. Department of Labor through a web-based program known as O*NET accessible at http://online.onetcenter.org/. For detailed profiles of the top 10 occupations in transportation — including job descriptions, working conditions, skills, abilities, educational and experience requirements — see NYCLMIS' *Employment in New York City's Transportation Sector* at www.urbanresearch.org or www.nyc.gov/wib.

4 The data in this map includes private sector employment only. The New York State Department of Labor (NYSDOL) suppresses employee and wage data for any ZIP Code that includes fewer than three establishments or contains a single unit that accounts for 80 percent or more of the industry's employment. This map omits any establishment in the five boroughs that reported ZIP Code outside of New York City to the NYSDOL. In 2006, there were 58 of these firms (out of 1,277) in this NAICS code with 462 employees (out of > 27,500) and annual average wages of $23,400.

TABLE 8 Demographic Characteristics of the New York City Transit and Ground Passenger Transportation Workforce, 2000 and 2005/06

PERCENT OF NEW YORK CITY TRANSIT AND GROUND PASSENGER TRANSPORTATION EMPLOYEES WHO ARE	2000	2005/06
New York City residents*	81%	80%
Male	80%	73%
White	21%	23%
Black	44%	49%
Hispanic	21%	21%
Asian	4%	5%
Age 18–34	21%	14%
35–44	34%	32%
44–54	28%	33%
Age 55+	17%	22%
Less than high school or GED	18%	15%
High school diploma or GED	37%	48%
Some college	36%	28%

SOURCE U.S. 2000 Decennial Census and 2005 and 2006 American Community Surveys public use microdata (PUMS) files.

*The remaining percentages that appear in the table are of people who both live *and* work in New York City.

About the NYCLMIS

The New York City Labor Market Information Service (NYCLMIS) provides labor market analysis for the public workforce system. The service is a joint endeavor of the New York City Workforce Investment Board (WIB) and the Center for Urban Research at The Graduate Center of the City University of New York. The NYCLMIS' objectives are to:

- Develop action-oriented research and information tools that will be used by workforce development service providers and policy makers to improve their practice.
- Be the portal for cutting-edge and timely labor market data about New York City.

The NYCLMIS primarily serves the program and policy needs of the public workforce system. The NYCLMIS creates research and associated products that are of service to the broader practitioner and policy communities in their day-to-day and strategic decision-making. These products help distill, frame, and synthesize the volumes of data available for the practical use of the public workforce system's partners and stakeholders, with the overall goal of raising public awareness of the importance of workforce development in New York City.

About the WIB

The New York City Workforce Investment Board (WIB) administers the federal Workforce Investment Act funds in New York City and oversees the public workforce system run by the Department of Small Business Services and the Department of Youth and Community Development. The WIB is made up of over 40 volunteer members, appointed by the Mayor, representing local businesses, educational institutions, labor unions, community-based organizations, and other government agencies.

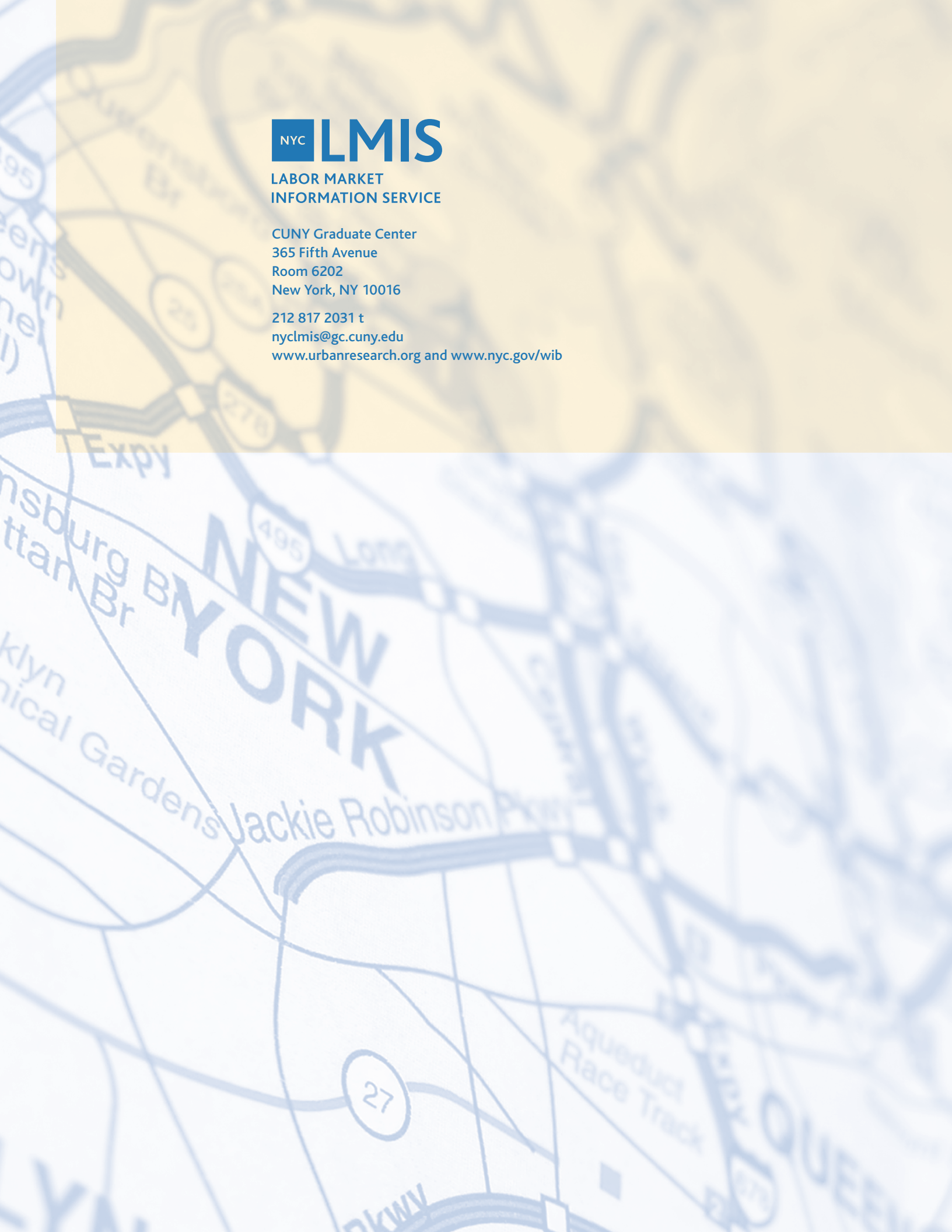
About the Center for Urban Research

Working with the City University of New York Graduate Center's faculty and students, the Center for Urban Research organizes basic research on the critical issues that face New York and other large cities in the U.S. and abroad; collaborates on applied research with public agencies, non-profit organizations, and other partners; and holds forums for the media, foundations, community organizations and others about urban research at The Graduate Center of the City University of New York.

NYC LMIS
LABOR MARKET INFORMATION SERVICE

NYC WIB
WORKFORCE INVESTMENT BOARD

THE GRADUATE CENTER
THE CITY UNIVERSITY OF NEW YORK



NYC LMIS

LABOR MARKET INFORMATION SERVICE

CUNY Graduate Center
365 Fifth Avenue
Room 6202
New York, NY 10016

212 817 2031 t
nyclmis@gc.cuny.edu
www.urbanresearch.org and www.nyc.gov/wib