



May 2009

INDUSTRY GROUP PROFILE

Employment in New York City Urban Transit



LABOR MARKET
INFORMATION SERVICE

About This Profile

The urban transit industry group is one of ten being profiled by the New York City Labor Market Information Service (NYCLMIS) for the public workforce development system in 2009. The NYCLMIS identified the ten groups in an earlier report, *Gauging Employment Prospects in New York City, 2009*. In that report, we found that urban transit compared well with the rest of the local labor market on several measures including employment trends and performance during the two previous recessions in New York City.

This report, an update and complement to the NYCLMIS' 2008 profile of urban transit, is meant to help *account managers* with business development and job placement, *career advisors* with job counseling, and *education and training professionals* with planning and refining their curricula and placement activities in the industry. Jobseekers can also use this information to help make career decisions. Icons appear throughout this profile to highlight findings and recommendations of special interest to these audiences. See page 2 for a guide on

How to Use This Profile, and an accompanying key to the icons.

Terms and Definitions

The sidebar on this page shows the definition of the *urban transit industry group* according to the North American Industrial Classification System (NAICS). Within the NAICS system, urban transit is classified within the *transit and ground passenger transportation subsector* (NAICS 485). Other industry groups in the subsector include charter buses, interurban buses, school/employee buses, and taxi and limousine services.

The transit and ground passenger transportation subsector is part of the larger *transportation and warehousing sector* (NAICS 48-49). Other subsectors in transportation and warehousing include air, rail, water, truck, pipeline and support services for transportation; and couriers and messengers and warehousing and storage. For detailed information about the air, truck, and support services for transportation subsectors, see the NYCLMIS' 2008 report, *Employment in New York City's Transportation Sector*.

North American Industrial Classification System Definition of the Urban Transit Industry Group (NAICS 4851)

Establishments in this industry group operate local and suburban passenger transit systems over regular routes and on regular schedules within a metropolitan area and its adjacent nonurban areas. Such transportation systems involve the use of one or more modes of transport including light rail, commuter rail, subways, streetcars, as well as buses and other motor vehicles.

HOW TO USE THIS PROFILE

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

PROFILE SECTION	THIS SECTION CAN BE USED TO:
Terms & Definitions	<ul style="list-style-type: none"> ■ Speak more knowledgeably with jobseekers and employers about the industry group ■ Identify the top employers in New York City ■ Locate which boroughs have most employer sites
Jobs & Wages	<ul style="list-style-type: none"> ■ Know how many jobs there are and where they are located ■ Understand where job opportunities may be improving or worsening ■ Understand basic wage trends in the industry group
Local Performance	<ul style="list-style-type: none"> ■ Know the degree to which New York City employment in the industry group is or is not concentrated compared to the nation ■ Assess if employment in the industry group grows more in New York City than elsewhere ■ Estimate how stable the industry group is likely to be during this recession by: <ul style="list-style-type: none"> ■ Observing its employment performance during the previous two recessions ■ Identifying job growth/loss trends in 2008
Occupations	<ul style="list-style-type: none"> ■ Identifying promising occupations for jobseekers who do not have a four-year college degree
Current Workforce Facts	<ul style="list-style-type: none"> ■ Know who works in the industry group in New York City: borough of residence, education, and age ■ Compare current workforce figures with employers' needs to identify gaps

WORKFORCE PROFESSIONALS PROFILE USER KEY

	Career Advisors
	Account Managers
	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.

The MTA is the largest transit agency in the U.S., with more than five times the number of passenger trips than Chicago, the next largest.

TABLE 1. New York City Urban Transit Establishments by Borough, 2000-2008

	2000	2008	Change
Bronx	1	2	100%
Brooklyn	9	7	-22%
Manhattan	6	5	-17%
Queens	6	8	33%
Staten Island	3	1	-67%
New York City	25	25	0%

SOURCE | New York State Department of Labor, Quarterly Census of Employment and Wages, 2000-2008 (2Q).

NAICS allows users to uniformly identify and classify employers and ensure that people are referring to the same group of firms. The broadest NAICS grouping is the sector: identified by a 2-digit code. The next level is the subsector (3-digit code), followed by the industry group (4-digit code). Workforce providers should identify one or more subsectors or industry groups and then identify the types of employers that are included in their selection. If the selection does not reflect the employers they are interested in, they can expand, reduce, or change the NAICS selection as needed.

AM Account managers need to understand how the transit and ground passenger transportation subsector is organized so they can speak more knowledgeably with employers.

Urban transit establishments are primarily in the public sector in the United States

with the exception of paratransit services (special van and bus services for people with disabilities, the elderly and the infirm), which are often contracted out to private firms. In New York City, transit activities are overseen by the Metropolitan Transportation Authority (MTA), the largest transit agency in the U.S. with more than five times the number of passenger trips than the next largest (Chicago). The MTA is organized by operating unit. These include, in descending order by employment size, New York City Transit, Long Island Railroad, Long Island Bus, Metro North, Metro North Bus, MTA Bridges and Tunnels, and the MTA Central Office.

In 2008, there were a total of 25 urban transit establishments in New York City, the same as in 2000. Table 1 shows that urban transit establishments are distributed throughout the boroughs.

TABLE 2 New York City's Largest Transit Services Establishments, 2008

Establishments	Borough	Employment
Long Island Rail Road Co	Queens	6,030
New York City Transit	Brooklyn	4,750
MTA	New York	4,390
MTA New York City Transit	New York	2,500
New York City Transit Auth	Queens	500
Triborough Coach Corp	Queens	479
Long Island Rail Road Co	Queens	400
Staten Island Rapid Transit	Staten Island	300
New York City Transit Auth	New York	300
Staten Island Rapid Transit	Staten Island	300

SOURCE | +Dun & Bradstreet; *ReferenceUSA Establishment Lists, 2008, Retrieved March 2009.

In both 1989-92 and 2001-03, decreases in transit employment lagged behind the onset of recession.

TABLE 3 Employment In New York City Urban Transit By Borough, 2000-2008

	2000	2008	Change
Brooklyn	7,909	19,769	150%
Manhattan	13,127	21,736	66%
Queens	6,525	12,570	93%
New York City	31,670	60,417	91%

SOURCE | New York State Department of Labor, Quarterly Census of Employment and Wages, 2000-2008 (2Q).

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

Table 2 is a list of the largest urban transit establishments and the boroughs in which they are located. All of the New York City’s largest establishments are operating units of the MTA (including Triborough Coach Corporation, which was subsumed by the MTA Bus Company in 2006). The largest establishments are Long Island Railroad, New York City Transit, and MTA central offices. Together, these establishments employ about forty percent of the urban transit workforce in New York City.

AM Account managers should know the largest urban transit establishments and be aware that these establishments employ forty percent of the urban transit workforce.

AM To collect establishment names and contact information, account managers should:

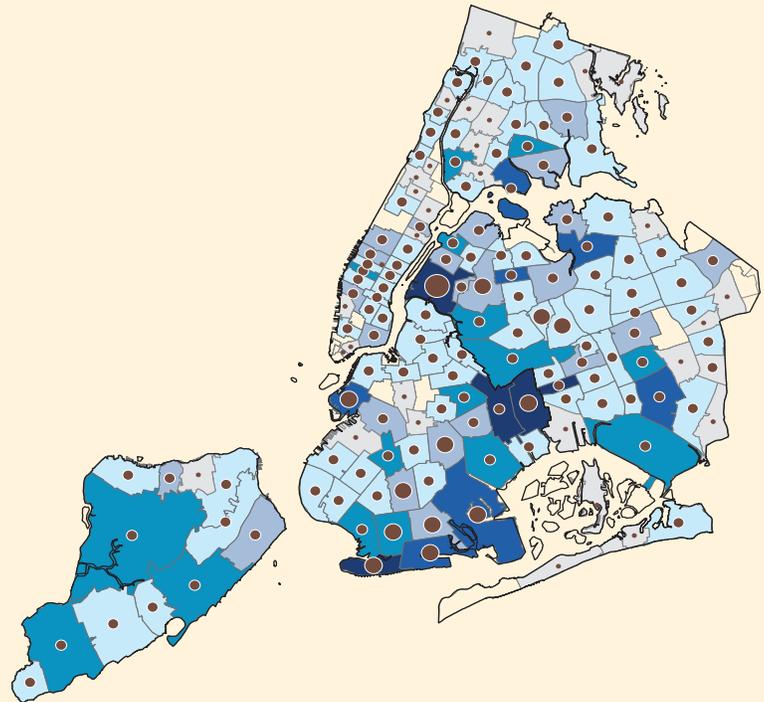
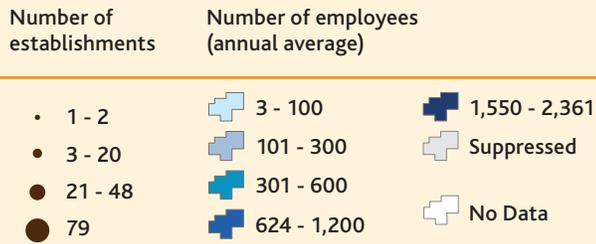
- Purchase commercially available lists such as Hoover’s, Moody’s, Dun & Bradstreet, or ReferenceUSA; or
- Download lists for free from the New York Public Library for Science, Industry and Business (SIBL) on 34th Street and Madison Avenue. Instructions for downloading establishment lists from SIBL can be found at NYCLMIS’ website at www.urbanresearch.org or www.nyc.gov/wib.

Jobs and Wages

According to the Quarterly Census of Employment and Wages, the urban transit industry group employed 52,710 people in New York City in 2008, a 7 percent increase from 2000 (Table 3).¹ Jobs shifted from Brooklyn to Manhattan with the MTA’s decision to move the New York City Transit’s headquarters from Downtown Brooklyn to lower Broadway in Manhattan in 2004.

Because of data suppression, Figure 1 is a map by ZIP code of establishments and employment in the *urban transit and ground passenger transportation subsector*.²

FIGURE 1 Establishments and Employment in Urban Transit and Ground Passenger Transportation in New York City, 2008



* NOTE: Employee and wage data are suppressed by NYSDOL for any ZIP Code that includes fewer than 3 establishments or contains a single establishment that accounts for 80% or more of the industry's employment.

SOURCE | NYS Department of Labor, Quarterly Census of Employment and Wages (QCEW), 2Q 2008. ZIP Code boundaries were created with information copyrighted by the New York State Office of Cyber Security and Critical Infrastructure Coordination © 2007.

The MTA's offices are generally represented by smaller dots in areas in which employment and wage figures are suppressed. They include: on Lower Broadway (New York City Transit); Grand Central Terminal (Metro North, MTA Bus Company, and MTA Headquarters); Jamaica, Queens (Long Island Railroad); and Randalls Island (MTA Bridges and Tunnels).

Table 4 shows the average annual wages in urban transit by borough in 2000 and 2007. In 2007 the overall average annual wage was \$68,762. Manhattan workers earned the highest wages in 2007 on average at \$69,450. After adjusting for inflation, the average annual wage of urban transit workers increased 3 percent, although

TABLE 4 Average Annual Wage Earned in Urban Transit by Borough, 2000-2007

	2000	2007	Change
Brooklyn	\$48,343	\$46,416	-4%
Manhattan	\$66,929	\$69,450	4%
Queens	\$63,670	\$59,325	-7%
New York City	\$66,641	\$68,762	3%

* In 2007 constant dollars.

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

FIGURE 2 Annual Wages in Urban Transit and Ground Passenger Transportation in New York City, 2007

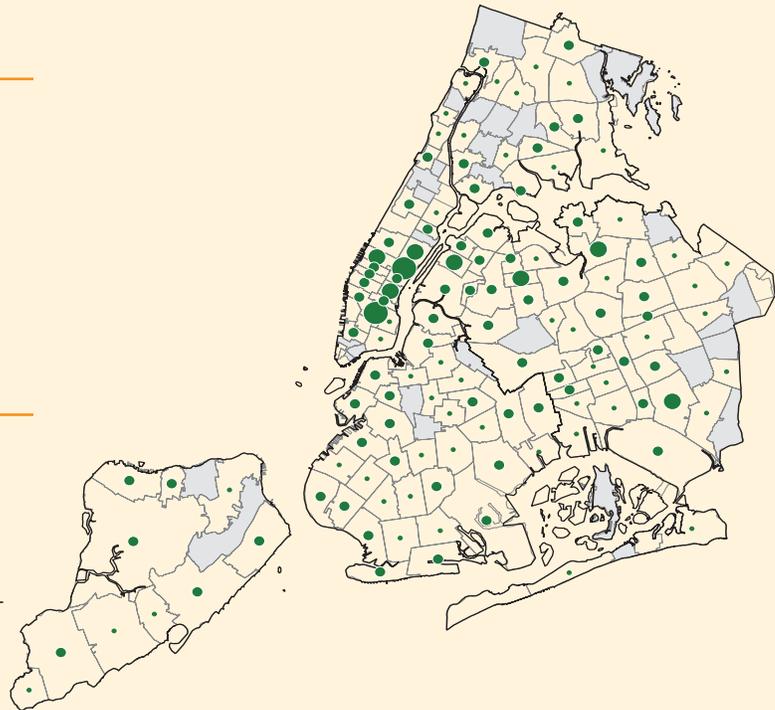
Annual wages — ZIP Code average

- \$6,578 – \$25,000
- \$25,001 – \$50,000
- \$50,001 – \$100,000
- \$100,001 – \$221,118

- ⊞ ZIP Code boundaries
- Wage data suppressed (one or more establishments)

* NOTE: Employee and wage data are suppressed by NYSDOL for any ZIP Code that includes fewer than 3 establishments or contains a single establishment that accounts for 80% or more of the industry’s employment.

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



wages decreased in Brooklyn and Queens. The New York State Department of Labor does not disclose transit wages in Staten Island or the Bronx because of confidentiality concerns associated with the small number of transit establishments.

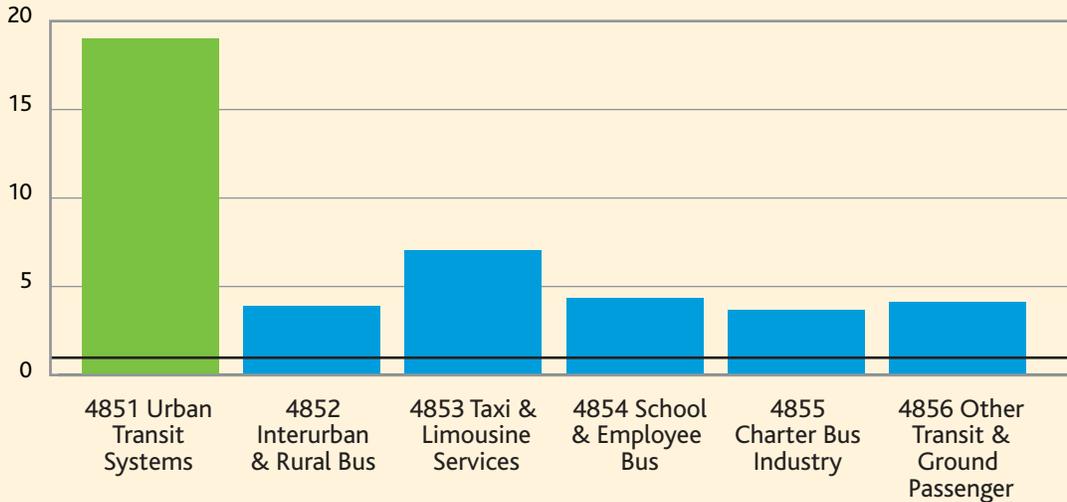
Figure 2 shows average annual wages in the urban transit and ground transportation subsector. Individuals employed at establishments in Manhattan earn more probably because offices in Manhattan employ a more highly paid executive staff. The maps suggests that establishments near airports (likely ground transportation and not transit) pay slightly less but still moderately well. Average wages in the rest of the city are between \$6,500 and \$25,000 per year.

Employment specialization (also known as “location quotient”) measures how much employment in a particular industry group is concentrated in New York City compared to the rest of the nation. Industry groups with high specialization are typically strongly rooted in New York City.

AM Account managers should be aware of how strongly rooted in New York City the industry group they are working with is and the characteristics of the labor market that are important to employers.

Figure 3 compares urban transit with the other industry groups in the transit and ground passenger transportation subsector

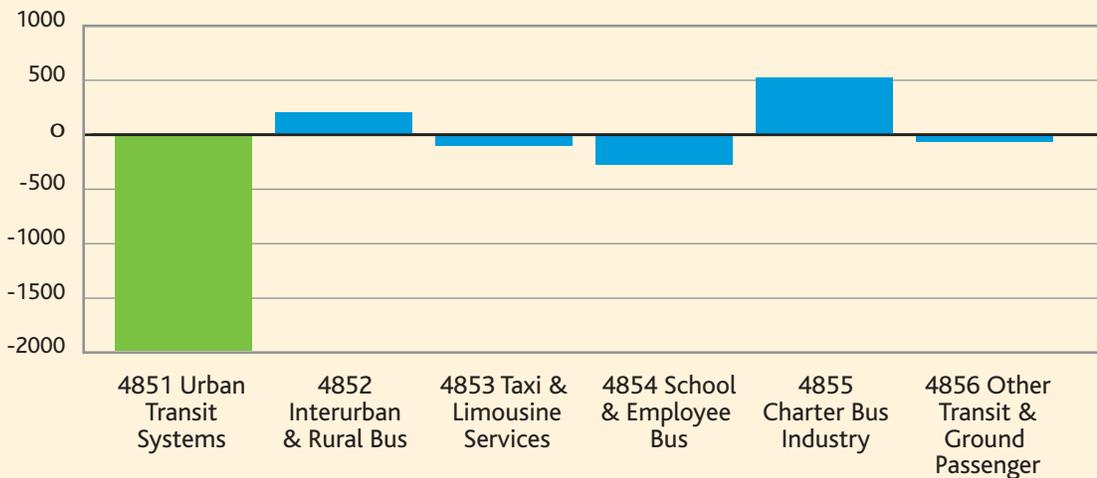
FIGURE 3 New York City's Employment Specialization* in Transit and Ground Passenger Transportation, 2007



SOURCE | National data from the U.S. Department of Labor, Bureau of Labor Statistics; New York City Data from the New York State Department of Labor, Quarterly Census of Employment and Wages, Annual Average 2007.

* Values >1: More specialized than the nation; <1: Less specialized; 1: Equally specialized as the nation.

FIGURE 4 Number of Jobs Added/Lost in Transit and Ground Passenger Transportation in New York City Because of Local (Dis)Advantage, 2000-08



SOURCE | National data from Bureau of Labor Statistics; New York City data from New York State Department of Labor, Quarterly Census of Employment and Wages, 2000-08.

on employment specialization in New York City. It is not surprising that urban transit employment is 17 times more concentrated in New York City than it is throughout the U.S. since the MTA is the largest transit agency in the nation.

Other industry groups in the subsector are also more concentrated in New York City than the rest of the nation, although not as heavily as urban transit.

Local Performance

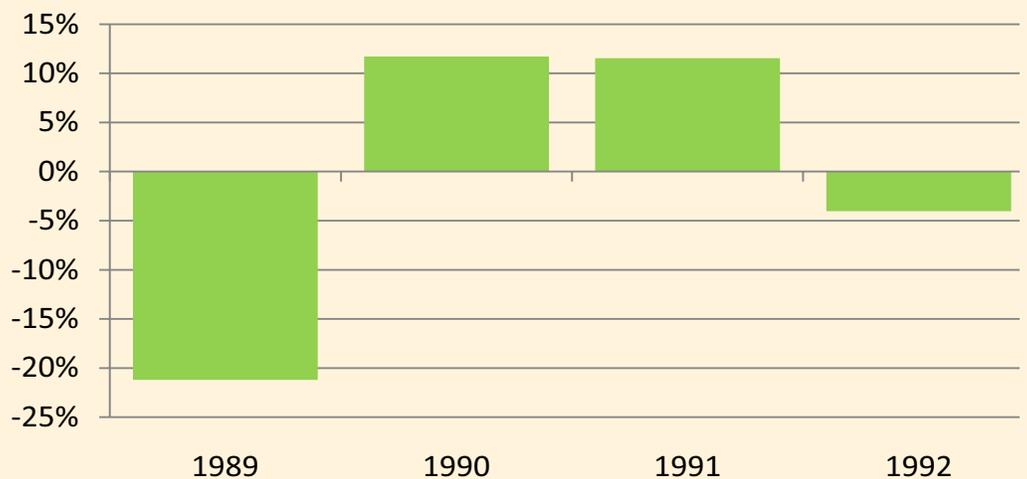
In any industry, jobs may grow or decrease for several reasons: the economy is growing in general; the industry group is growing nationally above and beyond the overall economy, or because of unique advantages of the local economy.³ Although employ-

ment in urban transit grew in New York City by over 3,000 from 2000-2007, Figure 4 shows that New York City transit added 2,000 *fewer* jobs than expected based on overall economic conditions and national industry growth during that period.

Although caution is warranted when making comparisons, the current recession is similar to the 1989-92 recession in several ways. It was preceded by a rapid decline in housing prices, a sharp decrease in the stock market, and entailed the failure of several banking institutions. Although the labor market has changed a great deal since 1992 and other factors underlie the current recession, these similarities remain.

The NYCLMIS expected to find decreases in transit employment during economic

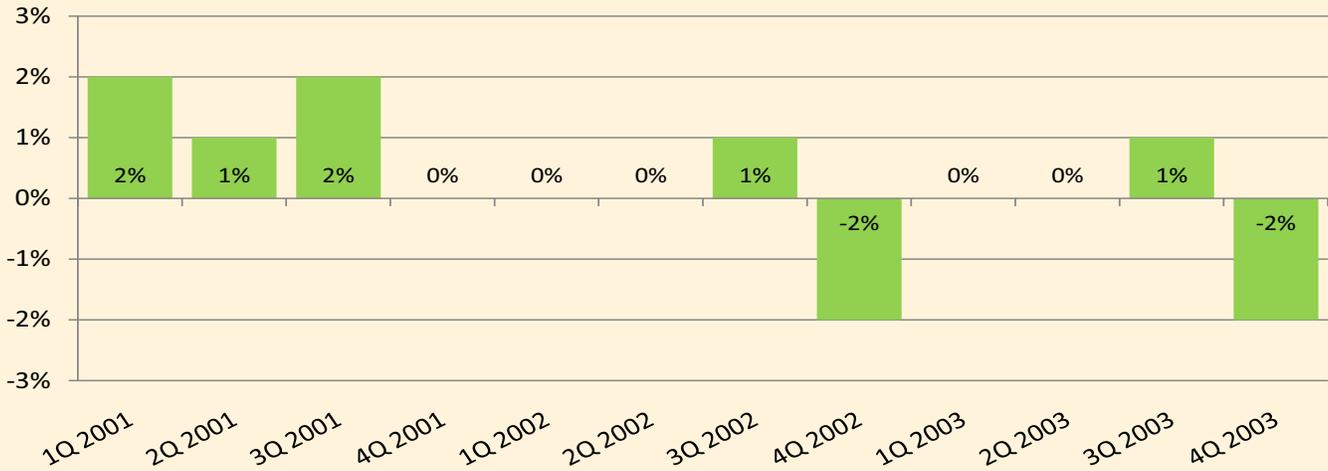
FIGURE 5 Employment Performance* of New York City Urban Transit During the 1989-92 Recession



SOURCE | County Business Patterns, 1989 - 1992.

* Defined as the percentage above/below the year-to-year employment change in the local economy overall.

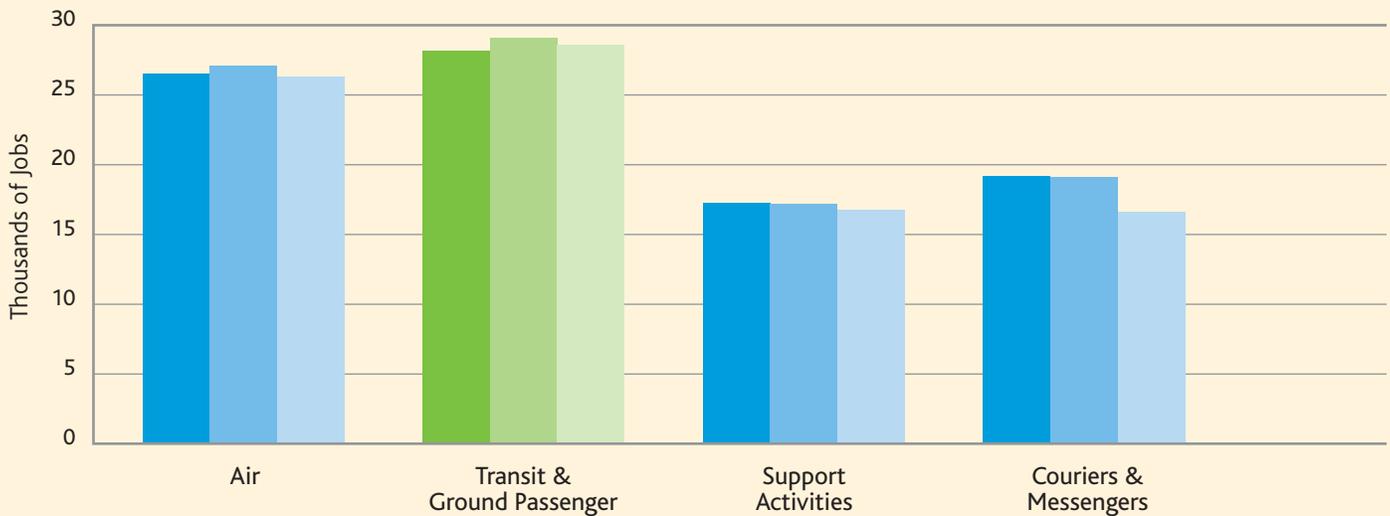
FIGURE 6 Employment Performance* of New York City Urban Transit During the 2001-03 Recession



SOURCE | New York State Department of Labor, Quarterly Census of Employment and Wages, 2000 - 2003

*Defined as the percentage above/below the quarter-to-quarter employment change in the local economy overall.

FIGURE 7 New York City Employment in Selected Transportation Subsectors, January 2008-January 2009



SOURCE | New York State Department of Labor, January 2009 Employment by Industry.

Jan 2008 Dec 2008 Jan 2009

downturns for two reasons: (1) when tax receipts decrease, there is less money available for transit services; and (2) unemployment and weak consumer demand depress transit ridership.

Urban transit added more jobs than local economy on average during the middle years of the 1989-92 recession, but finished off the recession slightly worse than the rest of the city. Figure 6 shows that urban

TABLE 5 Promising* Occupations in New York City Urban Transit

SOC	Occupation	Hourly Wage			Educational Requirements**
		Entry	Median	Upper	
11-3071	Transportation, Storage, and Distribution Managers	\$30.61	\$45.87	\$70+	AA
47-1011	First-Line Supervisors/Managers of Construction Trades and Extraction Workers	\$22.57	\$37.69	\$58.05	HS or GED
47-2072 (2073)	Operating Engineers and Other Construction Equipment Operators	\$21.03	\$37.00	\$51.56	HS or GED
47-2221	Structural Iron and Steel Workers	\$14.45	\$36.07	\$53.30	HS or GED
47-4021	Elevator Installers and Repairers	\$23.09	\$33.87	\$45.44	HS or GED
47-2111	Electricians	\$17.23	\$33.79	\$48.80	Postsec cert
49-1011	First-Line Supervisors/Managers of Mechanics, Installers, and Repairers	\$21.85	\$33.27	\$47.49	HS or GED
13-1023	Purchasing Agents, Except Wholesale, Retail, and Farm Products	\$19.15	\$29.49	\$46.00	Some college
53-1031	First-Line Supervisors/Managers of Transportation and Material Moving Machine and Vehicle Operators	\$16.26	\$29.10	\$41.83	HS or GED
33-3021	Detectives and Criminal Investigators	\$16.60	\$28.33	\$49.25	HS or GED
51-1011	First-Line Supervisors/Managers of Production and Operating Worker	\$14.71	\$26.27	\$43.33	HS or GED
43-1011	First-Line Supervisors/Managers of Office and Administrative Support Workers	\$17.17	\$26.22	\$40.44	HS or GED
49-3042	Mobile Heavy Equipment Mechanics, Except Engines	\$17.40	\$25.30	\$36.69	Postsec cert
47-2031	Carpenters	\$14.16	\$25.28	\$45.76	Less than HS
49-9021	Heating, Air Conditioning, and Refrigeration Mechanics and Installers	\$14.05	\$24.83	\$35.97	HS or GED
47-2061	Construction Laborers	\$10.84	\$24.65	\$36.94	HS or GED
49-3031	Bus and Truck Mechanics and Diesel Engine Specialists	\$16.17	\$24.57	\$29.08	Postsec cert
47-2021 (2022)	Brickmasons, Blockmasons, and Stonemasons	\$12.57	\$23.12	\$40.11	HS or GED
49-2020	Radio and Telecommunications Equipment Installers and Repairers	\$22.91	\$22.91	\$37.79	Some college
53-3021	Bus Drivers, Transit and Intercity	\$13.83	\$22.11	\$27.58	HS or GED
37-1011	First-Line Supervisors/Managers of Housekeeping and Janitorial Workers	\$11.57	\$21.36	\$29.25	HS or GED
43-5061	Production, Planning, and Expediting Clerks	\$13.83	\$21.27	\$32.01	HS or GED
49-9041 (9045)	Industrial and Refractory Machinery Mechanics	\$10.54	\$17.62	\$26.18	Postsec cert
49-3031	Bus and Truck Mechanics and Diesel Engine Specialists	\$16.17	\$24.57	\$29.08	Postsec cert

* Refers to the prevailing median wage and availability of the occupation to people with fewer than four years of postsecondary education and not to job growth potential or quality of the job experience.

** Indicates the level of education attained by most individuals in this occupation according to a national survey of employers. Some New York City employers may require fewer or more years of education. Additional requirements such as drug, criminal screening, entry examinations, certification, and licensing may also apply.

SOURCE | Occupational employment estimates: U.S. Bureau of the Census, American Community Survey, 2005-07 combined samples, place of work is New York City. Typical wages: Bureau of Labor Statistics, Occupational Employment Statistics, Metropolitan New York City, 2007. Educational requirements: U.S. Department of Labor, Employment and Training Administration, O*NET 13.0 Production database.

transit retained proportionately as many jobs as the rest of the economy during the 2001–03 recession. In both previous recessions, it appears that transit employment decreases lag behind the onset of recession.

Figure 7 shows the latest information on job gains and losses in the *private sector* portion of transit since January 2008. Transit employment experienced a net gain of 400 jobs (1%) between January 2008 and January 2009. The job gains fall entirely in 2008, however, and include a loss of 500 jobs (–2%) between December 2008 and January 2009.

Unfortunately, official employment statistics released by the New York State Department of Labor currently do not include public sector employment. It is important to note that the private sector accounts for less than half of New York City’s transit employment.

As noted above, the MTA’s revenues largely come from State tax receipts and the transit’s budget is decided in the State legislature. As of this writing, next year’s budget is not set; however, anticipated service cuts will likely translate to job cuts in the MTA as well.

AM Account managers should stay up to date on month to month employment figures issued by the New York State Department of Labor to assess whether job losses in the industry group are accelerating, stabilizing, or reversing.

Occupational Opportunities

Up until this point in this profile, we have examined employment and wages within the *industry group* and how it compares

with other industry groups on a number of measures. In this section we look at the *occupations* that are available in urban transit and the degree to which they offer opportunities for earnings and advancement. In our working definition, a “promising” occupation:

- Employs a substantial number of people in New York City;
- Pays \$12.00 an hour or more to at least half of the people who hold the position; and
- Employs individuals who do not hold four-year college degrees.

Table 5 lists 25 promising occupations in urban transit in descending order by median hourly wage (i.e., the wage earned by half of the individuals in the occupation in the Metropolitan New York City region). Most striking is the sheer variety of occupations employed in urban transit that pay well and are accessible to people without 4-year college degrees.

Vehicle operators and bus drivers provide the greatest number of jobs in transit. Both positions require special licensing, but pay well over \$12.00 an hour at entry level, and \$20.00 an hour or more at the median.

CA U.S. and New York State laws prohibit some ex-offenders from holding positions as vehicle operators and electricians, although procedures are available to waive or appeal those restrictions under certain circumstances. Contact the Legal Action Center (www.lac.org), Re-entry Net/NY (www.reentry.net/ny), or the H.I.R.E. Network (www.hirenetwork.org) for more information about employment restrictions, and rights and appeal procedures.

In general, urban transit is a good source of stable, long-term jobs that offer advancement opportunities, full benefits, and labor union representation.

Transit employment is one of a few remaining opportunities for people with limited work experience and educational attainment to obtain stable, long-term employment, career advancement, benefits, and union representation.

Many promising occupations in Table 5 are construction-related (e.g., iron and steel workers, electricians, laborers, and brick/stonemasons) or installation, maintenance or repair occupations (heating/air conditioning, equipment mechanics, bus and truck mechanics, and radio installers).

Some require no more than a high school diploma or GED; others require postsecondary certification. Several construction occupations are in skilled trades, requiring entry into the union followed by a period of apprenticeship. Others that do not involve formal apprenticeships require certification generally earned in a community-college or trade school setting (e.g., electricians and diesel mechanics).

There are also managerial, administrative, and financial occupations in the urban transit industry group that pay over \$12.00 at the median. Managerial jobs typically require at least an associates' degree.

CA Career advisors should know that urban transit offers a variety of well-paying entry-level opportunities for people without formal postsecondary experience.

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.

ET The labor union that represents transit workers is the Transport Workers' Union

Local 100 (TWU). The TWU partners with community colleges to provide numerous training and professional development opportunities for its members and is a promising source for identifying needs, reaching, and assisting transit workers to climb the career ladder.

The 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.

As stated in NYCLMIS's 2008 profile: the transit industry is one of a few remaining opportunities in the city for individuals with limited work experience and educational attainment to obtain stable, long-term employment, career advancement, benefits, and union representation.

CA Career advisors should be knowledgeable about MTA and TWU training offerings available to transit workers.

ET Education and training providers should assess the extent to which their current offerings reach and assist entry-level workers in transit to advance in their careers if they choose to work outside of urban transit in other industries.

ET For a complete list of approved training providers in New York City – searchable by sector, occupation, and borough – go to www.nyc.gov/trainingguide. The *NYC Training Guide* offers course and contact information, job placement rates, and student

reviews of courses, costs, and eligibility for individual training grant (ITG) vouchers through the Workforce1 Career Centers or the New York City Department of Human Resources Administration.

Current Workforce Facts

In 2005-2007, 79 percent of the individuals working in urban transit in New York City were New York City residents (Table 6) and 34 percent were Brooklyn residents. Males predominate in the industry making up 73 percent of the workforce. Three out of five urban transit workers were Black or Hispanic; and a majority were 45 years of age or older. Only 10 percent of the transit workforce has not completed high school; 43 percent have a high school diploma or GED; and 47 percent has attended at least some college.

CA As the transit workforce ages out, providers serving youth and young adults should explore should explore the variety of opportunities in transit, particularly occupations that updated technological skills.

EndNotes

1. According to the MTA, there were over 62,000 people employed at the agency in 2007; it is likely that many employees were excluded from Quarterly Census of Employment and Wages (QCEW) counts because of the agency's public sector status.
2. See note in Figures 1 and 2 for information about data suppression.
3. Figure 4 includes the results of a "shift-share" analysis. Shift-share is a method used to measure the competitiveness of a region's industries. The method divides local job growth into three different types. Local share is the portion of growth (or decline) that cannot be attributed to national or industry growth.

TABLE 6 Characteristics of New York City's Urban Transit Employees,* 2007.

Percent of employees:	
Not New York City residents	21%
New York City residents	79%
Bronx	11%
Brooklyn	34%
Manhattan	5%
Queens	23%
Staten Island	7%
Male	73%
Female	27%
Asian	7%
Black	41%
Hispanic	20%
Other	2%
White	30%
Age 16-24	1%
25-34	9%
35-44	29%
45-54	38%
55+	22%
Less than HS or GED	10%
HS or GED	43%
Some College	30%
Bachelor's	12%
Graduate or Professional Degree	5%

SOURCE | American Community Survey, Public Use Microdata Samples, 2005-07.

*Full-time wage earners working in New York City in NAICS 4851

Urban Transit Industry Group Profile Findings at a Glance

About the Industry Group

Sector: Transportation and Warehousing	(NAICS 48-49)
Subsector: Transit and Ground Passenger Transportation	(NAICS 485)
Industry Group: Urban Transit	(NAICS 4851)
Establishments in New York City:	25

Jobs and Wages

Employment:	52,710
Employment since 2000:	+7%
Average annual wage:	\$68,762
Wages since 2000:	+3%

Local Performance

1989-92 Recession:	Better than city average during, worse at end
2001-03 Recession:	Better than city average during, worse at end
NYC Employment Specialization:	17 times greater than nation's
Local Advantage:	Job growth not associated with local advantage
January 2008 - January 2009 Job Losses/Gains:	+400

Occupations

Major occupation(s):	Vehicle operators and bus drivers
Advancement:	The MTA and TWU provide structured professional development and advancement opportunities for transit workers
Other opportunities:	Many positions in construction-related, and installation, maintenance and repair occupations with advancement possibilities into first-line supervisory positions

Current Workforce

Residence:	79% in New York City
Gender:	73% male
Race/ethnicity:	61% Black or Hispanic
Age:	60% 45 years of age or older
Education:	53% have high school diploma, GED or fewer years

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.



The logo for NYC LMIS, featuring the letters 'NYC' in white on a dark blue square, followed by 'LMIS' in a large, bold, blue sans-serif font.

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