



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

Arthur T. Leahy
Chief Executive Officer
213.922.6888 Tel
213.922.7447 Fax
metro.net

July 21, 2010

Mr. Dorval Carter
Chief Counsel
Federal Transit Administration
East Building, 5th Floor
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

**REQUEST FOR FTA AUTHORIZATION TO INCLUDE CERTAIN PROVISIONS IN
UPCOMING LIGHT RAIL VEHICLE PROCUREMENT
FOR LOS ANGELES COUNTY**

Dear Mr. Carter:

I am writing on behalf of the Los Angeles County Metropolitan Transportation Authority (LACMTA) to request that the Federal Transit Administration (FTA) authorize LACMTA to include in its upcoming Light Rail Vehicle (LRV) procurement certain provisions designed to create employment opportunities in Los Angeles County and to promote improved air quality in the vehicle manufacturing process.

In 2008, the voters of Los Angeles County approved Measure R, a sales tax which will generate up to \$40 billion for transportation projects. The taxpayers of Los Angeles County are investing significant local funds in their transportation system, an investment which will also stimulate the creation of jobs in Southern California.

By way of background, the LRV procurement (referred to as P3010) will consist of a base order of 78 vehicles with options for an additional 157 vehicles to meet the needs of the transit projects included in the Los Angeles County 30/10 Initiative. [The base order alone has an estimated cost of over \$300 million and the added options would bring the total close to \$900 million.] As you may know, the 30/10 Initiative contemplates the design and construction of 12 new fixed guideway transit projects in Los Angeles County over a ten-year period, to be funded through Measure R local sales tax revenues, Federal New Starts funds, and Federal loans and qualified transit improvement bonds. A major goal of the 30/10 Initiative is to create new jobs in Los Angeles County to address the significant unemployment and fiscal issues currently facing Los Angeles County.

LACMTA intends to carry out this procurement through the issuance of a Request for Proposals (RFP) and the submittal of competitive proposals by interested rail manufacturers, with contract award made to the proposer offering the "best value" to

LACMTA, on the basis of an evaluation of technical qualifications and price, plus other factors as specified in the procurement documents.

Local Hiring as Factor in Evaluation

LACMTA's first request is that FTA specifically approve LACMTA's use of local jobs creation as an evaluation factor in the upcoming LRV procurement. Rather than establish a binding requirement as part of the procurement process, LACMTA is proposing to include local jobs creation as a factor in the evaluation of proposals and best value award.

Specifically, LACMTA contemplates requiring proposers to include in their proposals a detailed plan for creating employment opportunities in Los Angeles County in connection with the production, delivery, acceptance testing, and warranty coverage requirements of the LRV supply contract. This hiring plan would be required to include the following: (1) a description of the proposer's plan for employment outreach and recruitment efforts; (2) a description of any proposed job training programs; and (3) an identification of the number, type (by trade or craft), timing, and duration of the employment opportunities that the proposer intends to create in Los Angeles County. LACMTA will evaluate and score this element of each proposer's submittal, as part of the technical qualifications evaluation. The local employment factor will be one of several selection/evaluation factors that LACMTA proposes to use in the LRV procurement. The other significant factors anticipated to be included are proposer experience and qualifications, technical compliance with the LRV specifications, project management experience and programs, and price.

The evaluation of the local job creation plan will not be based solely on the number of jobs identified, but on the overall quality and reasonableness of the employment plan, from an economic and business perspective. (The specific "weight" of this element will be determined in the development of the procurement documents, but we anticipate that it would count for 5-10% of the overall qualifications score.) The successful proposer will be legally and contractually bound to carry out and fully comply with the job creation plan included in its proposal.

As a key component of the 30/10 Initiative, it is critical to LACMTA that the investment of public funds in this LRV procurement result in the creation of jobs in Los Angeles County. Under any measurement, the need for innovative and aggressive approaches to job creation in Los Angeles County is dramatic. As reported by the State of California Employment Development Department, the unemployment rate in Los Angeles County in May 2010 was 12.3% (see enclosed copy of June 18, 2010 report), which is more than 20% higher than the nationwide rate of 9.7%. Therefore, Los Angeles County is also a "labor surplus" area as defined and designated by the U.S. Department of Labor.¹

¹ For a number of years, the status of a county or urbanized area as a "labor surplus area" could be the basis for specific set asides or preferences under the Federal Acquisition Regulation (FAR). While these specific FAR provisions are no

LACMTA does not believe that the use of local jobs creation as an evaluation factor in the LRV procurement would constitute an impermissible geographic preference, and as a result it would not be in conflict with FTA's prohibition on the use of "exclusionary and discriminatory specifications" in federally funded procurements. (See FTA Circular 4220.1F) The legitimate purpose of these FTA rules is to avoid procurement specifications or requirements that give a preference to local firms or unfairly exclude certain bidders or products. In this case, however, it is important to understand both the nature of the rail vehicle supply market and how the local jobs factor will be used in the LRV procurement. The rail vehicle supply market is international in scope -- there are no U.S.-based or California-based rail car manufacturers, and therefore no proposer would be given any preference or advantage because of the use of a local jobs plan as an element in the evaluation process. Moreover, the local jobs factor would be applied equally to all proposing rail car vendors—all proposers would have an obligation to submit a plan, and all proposers would be evaluated under the same criteria. Thus, given the nature of the market and the manner in which LACMTA intends to use the local jobs factor in this procurement, the proposed local jobs aspect of the procurement simply would not, as a factual matter, have any exclusionary or discriminatory impact on the procurement process or any proposing rail car supplier.

In addition, LACMTA believes that using local hiring as one of the selection criteria in a federally funded LRV procurement is consistent with recent actions of the Federal Government authorizing and encouraging the use of Project Labor Agreements (PLAs) in projects funded with Federal assistance. (See Exec. Order No. 13,502 (Feb. 2009)) The Federal Highway Administration has recently issued guidance on the use of PLAs in projects financed by FHWA (see Interim Guidance on the Use of Project Labor Agreements (May 7, 2010)), and we understand that the FTA is in the process of developing similar guidance. As a matter of practice, PLAs operate to encourage or even require local hiring as a means to "ensure a steady supply of labor on contracts being performed" (Executive Order at 1). The FHWA guidance allows the use of PLAs upon a reasonable showing that the PLA will "advance the interests of the government" (Interim Guidance at 2). As noted above, given the unemployment and economic conditions in Los Angeles County, LACMTA believes that a local hiring program will clearly advance the interests of City and County government.

Project -Specific DBE Goals

LACMTA's second request is that FTA approve the use of project-specific Disadvantaged Business Enterprise (DBE) goals for this LRV procurement. LACMTA recognizes that, under the Department of Transportation's DBE regulations at 49 C.F.R. Part 26, the normal practice is for transit vehicle manufacturers (TVMs) to develop their own DBE goals based on anticipated activities in the transit vehicle supply market throughout the United States, and for TVMs to

submit their goals directly to the FTA. (49 C.F.R. § 26.49(b)) Accordingly, transit agencies such as LACMTA are directed to exclude FTA assistance used for vehicle purchases from the base amount on which they calculate their overall DBE goal.

However, the DBE regulations provide a specific exception to this general practice, stating:

As a recipient, you may, with FTA approval, establish project specific goals for DBE participation in the procurement of transit vehicles in lieu of complying through the procedures of this section. (49 C.F.R. § 26.49(d))

In the preamble to the Supplemental Notice of Proposed Rulemaking (SNPRM) that resulted in the addition of the above quoted regulatory language, DOT noted that this provision was “intended to provide greater flexibility to recipients, particularly when dealing with a large vehicle procurement”. (62 Fed Reg 29,559 (May 30, 1997))

In reliance on this established exception, LACMTA requests that FTA approve LACMTA’s use of project specific DBE goals for this large vehicle procurement.² The unemployment crisis and dramatic economic problems facing Los Angeles County can fall particularly hard on small and disadvantaged businesses. Small businesses may have a harder time surviving a recession, and may experience a higher rate of bankruptcies, because they typically lack major cash reserves and major capital assets as collateral, and may thus have more difficulty securing financing in difficult economic times.³ Given the substantial investment of Federal and local public funds in this vehicle procurement, it is essential, as a matter of public policy, that some of these funds be used to create employment and business opportunities for DBE firms in the area.

Certification Regarding Environmental Standards

LACMTA’s third request is that FTA approve LACMTA’s use of California State law environmental and air quality standards as a contractual requirement to be imposed on the successful proposer during the manufacturing and production of the rail vehicles.

Specifically, LACMTA proposes to require that each proposer provide a certification that the manufacturing facilities that it will use to produce and manufacture LRVs for LACMTA will meet air quality and emissions standards that are equivalent to the source specific standards for stationary sources established by the South Coast Air

² LACMTA is currently utilizing voluntary race neutral goals for its FTA funded projects. However, the Disparity Study (which could support the use of race conscious goals) has been completed by LACMTA. The decision to use contract specific race conscious goals or to continue with voluntary race neutral goals will be made in time for the upcoming LRV procurement.

³ See, e.g., The Impact of Recession on Businesses, by Marc Davis, in the web site [Investopedia](#) (a Forbes Digital company).

Quality Management District (SCAQMD) under the Clean Air Act. (The relevant emission standards for stationary sources established under the Clean Air Act applicable to a light rail vehicle manufacturer are contained in Title I, Air Pollution Prevention and Control; Title III, General provisions, and Title V, Permits.) The specific standards and regulatory requirements to which proposers must certify will be spelled out in more detail in the procurement documents.

The reasons for this environmental requirement are straightforward: as a matter of public policy, LACMTA believes that the rail car supplier awarded this procurement should be required to meet current, scientifically-based air quality and emissions standards in the production and manufacturing of publicly funded rail vehicles. Moreover, LACMTA believes that it is fundamentally contrary to sound public policy to spend several hundred millions of dollars in Federal and local funds to support a vehicle manufacturing process that fails to comply with the air quality standards of the community in which the vehicles will be operated, and that contributes to degradation of air quality and excessive emission of greenhouse gases. Again, this requirement is not intended to provide an advantage to or discriminate against any proposer—all prospective proposers will be put on advance notice of the requirement, all proposers will be subject to the same standards and requirements, and no proposer will be provided an exception to or waiver of the requirements.

Buy America Requirements

LACMTA's final request is that FTA approve the use of more stringent Buy America requirements for this LRV procurement.

Specifically, LACMTA proposes to require that the LRVs supplied to LACMTA in the P3010 procurement be produced in the United States. To be considered "produced in the United States", all of the vehicle components would have to be of United States origin, and all of the manufacturing processes would have to take place in the United States. In effect, LACMTA proposes to apply, to this vehicle procurement, the Buy America requirements currently applicable to "manufactured products" under the FTA and FHWA Buy America regulations.

While this is certainly a significant requirement to impose on rail car suppliers, putting it into operation would not only have a dramatic impact on the creation of well-paying jobs in the United States, but also the introduction of rail manufacturing facilities in the United States would have a hugely beneficial effect on tax revenues and the general economic base in the areas where those facilities would be located. Moreover, the requirement for 100% domestic content would foster the growth and development of a wide array of rail car subcontractors and suppliers in the United States, greatly benefiting small businesses and start-up companies, with an inevitable ripple effect in job creation nationwide. Finally, the establishment of a rail vehicle manufacturing infrastructure in the United States would be of enormous long term benefit in the development of high-speed rail projects around the country, and in making the United States a more competitive participant in the rapidly growing

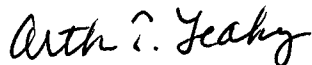
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international high-speed rail market. Accordingly, the range and magnitude of benefits that could flow from a 100% Buy America requirement are fully consistent with the jobs creation and infrastructure development policy goals of the U.S. Department of Transportation, and provide a legitimate foundation for FTA's approval of this request.

Conclusion

In conclusion, LACMTA believes that the inclusion of the provisions detailed above will be of significant value to LACMTA and the citizens of Los Angeles County in advancing important public policy objectives in the implementation of the LRV procurement. We respectfully request that FTA give thorough consideration to these requests. As it is important for LACMTA to move forward promptly with this procurement and FTA's action on our requests will directly impact the contents of the procurement documents, we respectfully request that FTA provide its response by August 11, 2010. We are available at your convenience to answer any questions you may have or to discuss these requests and issues in more detail.

Sincerely,



Arthur T. Leahy
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority

Enclosure

cc: Leslie Rogers, FTA Region IX
Ray Tellis, FTA-FHWA LA Metro Office

**LOS ANGELES-LONG BEACH-GLENDALE METROPOLITAN DIVISION
(LOS ANGELES COUNTY)**

Eight industries gain and three industries lose over the month

The seasonally adjusted unemployment rate in Los Angeles County increased over the month to 12.3 percent in May 2010 from a revised 12.2 percent in April 2010 and was above the rate of 11.4 percent one year ago. Civilian employment decreased by 1,000 to 4,286,000 in May 2010, while unemployment increased by 2,000 to 599,000 over the month. The civilian labor force remained unchanged over the month at 4,885,000 in May 2010. (All of the above figures are seasonally adjusted.) The unadjusted unemployment rate for the county was 12.1 percent in May 2010.

The California seasonally adjusted unemployment rate was 12.4 percent in May 2010, 12.5 percent in April 2010, and 11.3 percent a year ago in May 2009. The comparable estimates for the nation were 9.7 percent in May 2010, 9.9 percent in April 2010, and 9.4 percent a year ago.

Between April 2010 and May 2010, total nonfarm employment increased by 6,500 jobs to reach 3,790,100 in Los Angeles County.

- Government has the largest increase over the month adding 8,900 jobs composed of increases in federal government (up 9,300) and state government (up 500) offset by local government losses (down 900).
- Leisure and hospitality gained 4,800 month-over positions with accommodation and food services accounting for two-thirds of the increase (up 3,200) and arts, entertainment, and recreation for the remainder (up 1,600). Other increases over the month were information (up 1,800), trade, transportation, and utilities (up 1,200), other services (up 1,100), construction (up 500), manufacturing (up 400), and mining and logging (up 100).
- Educational and health services fell by 7,300 positions during the month with almost all the losses coming from colleges, universities, and professional schools (down 7,000) of the educational services subsector. Professional and business services lost 4,500 jobs composed of professional, scientific and technical services (down 6,000) offset by gains in administrative and support and waste services (up 1,400) and management of companies and enterprises (up 100). Financial activities decreased by 500 workers.

Between May 2009 and May 2010, Los Angeles County nonfarm employment declined by 69,500, or 1.8 percent.

- Information is the only industry, on a year-over basis, that has gains adding 26,200 jobs. The great majority of that increase (up 22,900) is from motion picture and sound recording.

- Employment in all other industries decreased. Manufacturing (down 22,400) had the largest loss over the year divided evenly between durable goods (down 11,700) and nondurable goods (down 10,700). Trade, transportation, and utilities (down 20,100) shrank in all its subsectors of wholesale trade (down 9,700), retail trade (down 5,500) and transportation, warehousing, and utilities (down 4,900). Construction contracted by 17,300 workers with two-thirds of the decrease in specialty trade contractors (down 11,600).
- Over half of the year-over losses in professional and business services (15,100) came from professional, scientific, and technical services (down 8,500). In the government sector federal government gains (up 12,100) were offset by losses in local government (down 16,900) and state government (down 4,500). Other industries that tallied losses were financial activities (down 4,900), leisure and hospitality (down 3,200), other services (down 2,800), educational and health services (down 400), and mining and logging (down 200).

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June 18, 2010

Employment Development Department
 Labor Market Information Division
 (916) 262-2162

Los Angeles Long Beach Glendale MD
(Los Angeles County)
 Industry Employment & Labor Force
 March 2009 Benchmark

Data Not Seasonally Adjusted

	May 09	Mar 10	Apr 10 Revised	May 10 Prelim	Percent Change	
					Month	Year
Civilian Labor Force (1)	4,900,500	4,885,200	4,870,300	4,841,900	-0.6%	-1.2%
Civilian Employment	4,352,600	4,288,600	4,292,300	4,253,900	-0.9%	-2.3%
Civilian Unemployment	547,900	596,600	578,000	588,000	1.7%	7.3%
Civilian Unemployment Rate	11.2%	12.2%	11.9%	12.1%		
(CA Unemployment Rate)	11.0%	13.0%	12.2%	11.9%		
(U.S. Unemployment Rate)	9.1%	10.2%	9.5%	9.3%		
Total, All Industries (2)	3,866,300	3,786,500	3,790,100	3,796,500	0.2%	-1.8%
Total Farm	6,700	6,200	6,500	6,400	-1.5%	-4.5%
Total Nonfarm	3,859,600	3,780,300	3,783,600	3,790,100	0.2%	-1.8%
Total Private	3,245,500	3,188,300	3,187,700	3,185,300	-0.1%	-1.9%
Goods Producing	516,400	477,200	475,500	476,500	0.2%	-7.7%
Mining and Logging	4,200	3,900	3,900	4,000	2.6%	-4.8%
Construction	118,800	100,500	101,000	101,500	0.5%	-14.6%
Construction of Buildings	29,300	24,300	24,100	24,300	0.8%	-17.1%
Residential Building Construction	18,200	15,300	15,000	15,100	0.7%	-17.0%
Nonresidential Building Construction	11,100	9,000	9,100	9,200	1.1%	-17.1%
Heavy & Civil Engineering Construction	11,000	10,000	10,200	10,300	1.0%	-6.4%
Specialty Trade Contractors	78,500	66,200	66,700	66,900	0.3%	-14.8%
Building Foundation & Exterior Contractors	15,800	13,500	13,800	14,200	2.9%	-10.1%
Building Equipment Contractors	33,600	27,800	28,000	28,100	0.4%	-16.4%
Building Finishing Contractors	20,500	17,500	17,400	17,000	-2.3%	-17.1%
Other Specialty Trade Contractors	8,600	7,400	7,500	7,600	1.3%	-11.6%
Manufacturing	393,400	372,800	370,600	371,000	0.1%	-5.7%
Durable Goods	219,200	208,000	207,100	207,500	0.2%	-5.3%
Durable Goods - Residual	9,900	9,900	10,100	10,600	5.0%	7.1%
Primary Metal Manufacturing	7,500	7,100	7,100	7,100	0.0%	-5.3%
Fabricated Metal Product Manufacturing	43,000	40,100	39,700	39,800	0.3%	-7.4%
Machinery Manufacturing	16,000	15,300	15,100	15,100	0.0%	-5.6%
Computer & Electronic Product Manufacturing	51,300	49,800	49,800	49,800	0.0%	-2.9%
Electronic Instrument Manufacturing	33,900	33,000	32,800	32,800	0.0%	-3.2%
Computer and Electronic Product Mfg -- Residual	17,400	16,800	17,000	17,000	0.0%	-2.3%
Electrical Equipment & Appliance Manufacturing	9,700	9,300	9,300	9,300	0.0%	-4.1%
Transportation Equipment Manufacturing	48,200	46,100	45,800	45,800	0.0%	-5.0%
Aerospace Product & Parts Manufacturing	38,100	35,900	35,600	35,700	0.3%	-6.3%
Transportation Equipment Mfg -- Residual	10,100	10,200	10,200	10,100	-1.0%	0.0%
Furniture & Related Product Manufacturing	14,300	12,200	12,100	12,000	-0.8%	-16.1%
Household & Institutional Furniture Mfg	9,300	8,100	8,000	7,900	-1.3%	-15.1%
Furniture and Related Product Mfg -- Residual	5,000	4,100	4,100	4,100	0.0%	-18.0%
Miscellaneous Manufacturing	19,300	18,200	18,100	18,000	-0.6%	-6.7%
Nondurable Goods	174,200	164,800	163,500	163,500	0.0%	-6.1%
Food Manufacturing	40,400	38,000	37,500	37,300	-0.5%	-7.7%
Dairy Product Manufacturing	4,900	4,900	4,900	4,900	0.0%	0.0%
Animal Slaughtering & Processing	5,300	5,300	5,200	5,200	0.0%	-1.9%
Bakeries & Tortilla Manufacturing	15,300	14,900	14,800	14,800	0.0%	-3.3%
Food Mfg -- Residual	14,900	12,900	12,600	12,400	-1.6%	-16.8%
Beverage & Tobacco Product Mfg	5,000	4,800	4,900	4,900	0.0%	-2.0%
Textile Mills	7,800	7,100	7,000	7,000	0.0%	-10.3%
Apparel Manufacturing	50,000	47,300	47,300	47,300	0.0%	-5.4%
Cut & Sew Apparel Manufacturing	46,900	44,500	44,400	44,300	-0.2%	-5.5%
Apparel Mfg -- Residual	3,100	2,800	2,900	3,000	3.4%	-3.2%
Non-Durable Goods - Residual	6,700	6,600	6,200	6,600	6.5%	-1.5%
Paper Manufacturing	7,600	7,200	7,100	7,100	0.0%	-6.6%
Printing & Related Support Activities	18,700	17,100	17,000	16,900	-0.6%	-9.6%
Petroleum & Coal Products Manufacturing	4,400	4,300	4,300	4,300	0.0%	-2.3%
Chemical Manufacturing	19,200	18,700	18,700	18,600	-0.5%	-3.1%
Pharmaceutical & Medicine Manufacturing	6,400	6,600	6,500	6,600	1.5%	3.1%

June 18, 2010

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Chemical Mfg -- Residual	12,800	12,100	12,200	12,000	-1.6%	-6.3%
Plastics & Rubber Products Manufacturing	14,400	13,700	13,500	13,500	0.0%	-6.3%
Service Providing	3,343,200	3,303,100	3,308,100	3,313,600	0.2%	-0.9%
Private Service Producing	2,729,100	2,711,100	2,712,200	2,708,800	-0.1%	-0.7%
Trade, Transportation & Utilities	741,500	723,100	720,200	721,400	0.2%	-2.7%
Wholesale Trade	205,600	198,500	196,700	195,900	-0.4%	-4.7%
Merchant Wholesalers, Durable Goods	95,300	91,900	90,900	90,200	-0.8%	-5.4%
Motor Vehicle & Motor Vehicle Parts Merchant Wholesalers	10,600	10,300	10,200	10,200	0.0%	-3.8%
Professional & Commercial Equipment Merchant Wholesalers	15,600	15,000	14,800	14,700	-0.7%	-5.8%
Electrical & Electronic Goods Merchant Wholesalers	12,000	11,300	11,200	11,200	0.0%	-6.7%
Machinery, Equip & Supplies Merchant Wholesalers	14,000	12,900	12,900	12,800	-0.8%	-8.6%
Miscellaneous Durable Goods Merchant Wholesalers	17,900	17,400	17,200	17,100	-0.6%	-4.5%
Merchant Wholesalers, Durable Goods - Residual	25,200	25,000	24,600	24,200	-1.6%	-4.0%
Merchant Wholesalers, Nondurable Goods	87,900	85,300	84,800	84,800	0.0%	-3.5%
Apparel, Piece Goods & Notions Merchant Wholesalers	19,900	19,300	19,500	19,500	0.0%	-2.0%
Grocery & Related Products Merchant Wholesalers	32,500	32,400	32,400	32,500	0.3%	0.0%
Merchant Wholesalers, Nondurable Goods - Residual	19,200	18,700	18,000	17,900	-0.6%	-6.8%
Misc Nondurable Merchant Wholesalers	16,300	14,900	14,900	14,900	0.0%	-8.6%
Wholesale Electronic Markets & Agents & Brokers	22,400	21,300	21,000	20,900	-0.5%	-6.7%
Retail Trade	383,100	377,900	377,000	377,600	0.2%	-1.4%
Motor Vehicle & Parts Dealer	40,200	38,300	38,400	38,300	-0.3%	-4.7%
Automobile Dealers	26,900	25,800	25,900	25,800	-0.4%	-4.1%
Other Motor Vehicle Dealers	2,400	1,900	1,900	1,900	0.0%	-20.8%
Automotive Parts, Accessories & Tire Stores	10,900	10,600	10,600	10,600	0.0%	-2.8%
Furniture & Home Furnishings Stores	12,300	11,300	11,200	11,100	-0.9%	-9.8%
Electronics & Appliance Stores	14,700	14,200	13,900	13,900	0.0%	-5.4%
Building Material & Garden Equipment Stores	23,200	22,400	22,700	22,900	0.9%	-1.3%
Food & Beverage Stores	88,500	88,800	89,300	89,700	0.4%	1.4%
Grocery Stores	75,200	76,200	76,100	76,300	0.3%	1.5%
Food and Beverage Stores - Residual	13,300	12,600	13,200	13,400	1.5%	0.8%
Health & Personal Care Stores	28,600	27,900	27,800	27,900	0.4%	-2.4%
Gasoline Stations	11,300	10,900	10,900	10,900	0.0%	-3.5%
Clothing & Clothing Accessories Stores	47,900	49,500	49,200	49,200	0.0%	2.7%
Sporting Goods, Hobby, Book & Music Stores	19,000	18,300	18,300	18,300	0.0%	-3.7%
Sporting Goods, Hobby & Musical Instrument Stores	13,100	12,700	12,700	12,700	0.0%	-3.1%
Book, Periodical & Music Stores	5,900	5,600	5,600	5,600	0.0%	-5.1%
General Merchandise Stores	64,100	63,900	63,300	63,300	0.0%	-1.2%
Department Stores	42,000	42,500	42,000	42,000	0.0%	0.0%
Other General Merchandise Stores	22,100	21,400	21,300	21,300	0.0%	-3.6%
Miscellaneous Store Retailers	23,200	22,500	22,200	22,300	0.5%	-3.9%
Nonstore Retailers	10,100	9,900	9,800	9,800	0.0%	-3.0%
Transportation, Warehousing & Utilities	152,800	146,700	146,500	147,900	1.0%	-3.2%
Utilities	13,800	13,900	14,000	14,100	0.7%	2.2%
Transportation & Warehousing	139,000	132,800	132,500	133,800	1.0%	-3.7%
Air Transportation	18,800	18,200	18,200	18,200	0.0%	-3.2%
Truck Transportation	25,000	24,700	24,900	24,900	0.0%	-0.4%
Transit & Ground Passenger Transportation	12,400	12,100	12,100	12,400	2.5%	0.0%
Support Activities for Transportation	40,800	38,500	39,200	40,100	2.3%	-1.7%
Couriers & Messengers	19,000	17,000	16,300	16,300	0.0%	-14.2%
Warehousing & Storage	16,000	15,300	15,100	15,200	0.7%	-5.0%
Transportation and Warehousing - Residual	7,000	7,000	6,700	6,700	0.0%	-4.3%
Information	188,300	214,800	212,700	214,500	0.8%	13.9%
Publishing Industries (except Internet)	16,500	15,000	14,900	14,800	-0.7%	-10.3%
Newspaper, Periodical, Book & Directory Publishing	10,800	9,300	9,200	9,100	-1.1%	-15.7%
Publishing Industries (except Internet) - Residual	5,700	5,700	5,700	5,700	0.0%	0.0%
Motion Picture & Sound Recording	114,300	135,500	134,600	137,200	1.9%	20.0%
Broadcasting (except Internet)	18,500	18,000	17,900	17,800	-0.6%	-3.8%

June 18, 2010

Employment Development Department
 Labor Market Information Division
 (916) 262-2162

Los Angeles Long Beach Glendale MD
(Los Angeles County)
 Industry Employment & Labor Force
 March 2009 Benchmark

Data Not Seasonally Adjusted

	May 09	Mar 10	Apr 10	May 10	Percent Change	
			Revised	Prelim	Month	Year
Radio & Television Broadcasting	12,100	11,900	11,700	11,600	-0.9%	-4.1%
Cable & Other Subscription Programming	6,400	6,100	6,200	6,200	0.0%	-3.1%
Telecommunications	25,500	24,500	24,000	24,000	0.0%	-5.9%
Internet Service Providers, Web Portals & Data	5,200	5,200	5,300	5,300	0.0%	1.9%
Information - Residual	8,300	16,600	16,000	15,400	-3.8%	85.5%
Financial Activities	220,500	215,600	216,100	215,600	-0.2%	-2.2%
Finance & Insurance	146,300	142,500	142,900	142,600	-0.2%	-2.5%
Credit Intermediation & Related Activities	69,000	68,100	68,100	67,800	-0.4%	-1.7%
Depository Credit Intermediation	46,400	45,400	45,500	45,200	-0.7%	-2.6%
Nondepository Credit Intermediation	12,500	12,400	12,400	12,500	0.8%	0.0%
Activities Related to Credit Intermediation	10,100	10,300	10,200	10,100	-1.0%	0.0%
Securities, Commodity Contracts & Investment	23,400	23,000	23,200	23,300	0.4%	-0.4%
Insurance Carriers & Related	50,400	48,800	49,000	48,800	-0.4%	-3.2%
Insurance Carriers	25,400	24,000	24,000	23,900	-0.4%	-5.9%
Agencies, Broker, & Other Insurance Related	25,000	24,800	25,000	24,900	-0.4%	-0.4%
Finance and Insurance - Residual	3,500	2,600	2,600	2,700	3.8%	-22.9%
Real Estate & Rental & Leasing	74,200	73,100	73,200	73,000	-0.3%	-1.6%
Real Estate	52,500	51,900	52,100	52,100	0.0%	-0.8%
Lessors of Real Estate	16,000	15,700	15,900	15,900	0.0%	-0.6%
Offices of Real Estate Agents & Brokers	11,300	10,800	10,700	10,600	-0.9%	-6.2%
Activities Related to Real Estate	25,200	25,400	25,500	25,600	0.4%	1.6%
Rental & Leasing Services	20,700	20,000	19,900	19,700	-1.0%	-4.8%
Automotive Equipment Rental & Leasing	7,200	6,700	6,700	6,700	0.0%	-6.9%
Rental and Leasing Services - Residual	13,500	13,300	13,200	13,000	-1.5%	-3.7%
Lessors of Nonfinancial Intangible Assets	1,100	1,200	1,200	1,200	0.0%	9.1%
Professional & Business Services	526,800	515,500	516,200	511,700	-0.9%	-2.9%
Professional, Scientific & Technical Services	250,500	247,700	248,000	242,000	-2.4%	-3.4%
Legal Services	47,100	46,100	46,400	46,500	0.2%	-1.3%
Accounting, Tax Preparation & Bookkeeping S	37,400	40,100	40,100	36,000	-10.2%	-3.7%
Architectural, Engineering & Related Services	37,500	34,700	34,200	33,900	-0.9%	-9.6%
Professional, Scientific, and Technical Services	22,600	23,700	24,000	22,400	-6.7%	-0.9%
Computer Systems Design & Related Services	26,900	26,800	26,900	26,800	-0.4%	-0.4%
Management, Scientific & Technical Consulting	38,000	35,600	35,600	35,400	-0.6%	-6.8%
Scientific Research & Development Services	17,800	17,500	17,700	17,800	0.6%	0.0%
Advertising & Related Services	23,200	23,200	23,100	23,200	0.4%	0.0%
Management of Companies & Enterprises	52,700	47,800	47,200	47,300	0.2%	-10.2%
Administrative & Support & Waste Services	223,600	220,000	221,000	222,400	0.6%	-0.5%
Administrative & Support Services	214,300	210,800	211,500	212,900	0.7%	-0.7%
Employment Services	76,600	77,600	78,100	79,100	1.3%	3.3%
Business Support Services	14,800	13,900	13,800	13,900	0.7%	-6.1%
Travel Arrangement & Reservation Services	9,600	9,100	9,000	9,200	2.2%	-4.2%
Investigation & Security Services	46,900	46,500	46,600	46,600	0.0%	-0.6%
Services to Buildings & Dwellings	41,500	39,000	39,200	39,400	0.5%	-5.1%
Administrative and Support Services - Residu	24,900	24,700	24,800	24,700	-0.4%	-0.8%
Administrative and Support and Waste Manag	9,300	9,200	9,500	9,500	0.0%	2.2%
Educational & Health Services	521,600	528,200	528,500	521,200	-1.4%	-0.1%
Educational Services	117,600	123,300	124,500	117,400	-5.7%	-0.2%
Elementary & Secondary Schools	29,600	30,900	30,900	30,600	-1.0%	3.4%
Junior Colleges	1,800	1,900	1,900	1,900	0.0%	5.6%
Colleges, Universities & Professional Schools	60,200	63,200	63,600	56,600	-11.0%	-6.0%
Educational Services - Residual	26,000	27,300	28,100	28,300	0.7%	8.8%
Health Care & Social Assistance	404,000	404,900	404,000	403,800	0.0%	0.0%
Ambulatory Health Care Services	166,800	168,900	168,000	167,700	-0.2%	0.5%
Offices of Physicians	71,000	70,900	70,500	70,300	-0.3%	-1.0%
Offices of Dentists	27,400	27,500	27,300	27,300	0.0%	-0.4%
Offices of Other Health Practitioners	16,700	17,400	17,500	17,500	0.0%	4.8%
Ambulatory Health Care Services - Residual	51,700	53,100	52,700	52,600	-0.2%	1.7%

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Hospitals	112,500	112,900	112,800	112,600	-0.2%	0.1%
Nursing & Residential Care Facilities	64,900	64,900	64,700	64,500	-0.3%	-0.6%
Nursing Care Facilities	36,000	36,000	36,000	35,900	-0.3%	-0.3%
Nursing and Residential Care Facilities - Residual	28,900	28,900	28,700	28,600	-0.3%	-1.0%
Social Assistance	59,800	58,200	58,500	59,000	0.9%	-1.3%
Individual & Family Services	30,300	29,100	29,300	29,500	0.7%	-2.6%
Child Day Care Services	17,300	16,600	16,700	16,700	0.0%	-3.5%
Social Assistance - Residual	12,200	12,500	12,500	12,800	2.4%	4.9%
Leisure & Hospitality	390,800	378,100	382,800	387,600	1.3%	-0.8%
Arts, Entertainment & Recreation	71,000	65,800	67,300	68,900	2.4%	-3.0%
Performing Arts, Spectator Sports	29,000	25,600	26,300	27,000	2.7%	-6.9%
Independent Artists, Writers & Performers	9,500	8,300	8,400	8,200	-2.4%	-13.7%
Performing Arts, Spectator Sports, and Related Industries	19,500	17,300	17,900	18,800	5.0%	-3.6%
Museums, Historical Sites & Similar Institutions	4,100	4,200	4,200	4,300	2.4%	4.9%
Amusement, Gambling & Recreation	37,900	36,000	36,800	37,600	2.2%	-0.8%
Gambling Industries	8,300	8,000	8,000	8,100	1.3%	-2.4%
Other Amusement & Recreation	24,400	23,400	23,700	23,900	0.8%	-2.0%
Amusement, Gambling, and Recreation Industries - Residual	5,200	4,600	5,100	5,600	9.8%	7.7%
Accommodation & Food Services	319,800	312,300	315,500	318,700	1.0%	-0.3%
Accommodation	38,700	37,900	38,400	39,200	2.1%	1.3%
Food Services & Drinking Places	281,100	274,400	277,100	279,500	0.9%	-0.6%
Full-Service Restaurants	134,000	131,800	132,600	133,700	0.8%	-0.2%
Limited-Service Eating Places	123,600	121,400	122,400	123,200	0.7%	-0.3%
Special Food Services	16,800	14,500	15,500	15,900	2.6%	-5.4%
Food Services and Drinking Places - Residual	6,700	6,700	6,600	6,700	1.5%	0.0%
Other Services	139,600	135,800	135,700	136,800	0.8%	-2.0%
Repair & Maintenance	37,400	35,800	36,000	36,100	0.3%	-3.5%
Personal & Laundry Services	46,300	44,300	44,100	45,000	2.0%	-2.8%
Personal and Laundry Services - Residual	30,000	27,900	27,800	28,100	1.1%	-6.3%
Other Personal Services	16,300	16,400	16,300	16,900	3.7%	3.7%
Religious, Grants, Civic, Professional & Like Organizations	55,900	55,700	55,600	55,700	0.2%	-0.4%
Government	614,100	592,000	595,900	604,800	1.5%	-1.5%
Federal Government	50,100	48,000	52,900	62,200	17.6%	24.2%
Department of Defense	3,100	3,300	3,300	3,300	0.0%	6.5%
Federal Government excluding Department of Defense	47,000	44,700	49,600	58,900	18.8%	25.3%
State & Local Government	564,000	544,000	543,000	542,600	-0.1%	-3.8%
State Government	85,400	80,600	80,400	80,900	0.6%	-5.3%
State Government Education	53,300	50,000	49,700	50,200	1.0%	-5.8%
State Government Excluding Education	32,100	30,600	30,700	30,700	0.0%	-4.4%
Local Government	478,600	463,400	462,600	461,700	-0.2%	-3.5%
Local Government Education	257,900	247,600	247,400	247,000	-0.2%	-4.2%
County	101,500	99,300	99,300	98,600	-0.7%	-2.9%
City	97,900	95,300	94,700	95,000	0.3%	-3.0%
Special Districts plus Indian Tribes	21,300	21,200	21,200	21,100	-0.5%	-0.9%

Notes:

(1) Civilian labor force data are by place of residence; include self-employed individuals, unpaid family workers, household domestic workers, & workers on strike. Data may not add due to rounding. The unemployment rate is calculated using unrounded data.

(2) Industry employment is by place of work; excludes self-employed individuals, unpaid family workers, household domestic workers, & workers on strike. Data may not add due to rounding.

These data are produced by the Labor Market Information Division of the California

June 18, 2010
Employment Development Department
Labor Market Information Division
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Industry Employment & Labor Force
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	May 09	Mar 10	Apr 10 Revised	May 10 Prelim	Percent Change Month Year
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Employment Development Department (EDD). Questions should be directed to:
Juan Millan 818/890-1756 or Robert Lee 626/960-7281

These data, as well as other labor market data, are available via the Internet
at <http://www.labormarketinfo.edd.ca.gov>. If you need assistance, please call (916) 262-2162.

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