To: Brian Saeki, City Manager

From: Nick Kimball, Finance Director
Federico Ramirez, Community Development Director

Date: 6/4/2015

Subject: **High Speed Rail – City of San Fernando Financial Impact Analysis**

EXECUTIVE SUMMARY

The proposed SR 14 Route for the High-Speed Rail line uses a portion of the existing Metro right-of-way through the City of San Fernando. The SR 14 Route will most likely require the High-Speed Rail Authority to acquire public and privately owned properties adjacent to the existing right-of-way. The City estimates that the High-Speed Rail Authority's land acquisition and development activity will reduce City revenues by up to $1.3 million annually. This magnitude of revenue loss would force the City to significantly reduce service levels, including, but not limited to, reducing public safety, street and tree maintenance services, and recreation programs. To provide an order of magnitude, $1.3 million pays for almost ten (10) fully benefitted San Fernando Police Officers, which is 30% of the current police force.

In addition to the direct impact to the City's sales, property, and business tax revenues, the SR 14 Route will significantly impede the well-being and financial stability of an already underserved, predominantly Latino/Hispanic, working-class community. The proposed SR 14 Route may move consumers from point A to point B more efficiently; however, not only does it not provide any benefit to the City of San Fernando, it will destroy the City's local economy (see "Radiator Springs Effect").

BACKGROUND

In November 2008, California voters approved Proposition 1A to construct a High-Speed Rail line between Los Angeles and San Francisco by 2020. Proposition 1A was approved with a considerably underestimated cost estimate, a very general route for the train, and little to no engineering work on a proposed fixed train route. The plan that was approved by the electorate in 2008 was substantially different than the current plan being proposed by the High-Speed Rail Authority.

PROPOSED SR-14 ROUTE

One of the proposed routes connecting Burbank to Palmdale is the SR 14 Route. The SR 14 Corridor is approximately 48 miles long and generally follows along State Route (SR) 14 and the Metro-owned right-of-way through the San Fernando Valley. The SR 14 Route traverses both suburban and rural areas. Alignment options pass through unincorporated County of Los Angeles, the Angeles National Forest, and the cities of Santa Clarita, Los Angeles, San Fernando, Palmdale and Burbank.

SCOPE OF ANALYSIS

This analysis focuses on the anticipated direct financial impact to the City of San Fernando's revenues resulting from the proposed SR 14 Route. The City of San Fernando has a total annual budget of approximately $38 million, including a General Fund budget of approximately $17.5 million and Successor Agency budget of $4 million.

The City's primary sources of revenue include sales tax, property tax, and business license tax and fees, which collectively account for almost fifty percent (50%) of the City's total General Fund revenues. The General Fund pays for most of the City's core services, including public safety, street maintenance and tree trimming, zoning and building code enforcement, recreation programs, park maintenance, and general administration. As a result, a significant reduction in any of the City's top revenue sources has a direct correlation to the level of services the City can afford to provide to the community.

Although this report focuses primarily on the direct impact of the SR 14 Route on the level of service the City will be able to provide to the community, it also includes an analysis of potential macro-, micro-, and socio-economic effects of the SR 14 Route.

SAN FERNANDO ECONOMIC PROFILE

In order to understand the economic impact of High-Speed Rail in San Fernando, it is important to understand San Fernando's socio-economic profile. San Fernando is a predominantly Latino/Hispanic (92.5%), working-class, residential community. In comparison to Los Angeles County, San Fernando residents experience higher unemployment (8.3% San Fernando vs. 7.1% LA County[1]), have lower median home values ($285,500 San Fernando vs. $420,200 LA County), and earn a lower per capita income ($17,621 San Fernando vs. $27,749 LA County) as compared to Los Angeles County.[2]

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[1] Employment Development Department; *Monthly Labor Force Data for Cities and Census Designated Places – April 2015 Preliminary Data, Not Seasonally Adjusted*; www.labormarketinfo.edd.ca.gov site visited 6/4/2015
[2] All data included in paragraph, except unemployment data, is taken from U.S. Census; *American Community Survey 2009-2013*; San Fernando City and Los Angeles County, included in this report as Attachments 5 and 6, respectively.

The historically blue collar, lower wage manufacturing, construction, and retail sales industries account for 38.1% of San Fernando's economy compared to 27.1% for those same industries in Los Angeles County. San Fernando residents' average commute time to work is 26.6 minutes compared to 29.3 minutes for Los Angeles County, which suggests that San Fernando residents work closer to home.[3]

All of this socio-economic data supports San Fernando's profile as a historically Latino/Hispanic, working-class community with an undercompensated labor force. Further, with limited educational and vocational training opportunities, many residents have fewer employment options. Consequently, the loss of manufacturing, construction, and retail sales jobs will have a significant impact on residents' ability to find and retain meaningful employment.

As will be demonstrated throughout this analysis, the industries most affected by the SR 14 Route in San Fernando are manufacturing, retail sales, and construction. In addition to the direct reduction of the City's sales, property, and business tax revenues, High-Speed Rail through the City of San Fernando will significantly diminish the well-being and financial stability of an already struggling community.

STUDY AREA

The affected area within the City of San Fernando lies in the Metro right-of-way generally located between Truman Street and First Street, running from Hubbard Avenue/Hubbard Street on the westerly end of the City to Fox Street on the easterly end (See Attachment 1), which is also the City's main commercial and industrial corridor.

Through the three Study Areas discussed in this report, the width of the Metro right-of-way varies between approximately 75 feet and 100 feet (Attachments 2 – 4). Staff with the High-Speed Rail Authority has indicated that a <u>minimum</u> width of 100 feet will be needed to accommodate the High-Speed Rail lines and the Metro lines. Consequently, there will be a need for the High-Speed Rail Authority to assemble property adjacent to the existing right-of-way to accommodate Metro commuter trains, commercial cargo trains, and the new high-speed rail lines.

San Fernando is a built-out City completely surrounded by the neighborhoods of Sylmar, Pacoima and Missions Hills, which are very similar to San Fernando in socio-economic makeup. In fact, many patrons and employees of the City's businesses reside in those surrounding neighborhoods. Consequently, any businesses that must relocate will be forced to consider available locations in those neighborhoods where their patrons and employees reside. Although there may be some capacity for existing businesses to relocate within the City, it is likely that most, if not all, will relocate outside the City.

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[3] All data included in paragraph, except unemployment data, is taken from U.S. Census; *American Community Survey 2009-2013*; San Fernando City and Los Angeles County, included in this report as Attachments 5 and 6, respectively.

Further complicating existing businesses' ability to relocate within the City is the San Fernando Corridors Specific Plan (Specific Plan) that was approved in 2004. The Specific Plan rezoned the area surrounding the Metro right-of-way to accommodate commercial and industrial uses, thereby limiting the locations outside the Specific Plan area that are available for commercial and industrial uses. Furthermore, some of the industrial uses along First Street in the Study Area would find it difficult, if not impossible, to find similar size land parcels to relocate within the City.

Assumptions
The City is making assumptions based on current information provided by the High-Speed Rail Authority as well as general principles and practices applied by governmental agencies for widening and developing transportation infrastructure in an existing right-of-way. The ultimate decision for which Route is selected, determination of the precise right-of-way necessary to accommodate the proposed Route, and method for assembling land where the existing right-of-way is insufficient (e.g. eminent domain, negotiated sale, etc.) rests with the High-Speed Rail Authority.

This analysis assumes that any private land assembled by the High-Speed Rail Authority will be retained for government purpose and will, therefore, be removed from the property tax assessment rolls. Additionally, for reasons previously discussed, this analysis assumes that businesses forced to relocate will do so outside of the City limits and result in a net loss of sales tax and business tax revenue.

Lastly, staff conducted a random sampling of some of the larger employers in each Study Area. Based on the results of the random sampling, staff estimated approximately 850 total jobs in the Study Area.

The Study Area has been broken down into three separate sub-Study Areas, which are discussed in more detail in the following sections.

<u>*Study Area No. 1*</u>
Study Area No. 1 includes properties located adjacent to the railroad right-of-way north of Truman Street and south of First Street, between Brand Boulevard on the westerly end and Fox Street on the easterly end (Attachment 2). The adjacent use on the First Street side of Study Area No. 1 is primarily San Fernando Middle School. The adjacent uses on the Truman Street side of Study Area No. 1 include the César E. Chávez Memorial and pocket park, and a number of commercial properties, including fast food restaurants, office space, and retail auto parts stores.

A majority of the right-of-way in Study Area No. 1 has a 100 foot width, which, according to High-Speed Rail Authority staff, is the minimum width necessary to accommodate both the Metro/cargo transport rail lines and the new High-Speed Rail lines. The potential revenue loss in Study Area No. 1 is included in the table below:

Study Area No. 1	Loss of City Revenue
707 - 803 Truman Street, Odd	170,100
Total:	170,100

The total potential loss of revenue in Study Area No. 1 is approximately $170,000 per year (expressed in 2014 dollars). Study Area No. 1 has the least direct financial impact to City revenues as the most prominent uses are government uses (i.e., San Fernando Middle School, César E. Chávez Memorial, and a bikeway path); however, Study Area No. 1 presents a significant public safety and social/cultural impact due to the potential increased response times for emergency service calls, loss of open space and community culture, and reduction of education facilities attributed to the anticipated grade-separated high-speed rail lines, new sound walls, and grade-separation and/or closure of streets that provide the north-south access through the City.

The primary commercial/industrial uses in Study Area No. 1 are retail sales outlets and food service establishments, employing approximately 100 people.

Study Area No. 2
Study Area No. 2 includes properties located adjacent to the railroad right-of-way north of Truman Street and south of First Street, between Brand Boulevard on the easterly end and Harps Streets on the westerly end (Attachment 3). The adjacent uses on the First Street side of Study Area No. 2 include the San Fernando Police Station, public parking lot 6N, retail auto parts stores and manufacturing uses. The adjacent uses on the Truman Street side of Study Area No. 2 include restaurants, retail space, and personal service uses.

The entire right-of-way in Study Area No. 2 has a width that is less than 100 feet, which is insufficient to accommodate both the Metro lines and High-Speed Rail lines. The potential revenue loss in Study Area No. 2 is included in the table below:

Study Area No. 2	Loss of City Revenue
901 - 1225 Truman Street, Odd	289,766
1318 - 1398 First Street, Even	194,409
Total:	484,175

Study Area No. 2, which has less than the required right-of-way width of 100 feet, has a total potential loss of revenue of approximately $485,000 per year (expressed in 2014 dollars), which

is roughly equivalent to more than three (3) fully benefitted Police Officers. Furthermore, this area may require relocating the City's only Police Station (a potential adverse impact to public safety response times attributed grade-separated and/or closed streets providing north-south access to the City) and the elimination of City Parking Lot 6N, which is the primary parking facility for existing business operating along North Maclay Avenue.

The primary uses in Study Area No. 2 are governmental, food service, retail sales, automotive repair, and manufacturing, employing approximately 500 people.

Study Area No. 3
Study Area No. 3 includes properties located adjacent to the railroad right-of-way north of Truman Street and south of First Street, between Harps Streets on the easterly end and Hubbard Avenue/Hubbard Street on the westerly end (Attachment 4). The adjacent uses on the First Street side of Study Area No. 3 include primarily automotive repair and supply uses. The adjacent uses on the Truman Street side of Study Area No. 3 include automotive repair and supply, service stations, building supply, and manufacturing uses.

The entire right-of-way in Study Area No. 3 has a 100 foot width, which, according to High-Speed Rail Authority staff, is the minimum width required to accommodate both the Metro lines and High-Speed Rail lines. The potential revenue loss in Study Area No. 3 is included in the table below:

Study Area No. 3	Loss of City Revenue
1227 - 1753 Truman Street, Odd	503,842
1400 - 2098 First Street, Even	176,108
Total:	679,950

The total potential loss of revenue in Study Area No. 3 is approximately $680,000 per year (expressed in 2014 dollars), which is roughly equivalent to five (5) full-time benefitted Police Officers.

The primary industrial uses in Study Area No. 3 are food service, retail sales, automotive repair, and manufacturing, employing approximately 250 people. This half-mile stretch along the Metro right-of-way has the largest potential financial impact.

JOB LOSS AND THE NEGATIVE MULTIPLIER EFFECT
As has been identified in this report, there are a substantial number of jobs that may be impacted by the SR 14 Route. A significant loss of jobs concentrated in a particular area can lead to a negative multiplier effect that has the potential to devastate a local economy. In macro-

economic terms, a negative multiplier effect is a decrease in aggregate demand that results in an even larger decrease in production.

Even though the United States economy has a highly diversified labor force, recover has been slow and long. Nationally, a negative multiplier effect was experienced during the Great Recession when rapid increases in the national unemployment rate resulted in a decrease in consumer spending (aggregate demand) and Gross Domestic Product (production of goods), and an increase in business consolidation and closures. Even though the United States economy is highly diversified with a relatively educated and mobile labor force, recovery has been long and slow.

On a micro-economic scale, a negative multiplier effect is the result of a significant loss of local jobs (e.g., closure of a business that is an areas' primary employer, such as an aerospace or steel manufacturer) that causes a decline in customer base and consumer spending for ancillary businesses that provide services to the primary employer and its employees (e.g., local material suppliers, food service establishments, retail sales outlets, etc.). The decline in demand for local support services results in additional business closures, additional job losses, further decline in demand, et cetera. This domino effect in the local economy reduces sales and business tax dollars collected by local municipalities, resulting in a reduction of service levels to the community.

As has been previously discussed in this analysis, San Fernando has a relatively concentrated economy. Therefore, the impact of local job losses and the negative multiplier effect on the local economy will be deeper and longer lasting than in a community that has a more diversified and flexible economy. The negative multiplier effect caused by a major disruption of the City's main commercial and industrial corridor along the Metro right-of-way will reduce the City's tax base and cause the City to make deeper cuts to service levels beyond the direct impact identified in Study Area Nos. 1 - 3.

OTHER IMPACTS
In addition to the direct impact to City revenues discussed in detail in Study Area Nos. 1 – 3 and the devastating potential of a negative multiplier effect caused by a concentrated loss of jobs, there are other consequences that are somewhat less quantifiable at this stage, but have the potential to further exacerbate the negative impact on the City's revenues and local economy.

To accommodate the high speeds necessary to make the rail economically feasible for California, the High-Speed Rail Authority will have to eliminate at-grade traffic crossings and construct large perimeter walls to reduce noise and enhance safety of the system by restricting access to the rail line corridor. Therefore, there will need to be a grade-separation of north-south running city streets (either above or below the tracks) and/or the closure of streets wherever vehicular and pedestrian traffic crosses the railroad tracks.

City staff is making the assumption that there will be a grade-separation beneath the tracks at Maclay Street, Brand Boulevard, Wolfskill/Jessie Streets, and Hubbard Avenue/Hubbard Street. A below-grade separation of these streets (i.e. vehicular and pedestrian traffic passes below the rail line) is expected to require starting the grade separation approximately two city blocks to the north and south of the right-of-way. In addition to the businesses located on Truman Street and First Street, businesses located within two blocks of the existing Metro right-of-way on Maclay Avenue, Brand Boulevard, Wolfskill/Jesse streets, and Hubbard Avenue/Street, may experience ingress and egress issues for potential customers due to sidewalk and street grade-separation issues. Similar to the loss of demand resulting from insufficient parking and/or decreased accessibility, ingress and egress issues have a very real potential to further decrease demand at local businesses (see Negative Multiplier Effect).

Another very real adverse consequence is stunting of the City's economic development efforts during the High-Speed Rail Authority's environmental study process. City staff has been working diligently to attract investment in the Downtown and San Fernando Mall areas, which are in very close proximity to the proposed SR 14 Route. The proposed SR 14 Route introduces uncertainty for developers and has hindered the City's efforts to attract a catalytic economic development project to the Downtown and/or Mall area. The uncertainty caused by the High-Speed Rail Authority's potential inclusion of the SR 14 Route in the Environmental Impact Report has limited the City's short-term growth opportunities and impeded desperately needed developer investment in the San Fernando community.

"RADIATOR SPRINGS EFFECT"
From an economic perspective, the proposed public transportation project is one of the largest infrastructure projects ever undertaken in the State and, more importantly, in our City. As with any public infrastructure project of this magnitude there will be "winners" and "losers." When a more efficient way to get from point A to point B is constructed, points A and B experience a "win" due to the increased number of potential customers and consumer demand to visit these new destination centers. However, most points between A and B become "losers" as potential customers either pass through quicker, or do not pass through at all.

The winning communities will reap financial benefits from new stations and associated infrastructure improvements. Conversely, the City of San Fernando is part of the losers in the process and will suffer adverse economic impacts based on the upheaval of local businesses and loss of privately owned tax generating property in order to make way for sound walls and grade-separated streets that allow the high-speed rail line to pass through the heart of our community.

The impact that "efficient transportation" has on local economies is evidenced by the impact construction of Interstate 40 had on Route 66. Interstate 40 was undoubtedly a more efficient way to get from point A to point B, but the undisputed consequence, whether intended or not,

was that local micro-economies and micro-cultures that existed along Route 66 were devastated and are now nearly extinct.

Similarly, prior to the construction of Interstates 5 and 210, the City of San Fernando, touted as the first City of the San Fernando Valley, had historically been a commercial center for the region with former U.S. Route 99 running through the center of the City's downtown area along San Fernando Road and Truman Street. More recently, the City has seen a resurgence in development while seeking to preserve the small town character of the community. The proposed construction of the SR-14 Route with at-grade high-speed rail lines will once again bypass the City, with transit stops in Burbank and Palmdale, causing a highly visible physical divide in the community and destroying its historic downtown.

ATTACHMENTS
1. Aerial view of total Study Area
2. Aerial view of Study Area No. 1
3. Aerial view of Study Area No. 2
4. Aerial view of Study Area No. 3
5. U.S. Census; American Community Survey 2009-2013; San Fernando City
6. U.S. Census; American Community Survey 2009-2013; Los Angeles County

**Existing Metro
ROW Width**

< 100-ft
>= 100-ft
City of San Fernando

0   2,000
Feet

Alexander St
Second Street
Hagar Street
First Street
Maclay Avenue
Macneil Street
San Fernando Mission Blvd
Truman Street
Brand Boulevard
San Fernando Road
San Fernando, CA.

N Maclay Ave
San Fernando Mission Blvd
San Fernando Rd
S Brand Blvd
d Blvd
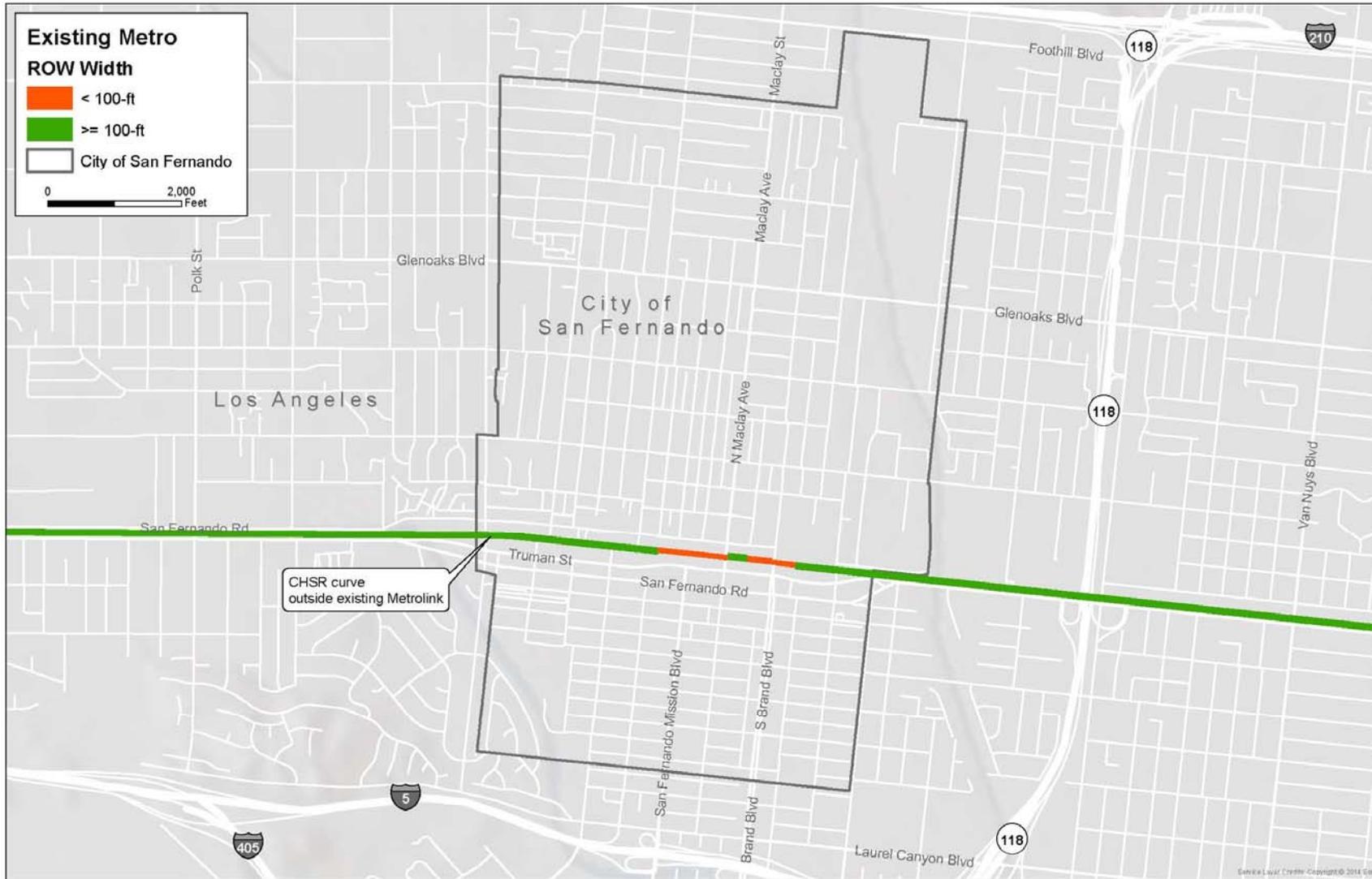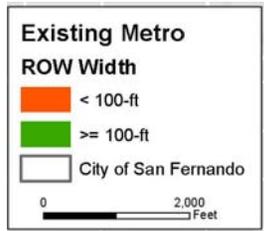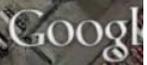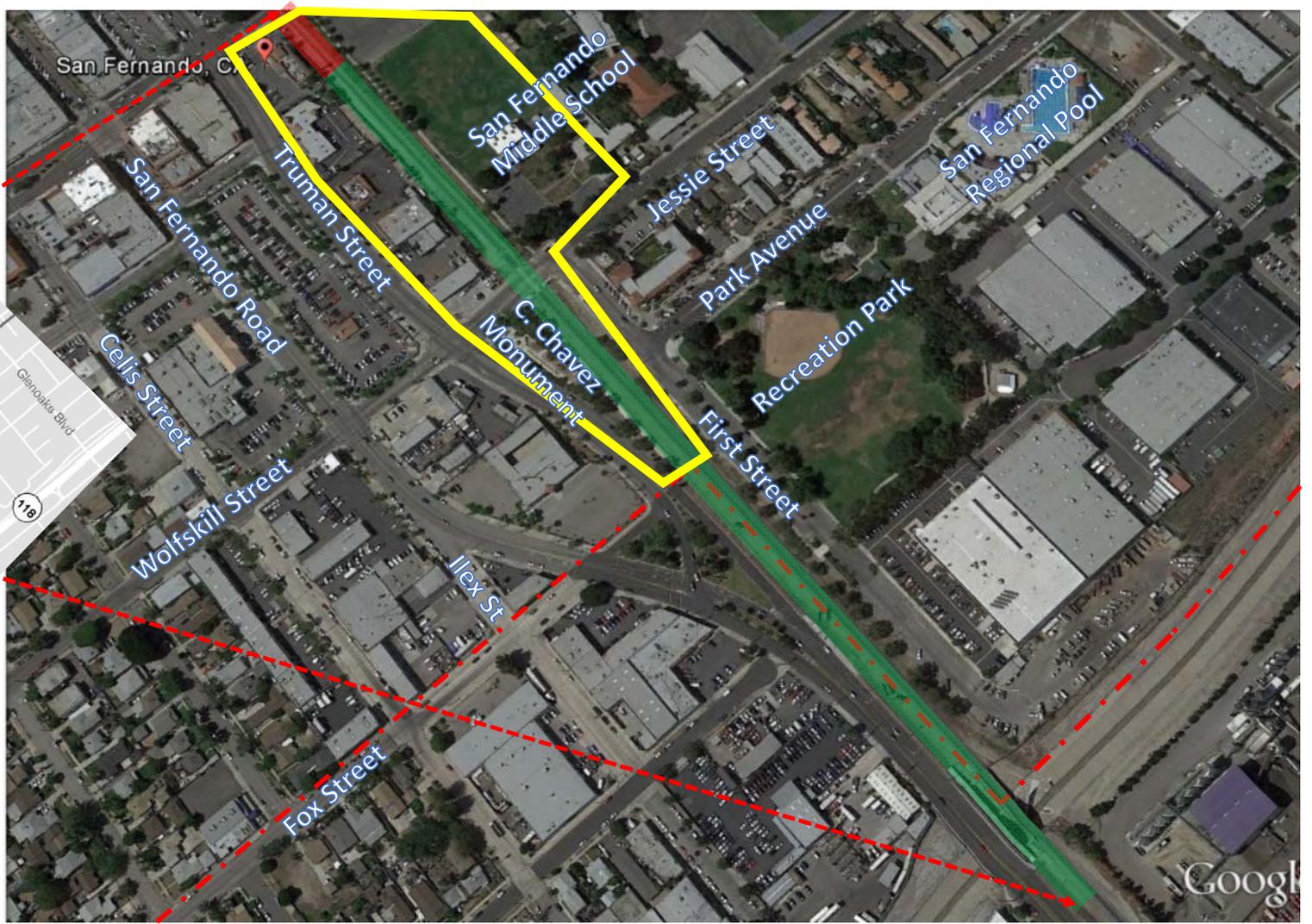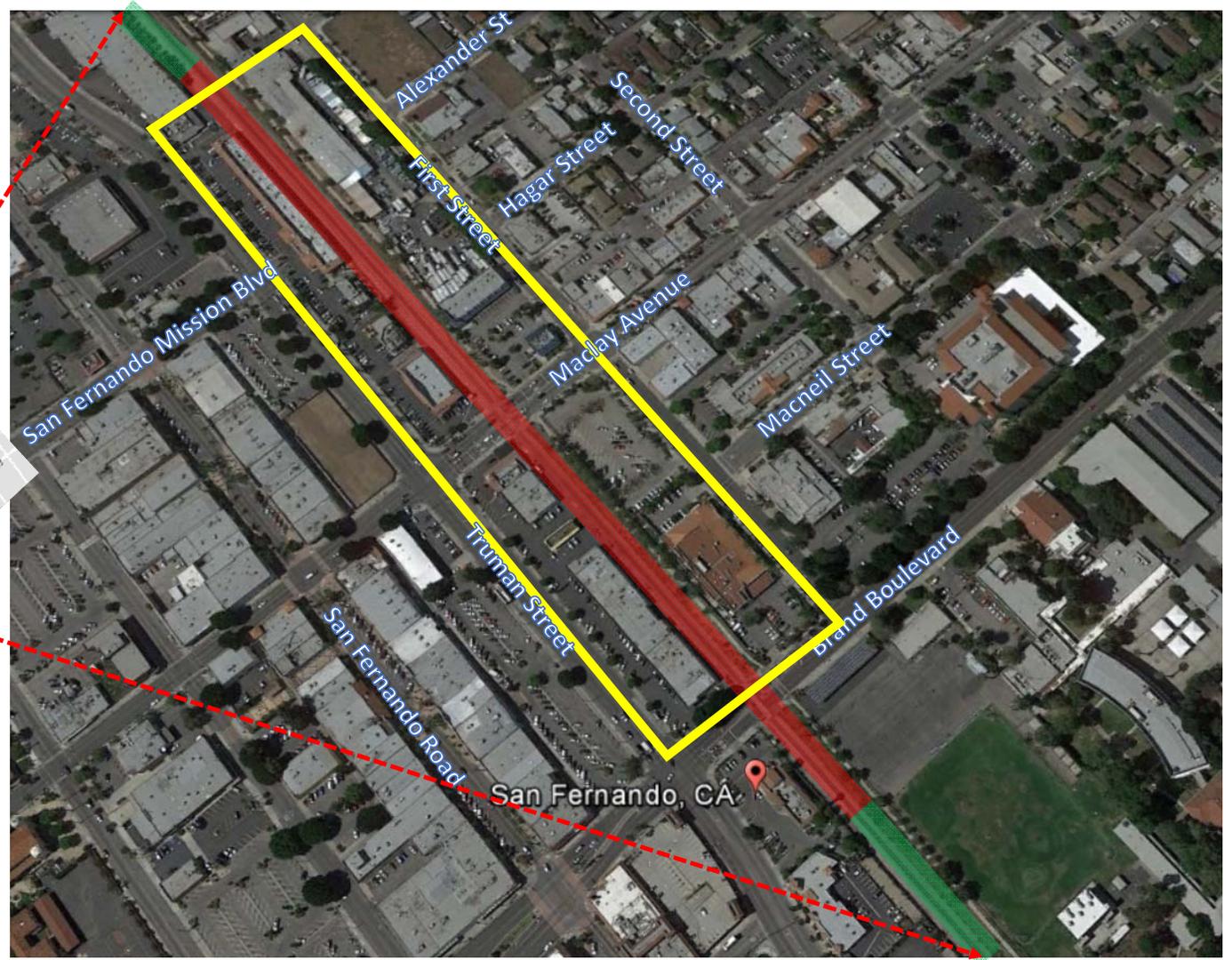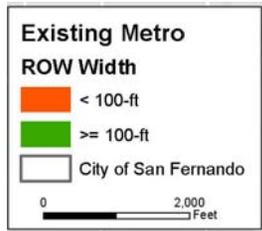
STUDY AREA NO. 2

STUDY AREA NO. 3

DP03	SELECTED ECONOMIC CHARACTERISTICS
	2009-2013 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

| Subject	San Fernando city, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
EMPLOYMENT STATUS				
Population 16 years and over	17,639	+/-441	17,639	(X)
In labor force	11,869	+/-493	67.3%	+/-2.5
Civilian labor force	11,869	+/-493	67.3%	+/-2.5
Employed	10,283	+/-517	58.3%	+/-2.8
Unemployed	1,586	+/-305	9.0%	+/-1.7
Armed Forces	0	+/-23	0.0%	+/-0.2
Not in labor force	5,770	+/-479	32.7%	+/-2.5
Civilian labor force	11,869	+/-493	11,869	(X)
Percent Unemployed	(X)	(X)	13.4%	+/-2.5
Females 16 years and over	9,178	+/-387	9,178	(X)
In labor force	5,338	+/-372	58.2%	+/-3.5
Civilian labor force	5,338	+/-372	58.2%	+/-3.5
Employed	4,616	+/-380	50.3%	+/-3.9
Own children under 6 years	2,172	+/-316	2,172	(X)
All parents in family in labor force	1,552	+/-280	71.5%	+/-7.8
Own children 6 to 17 years	4,424	+/-377	4,424	(X)
All parents in family in labor force	2,938	+/-406	66.4%	+/-7.5
COMMUTING TO WORK				
Workers 16 years and over	10,039	+/-542	10,039	(X)
Car, truck, or van -- drove alone	7,444	+/-563	74.2%	+/-4.0
Car, truck, or van -- carpooled	1,626	+/-356	16.2%	+/-3.4
Public transportation (excluding taxicab)	402	+/-174	4.0%	+/-1.7
Walked	288	+/-119	2.9%	+/-1.2
Other means	119	+/-83	1.2%	+/-0.8
Worked at home	160	+/-89	1.6%	+/-0.9
Mean travel time to work (minutes)	26.6	+/-1.9	(X)	(X)
OCCUPATION				
Civilian employed population 16 years and over	10,283	+/-517	10,283	(X)

Subject	San Fernando city, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Management, business, science, and arts occupations	2,371	+/-391	23.1%	+/-3.5
Service occupations	1,772	+/-311	17.2%	+/-2.9
Sales and office occupations	2,936	+/-416	28.6%	+/-3.7
Natural resources, construction, and maintenance occupations	1,509	+/-290	14.7%	+/-2.9
Production, transportation, and material moving occupations	1,695	+/-361	16.5%	+/-3.4
INDUSTRY				
Civilian employed population 16 years and over	10,283	+/-517	10,283	(X)
Agriculture, forestry, fishing and hunting, and mining	216	+/-121	2.1%	+/-1.2
Construction	1,173	+/-294	11.4%	+/-2.8
Manufacturing	1,491	+/-292	14.5%	+/-2.7
Wholesale trade	128	+/-82	1.2%	+/-0.8
Retail trade	1,256	+/-268	12.2%	+/-2.4
Transportation and warehousing, and utilities	487	+/-184	4.7%	+/-1.7
Information	238	+/-121	2.3%	+/-1.2
Finance and insurance, and real estate and rental and leasing	575	+/-198	5.6%	+/-1.9
Professional, scientific, and management, and administrative and waste management services	1,110	+/-269	10.8%	+/-2.7
Educational services, and health care and social assistance	1,999	+/-305	19.4%	+/-2.9
Arts, entertainment, and recreation, and accommodation and food services	744	+/-206	7.2%	+/-1.9
Other services, except public administration	591	+/-185	5.7%	+/-1.8
Public administration	275	+/-118	2.7%	+/-1.2
CLASS OF WORKER				
Civilian employed population 16 years and over	10,283	+/-517	10,283	(X)
Private wage and salary workers	8,075	+/-462	78.5%	+/-2.7
Government workers	1,308	+/-259	12.7%	+/-2.4
Self-employed in own not incorporated business workers	887	+/-222	8.6%	+/-2.1
Unpaid family workers	13	+/-16	0.1%	+/-0.2
INCOME AND BENEFITS (IN 2013 INFLATION-ADJUSTED DOLLARS)				
Total households	6,176	+/-214	6,176	(X)
Less than $10,000	260	+/-101	4.2%	+/-1.6
$10,000 to $14,999	325	+/-115	5.3%	+/-1.8
$15,000 to $24,999	638	+/-162	10.3%	+/-2.5
$25,000 to $34,999	663	+/-163	10.7%	+/-2.7
$35,000 to $49,999	851	+/-174	13.8%	+/-2.8
$50,000 to $74,999	1,665	+/-247	27.0%	+/-4.0
$75,000 to $99,999	750	+/-211	12.1%	+/-3.4
$100,000 to $149,999	735	+/-167	11.9%	+/-2.7
$150,000 to $199,999	173	+/-78	2.8%	+/-1.3
$200,000 or more	116	+/-70	1.9%	+/-1.1
Median household income (dollars)	55,192	+/-2,918	(X)	(X)
Mean household income (dollars)	63,272	+/-4,238	(X)	(X)
With earnings	5,301	+/-198	85.8%	+/-2.7
Mean earnings (dollars)	61,884	+/-4,766	(X)	(X)
With Social Security	1,368	+/-186	22.2%	+/-2.8
Mean Social Security income (dollars)	14,752	+/-923	(X)	(X)
With retirement income	927	+/-195	15.0%	+/-3.1
Mean retirement income (dollars)	20,885	+/-5,244	(X)	(X)
With Supplemental Security Income	539	+/-159	8.7%	+/-2.5
Mean Supplemental Security Income (dollars)	10,311	+/-942	(X)	(X)
With cash public assistance income	240	+/-99	3.9%	+/-1.6

Subject	San Fernando city, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Mean cash public assistance income (dollars)	5,689	+/-1,568	(X)	(X)
With Food Stamp/SNAP benefits in the past 12 months	638	+/-142	10.3%	+/-2.3
Families	4,988	+/-191	4,988	(X)
Less than $10,000	144	+/-73	2.9%	+/-1.4
$10,000 to $14,999	122	+/-74	2.4%	+/-1.5
$15,000 to $24,999	468	+/-135	9.4%	+/-2.7
$25,000 to $34,999	641	+/-158	12.9%	+/-3.1
$35,000 to $49,999	789	+/-200	15.8%	+/-4.0
$50,000 to $74,999	1,305	+/-203	26.2%	+/-4.1
$75,000 to $99,999	616	+/-190	12.3%	+/-3.8
$100,000 to $149,999	676	+/-152	13.6%	+/-3.0
$150,000 to $199,999	131	+/-72	2.6%	+/-1.4
$200,000 or more	96	+/-61	1.9%	+/-1.2
Median family income (dollars)	56,143	+/-2,674	(X)	(X)
Mean family income (dollars)	65,331	+/-4,181	(X)	(X)
Per capita income (dollars)	17,621	+/-1,344	(X)	(X)
Nonfamily households	1,188	+/-241	1,188	(X)
Median nonfamily income (dollars)	27,344	+/-8,065	(X)	(X)
Mean nonfamily income (dollars)	41,205	+/-10,692	(X)	(X)
Median earnings for workers (dollars)	25,422	+/-2,693	(X)	(X)
Median earnings for male full-time, year-round workers (dollars)	32,254	+/-1,978	(X)	(X)
Median earnings for female full-time, year-round workers (dollars)	33,869	+/-2,572	(X)	(X)
HEALTH INSURANCE COVERAGE				
Civilian noninstitutionalized population	23,764	+/-41	23,764	(X)
With health insurance coverage	17,834	+/-591	75.0%	+/-2.5
With private health insurance	10,877	+/-829	45.8%	+/-3.5
With public coverage	7,853	+/-696	33.0%	+/-2.9
No health insurance coverage	5,930	+/-590	25.0%	+/-2.5
Civilian noninstitutionalized population under 18 years	6,867	+/-434	6,867	(X)
No health insurance coverage	561	+/-186	8.2%	+/-2.8
Civilian noninstitutionalized population 18 to 64 years	14,789	+/-433	14,789	(X)
In labor force:	11,673	+/-481	11,673	(X)
Employed:	10,113	+/-520	10,113	(X)
With health insurance coverage	6,787	+/-535	67.1%	+/-4.4
With private health insurance	6,015	+/-548	59.5%	+/-4.7
With public coverage	809	+/-180	8.0%	+/-1.8
No health insurance coverage	3,326	+/-496	32.9%	+/-4.4
Unemployed:	1,560	+/-305	1,560	(X)
With health insurance coverage	637	+/-163	40.8%	+/-9.5
With private health insurance	304	+/-92	19.5%	+/-6.3
With public coverage	357	+/-141	22.9%	+/-8.1
No health insurance coverage	923	+/-260	59.2%	+/-9.5
Not in labor force:	3,116	+/-390	3,116	(X)
With health insurance coverage	2,083	+/-318	66.8%	+/-6.3
With private health insurance	894	+/-232	28.7%	+/-6.4
With public coverage	1,279	+/-264	41.0%	+/-7.1
No health insurance coverage	1,033	+/-241	33.2%	+/-6.3

Subject	San Fernando city, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL				
All families	(X)	(X)	12.9%	+/-3.1
With related children under 18 years	(X)	(X)	18.3%	+/-4.6
With related children under 5 years only	(X)	(X)	18.8%	+/-10.8
Married couple families	(X)	(X)	8.9%	+/-3.1
With related children under 18 years	(X)	(X)	14.2%	+/-5.0
With related children under 5 years only	(X)	(X)	0.0%	+/-15.3
Families with female householder, no husband present	(X)	(X)	21.0%	+/-6.6
With related children under 18 years	(X)	(X)	26.6%	+/-9.5
With related children under 5 years only	(X)	(X)	49.7%	+/-22.8
All people	(X)	(X)	16.9%	+/-3.7
Under 18 years	(X)	(X)	22.7%	+/-6.4
Related children under 18 years	(X)	(X)	22.5%	+/-6.4
Related children under 5 years	(X)	(X)	22.2%	+/-7.9
Related children 5 to 17 years	(X)	(X)	22.6%	+/-7.2
18 years and over	(X)	(X)	14.6%	+/-3.0
18 to 64 years	(X)	(X)	14.9%	+/-3.3
65 years and over	(X)	(X)	12.2%	+/-4.8
People in families	(X)	(X)	14.2%	+/-3.8
Unrelated individuals 15 years and over	(X)	(X)	38.1%	+/-8.9

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

There were changes in the edit between 2009 and 2010 regarding Supplemental Security Income (SSI) and Social Security. The changes in the edit loosened restrictions on disability requirements for receipt of SSI resulting in an increase in the total number of SSI recipients in the American Community Survey. The changes also loosened restrictions on possible reported monthly amounts in Social Security income resulting in higher Social Security aggregate amounts. These results more closely match administrative counts compiled by the Social Security Administration.

Workers include members of the Armed Forces and civilians who were at work last week.

Census occupation codes are 4-digit codes and are based on the Standard Occupational Classification (SOC). The Census occupation codes for 2010 and later years are based on the 2010 revision of the SOC. To allow for the creation of 2009-2013 tables, occupation data in the multiyear files (2009-2013) were recoded to 2013 Census occupation codes. We recommend using caution when comparing data coded using 2013 Census occupation codes with data coded using Census occupation codes prior to 2010. For more information on the Census occupation code changes, please visit our website at http://www.census.gov/people/io/methodology/.

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Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

06/02/2015

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
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3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
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7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
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DP03	SELECTED ECONOMIC CHARACTERISTICS
	2009-2013 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Los Angeles County, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
EMPLOYMENT STATUS				
Population 16 years and over	7,815,329	+/-2,290	7,815,329	(X)
In labor force	5,074,731	+/-8,376	64.9%	+/-0.1
Civilian labor force	5,070,505	+/-8,409	64.9%	+/-0.1
Employed	4,489,974	+/-9,471	57.5%	+/-0.1
Unemployed	580,531	+/-5,696	7.4%	+/-0.1
Armed Forces	4,226	+/-505	0.1%	+/-0.1
Not in labor force	2,740,598	+/-8,408	35.1%	+/-0.1
Civilian labor force	5,070,505	+/-8,409	5,070,505	(X)
Percent Unemployed	(X)	(X)	11.4%	+/-0.1
Females 16 years and over	3,998,065	+/-1,598	3,998,065	(X)
In labor force	2,321,911	+/-6,878	58.1%	+/-0.2
Civilian labor force	2,321,243	+/-6,887	58.1%	+/-0.2
Employed	2,054,286	+/-7,248	51.4%	+/-0.2
Own children under 6 years	742,505	+/-2,519	742,505	(X)
All parents in family in labor force	452,634	+/-4,558	61.0%	+/-0.5
Own children 6 to 17 years	1,518,344	+/-2,709	1,518,344	(X)
All parents in family in labor force	1,005,552	+/-6,251	66.2%	+/-0.4
COMMUTING TO WORK				
Workers 16 years and over	4,378,758	+/-9,974	4,378,758	(X)
Car, truck, or van -- drove alone	3,170,087	+/-9,483	72.4%	+/-0.1
Car, truck, or van -- carpooled	463,284	+/-4,855	10.6%	+/-0.1
Public transportation (excluding taxicab)	309,362	+/-3,956	7.1%	+/-0.1
Walked	126,034	+/-2,504	2.9%	+/-0.1
Other means	91,313	+/-2,287	2.1%	+/-0.1
Worked at home	218,678	+/-3,682	5.0%	+/-0.1
Mean travel time to work (minutes)	29.3	+/-0.1	(X)	(X)
OCCUPATION				
Civilian employed population 16 years and over	4,489,974	+/-9,471	4,489,974	(X)

Subject	Los Angeles County, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Management, business, science, and arts occupations	1,584,469	+/-9,234	35.3%	+/-0.2
Service occupations	850,692	+/-7,098	18.9%	+/-0.1
Sales and office occupations	1,123,520	+/-6,903	25.0%	+/-0.1
Natural resources, construction, and maintenance occupations	355,141	+/-3,920	7.9%	+/-0.1
Production, transportation, and material moving occupations	576,152	+/-5,159	12.8%	+/-0.1
INDUSTRY				
Civilian employed population 16 years and over	4,489,974	+/-9,471	4,489,974	(X)
Agriculture, forestry, fishing and hunting, and mining	22,433	+/-1,131	0.5%	+/-0.1
Construction	255,359	+/-3,284	5.7%	+/-0.1
Manufacturing	483,592	+/-4,243	10.8%	+/-0.1
Wholesale trade	162,995	+/-2,767	3.6%	+/-0.1
Retail trade	478,076	+/-5,115	10.6%	+/-0.1
Transportation and warehousing, and utilities	235,944	+/-3,693	5.3%	+/-0.1
Information	195,741	+/-3,372	4.4%	+/-0.1
Finance and insurance, and real estate and rental and leasing	286,163	+/-3,957	6.4%	+/-0.1
Professional, scientific, and management, and administrative and waste management services	551,858	+/-4,862	12.3%	+/-0.1
Educational services, and health care and social assistance	930,098	+/-7,669	20.7%	+/-0.2
Arts, entertainment, and recreation, and accommodation and food services	457,287	+/-5,829	10.2%	+/-0.1
Other services, except public administration	278,039	+/-3,938	6.2%	+/-0.1
Public administration	152,389	+/-2,780	3.4%	+/-0.1
CLASS OF WORKER				
Civilian employed population 16 years and over	4,489,974	+/-9,471	4,489,974	(X)
Private wage and salary workers	3,519,705	+/-9,855	78.4%	+/-0.2
Government workers	545,061	+/-5,978	12.1%	+/-0.1
Self-employed in own not incorporated business workers	418,124	+/-4,957	9.3%	+/-0.1
Unpaid family workers	7,084	+/-706	0.2%	+/-0.1
INCOME AND BENEFITS (IN 2013 INFLATION-ADJUSTED DOLLARS)				
Total households	3,230,383	+/-5,065	3,230,383	(X)
Less than $10,000	209,050	+/-2,900	6.5%	+/-0.1
$10,000 to $14,999	190,300	+/-2,743	5.9%	+/-0.1
$15,000 to $24,999	341,120	+/-3,946	10.6%	+/-0.1
$25,000 to $34,999	310,181	+/-3,643	9.6%	+/-0.1
$35,000 to $49,999	410,856	+/-4,136	12.7%	+/-0.1
$50,000 to $74,999	545,369	+/-4,382	16.9%	+/-0.1
$75,000 to $99,999	384,881	+/-4,257	11.9%	+/-0.1
$100,000 to $149,999	437,818	+/-3,828	13.6%	+/-0.1
$150,000 to $199,999	189,195	+/-2,706	5.9%	+/-0.1
$200,000 or more	211,613	+/-2,438	6.6%	+/-0.1
Median household income (dollars)	55,909	+/-256	(X)	(X)
Mean household income (dollars)	81,416	+/-309	(X)	(X)
With earnings	2,663,413	+/-5,268	82.4%	+/-0.1
Mean earnings (dollars)	81,791	+/-337	(X)	(X)
With Social Security	742,086	+/-4,171	23.0%	+/-0.1
Mean Social Security income (dollars)	16,036	+/-76	(X)	(X)
With retirement income	378,868	+/-4,322	11.7%	+/-0.1
Mean retirement income (dollars)	27,031	+/-351	(X)	(X)
With Supplemental Security Income	210,074	+/-2,248	6.5%	+/-0.1
Mean Supplemental Security Income (dollars)	9,637	+/-79	(X)	(X)
With cash public assistance income	138,529	+/-2,597	4.3%	+/-0.1

Subject	Los Angeles County, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Mean cash public assistance income (dollars)	5,466	+/-86	(X)	(X)
With Food Stamp/SNAP benefits in the past 12 months	251,947	+/-3,251	7.8%	+/-0.1
Families	2,170,631	+/-6,844	2,170,631	(X)
Less than $10,000	106,135	+/-2,312	4.9%	+/-0.1
$10,000 to $14,999	84,261	+/-2,067	3.9%	+/-0.1
$15,000 to $24,999	217,124	+/-3,534	10.0%	+/-0.2
$25,000 to $34,999	203,815	+/-2,885	9.4%	+/-0.1
$35,000 to $49,999	278,237	+/-3,214	12.8%	+/-0.1
$50,000 to $74,999	368,326	+/-3,833	17.0%	+/-0.2
$75,000 to $99,999	271,188	+/-3,104	12.5%	+/-0.1
$100,000 to $149,999	324,465	+/-3,580	14.9%	+/-0.1
$150,000 to $199,999	148,640	+/-2,356	6.8%	+/-0.1
$200,000 or more	168,440	+/-2,324	7.8%	+/-0.1
Median family income (dollars)	62,237	+/-300	(X)	(X)
Mean family income (dollars)	89,466	+/-450	(X)	(X)
Per capita income (dollars)	27,749	+/-117	(X)	(X)
Nonfamily households	1,059,752	+/-5,465	1,059,752	(X)
Median nonfamily income (dollars)	40,106	+/-323	(X)	(X)
Mean nonfamily income (dollars)	60,032	+/-482	(X)	(X)
Median earnings for workers (dollars)	28,981	+/-164	(X)	(X)
Median earnings for male full-time, year-round workers (dollars)	43,763	+/-220	(X)	(X)
Median earnings for female full-time, year-round workers (dollars)	40,633	+/-206	(X)	(X)
HEALTH INSURANCE COVERAGE				
Civilian noninstitutionalized population	9,820,180	+/-1,731	9,820,180	(X)
With health insurance coverage	7,642,462	+/-15,671	77.8%	+/-0.2
With private health insurance	5,333,687	+/-21,109	54.3%	+/-0.2
With public coverage	2,912,806	+/-11,151	29.7%	+/-0.1
No health insurance coverage	2,177,718	+/-15,586	22.2%	+/-0.2
Civilian noninstitutionalized population under 18 years	2,367,140	+/-476	2,367,140	(X)
No health insurance coverage	227,585	+/-4,676	9.6%	+/-0.2
Civilian noninstitutionalized population 18 to 64 years	6,370,268	+/-1,376	6,370,268	(X)
In labor force:	4,845,325	+/-7,505	4,845,325	(X)
Employed:	4,297,027	+/-8,442	4,297,027	(X)
With health insurance coverage	3,137,174	+/-11,203	73.0%	+/-0.2
With private health insurance	2,889,058	+/-11,148	67.2%	+/-0.2
With public coverage	300,522	+/-4,284	7.0%	+/-0.1
No health insurance coverage	1,159,853	+/-10,339	27.0%	+/-0.2
Unemployed:	548,298	+/-5,454	548,298	(X)
With health insurance coverage	273,248	+/-4,311	49.8%	+/-0.5
With private health insurance	177,620	+/-3,192	32.4%	+/-0.4
With public coverage	104,078	+/-2,519	19.0%	+/-0.4
No health insurance coverage	275,050	+/-3,321	50.2%	+/-0.5
Not in labor force:	1,524,943	+/-7,440	1,524,943	(X)
With health insurance coverage	1,036,320	+/-6,387	68.0%	+/-0.3
With private health insurance	631,519	+/-5,519	41.4%	+/-0.3
With public coverage	453,654	+/-4,097	29.7%	+/-0.2
No health insurance coverage	488,623	+/-4,708	32.0%	+/-0.3

06/02/2015

Subject	Los Angeles County, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL				
All families	(X)	(X)	14.2%	+/-0.2
With related children under 18 years	(X)	(X)	20.7%	+/-0.3
With related children under 5 years only	(X)	(X)	17.3%	+/-0.6
Married couple families	(X)	(X)	9.0%	+/-0.2
With related children under 18 years	(X)	(X)	12.9%	+/-0.3
With related children under 5 years only	(X)	(X)	8.8%	+/-0.5
Families with female householder, no husband present	(X)	(X)	27.5%	+/-0.4
With related children under 18 years	(X)	(X)	37.7%	+/-0.5
With related children under 5 years only	(X)	(X)	38.8%	+/-1.7
All people	(X)	(X)	17.8%	+/-0.2
Under 18 years	(X)	(X)	25.3%	+/-0.4
Related children under 18 years	(X)	(X)	25.0%	+/-0.4
Related children under 5 years	(X)	(X)	26.6%	+/-0.5
Related children 5 to 17 years	(X)	(X)	24.4%	+/-0.4
18 years and over	(X)	(X)	15.5%	+/-0.1
18 to 64 years	(X)	(X)	15.9%	+/-0.2
65 years and over	(X)	(X)	12.9%	+/-0.2
People in families	(X)	(X)	15.6%	+/-0.2
Unrelated individuals 15 years and over	(X)	(X)	28.2%	+/-0.2

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

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Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Explanation of Symbols:

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