APPENDIX 3.18-A: RIMS II MODELING DETAILS

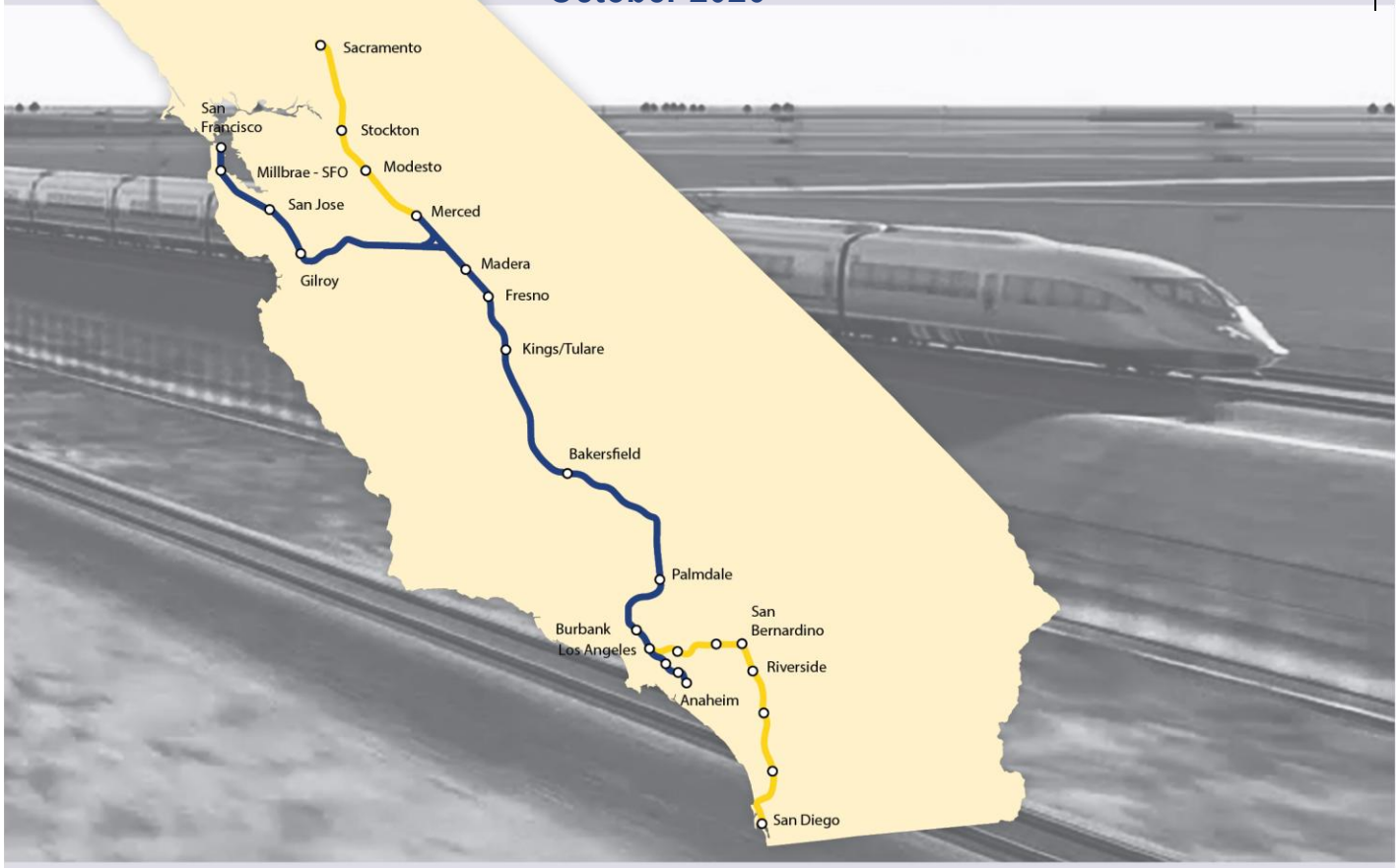
California High-Speed Rail Authority

Los Angeles to Anaheim Project Section

Final Project Environmental Impact Report/Proposed Final Environmental Impact Statement

Appendix 3.18-A
RIMS II Modeling Details

October 2026



CALIFORNIA High-Speed Rail Authority

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 22, 2024, and executed by the Federal Railroad Administration and the State of California.

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ACRONYMS AND ABBREVIATIONS

Term	Definition
Authority	California High-Speed Rail Authority
BEA	Bureau of Economic Analysis
HSR	high-speed rail
I/O	Input-Output
O&M	operations and maintenance
RIMS	Regional Input-Output Modeling System
RSA	resource study area

APPENDIX 3.18-A: RIMS II MODELING DETAILS FOR THE LOS ANGELES TO ANAHEIM PROJECT SECTION

3.18-A.1 Introduction

This document presents the methodology, assumptions, and results of the short-term (i.e., construction) and long-term (i.e., operations and maintenance [O&M]) employment effects associated with the high-speed rail (HSR) project alternatives, Shared Passenger Track Alternative A and Shared Passenger Track Alternative B (the Shared Passenger Track Alternatives) for the Los Angeles to Anaheim Project Section. The findings presented in this analysis demonstrate that the initial construction phase and the O&M phase of the project would have positive employment effects in the resource study area (RSA), which includes Los Angeles and Orange Counties.

3.18-A.2 Analysis Framework and Approach

The employment effects reported for the project are informed by estimated project expenditures (e.g., labor, materials, and equipment) in the RSA, construction and O&M schedules, and regional economic data, including final demand multipliers, from the Bureau of Economic Analysis' (BEA) Regional Input-Output Modeling System (RIMS II). The approach applied to estimating short-term and long-term employment effects is consistent with industry standard practices as well as procedures outlined for regional growth analysis in *Project Environmental Impact Report/Environmental Impact Statement Environmental Methodology Guidelines*, Versions 5.9 and 5.11 as amended (Authority 2017a, 2022).

3.18-A.2.1 Input-Output Analysis Overview

Input-Output (I/O) analysis for the project is based on the concept that industries in a geographic region are interdependent and thus the total contribution of any one establishment's activity is larger than its individual (direct) output or employment. Consequently, an establishment's economic activity has a multiplier effect that generates successive rounds of spending and output in other economic sectors in a particular region. For example, construction firms purchase goods from producers, who in turn purchase raw materials from suppliers. Therefore, an increase or decrease in the demand for construction supplies would stimulate an increase or decrease in output and employment in interdependent secondary industries.

Regional economic impact analysis and I/O models provide a means to quantify economic effects stemming from a particular industry or initial economic activity. I/O models rely on economic multipliers that mathematically represent the relationship between the initial change in one sector of the economy and the effect of that change on employment, income, economic output, and value added in other regional industries specific to the defined region. These economic data provide a quantitative estimate of the magnitude of shifts in jobs and revenues in that region's economy (BEA 2017, 2019).

The analysis begins with an estimate of the initial economic input associated with the project's expenditures on capital investment and operations in the economy of the RSA. These initial inputs are referred to as the *direct effects*. Next, the I/O model quantifies the impacts associated with the multiplier effects that would result from that initial economic input. Multiplier effects include indirect or induced effects. Indirect effects represent economic impacts on suppliers, while induced effects represent economic impacts on household income and spending. In this report, direct, indirect, and induced effects are defined as follows:

- **Direct Effect:** The economic value of the initial input of spending into the economy made by the California High-Speed Rail Authority (Authority)
- **Indirect Effect:** The economic value of "upstream" industry-to-industry transactions that supply inputs to the production of goods and services consumed by the Authority
- **Induced Effect:** The economic value of labor income that recirculates in the economy as a result of the initial expenditures made by the Authority

- **Total Impact:** The sum of the direct, indirect, and induced effects; measures the overall impact of project activities within the RSA

This analysis measures economic significance using common economic metrics, including output, employment, employee compensation, and job-years:

- **Employment:** Equivalent to jobs, a headcount that includes part-time and full-time workers
- **Job-Years:** A combined measure of total jobs and the length of time of those jobs. One job-year is defined as equivalent to one job held by one person over 1 year's duration. As an example, one job held by one worker for 3 years would constitute 3 job-years; three jobs held by three workers for 1 year's duration would also constitute 3 job-years.

It should be noted that a portion of the impacts reported in this analysis may not be entirely net new. For example, it is plausible that the State of California would have allocated a portion of its HSR budget on other projects elsewhere that would have generated economic activity in the state if the HSR project did not occur. Therefore, the absence of the HSR project could have other economic impacts if funding were reallocated for other transportation projects, and the economic impact estimates in this section represent the total impacts of these investments and do not account for the opportunity costs of this funding.

3.18-A.2.2 RIMS II Multipliers

The short-term construction and long-term O&M jobs created in the employment effects RSA were calculated using RIMS II multipliers published by the BEA (BEA 2019). Multipliers are published in a tabular format corresponding to the North American Industry Classification System for both industry aggregations and detailed industries, as defined by the BEA. The multipliers in this analysis are based upon 2017 national benchmark input-output data and 2024 regional data, released in May 2026 by the BEA.

For this analysis, Type II annual regional economic final-demand multipliers were used to estimate direct, indirect, and induced job creation. These multipliers relate to the total number of jobs created per $1 million change in final demand (BEA 2019) and account for induced impacts associated with the spending of earnings by labor (households) within a region; Type I multipliers only account for direct and indirect impacts. *Direct employment* refers to the jobs created to build the project and primarily involves jobs created in the construction sector. *Indirect employment* refers to the jobs created in existing businesses in the RSA (e.g., material and equipment suppliers) that supply goods and services to the construction of the project. *Induced employment* refers to jobs created in new or existing businesses (e.g., retail stores, gas stations, banks, restaurants, service companies) that supply goods and services to workers and their families.

3.18-A.3 Project Impacts

3.18-A.3.1 Summary of Findings

The findings presented in this analysis demonstrate that the initial construction phase and the O&M phase of the Shared Passenger Track Alternatives would have positive employment effects in the RSA.[1]

As further discussed in Section 3.18-A.3.2.1, Construction Cost Estimates, construction-related expenditures in the RSA on labor and materials were estimated at approximately $7.274 billion in 2025 constant dollars. These expenditures were estimated to support 56,900 annual job-years[2] from the start of construction in 2031 to the end of construction in 2037, accounting for 29,020 direct job-years and 27,080 indirect and induced job-years. During the peak years of construction (2035 and

[1] This appendix has been updated for the Final Environmental Impact Report/Environmental Impact Statement with cost estimates from the Authority's 2026 Business Plan, because the 2026 Business Plan was developed to reflect the Authority's preferred alternative (Shared Passenger Track Alternative A). Accordingly, the updates in this revised appendix exclude cost estimates for the two HSR station options (Norwalk/Santa Fe Springs and Fullerton) that were not included in the Preferred Alternative and not a part of cost revisions in the Authority's 2026 Business Plan.

[2] In the RIMS II model, 1 job-year is equivalent to one job held by one person over 1 year's duration. This metric can account for both full-time and part-time jobs.

2036), project-related expenditures in the RSA were estimated to support 24,140 annual job-years, consisting of 12,320 direct jobs and 11,820 indirect and induced jobs.

Annual O&M-related expenditures in the RSA on labor and materials were estimated at approximately $54.1 million in 2025 constant dollars, as presented in Section 3.18-A.3.3.1, Operation and Maintenance Cost Estimates. These expenditures were estimated to support a total of 410 job-years on an annual basis once operations are stabilized in 2040, accounting for 180 direct jobs and 230 indirect and induced jobs.[3]

3.18-A.3.1.1 Employment Effects Resource Study Area

For the Shared Passenger Track Alternatives, the RSA for employment effects is defined as the two-county area that incorporates Los Angeles County and Orange County. Regional growth associated with the project is expected to be largely driven by increased employment opportunities resulting from construction and O&M of the project.

3.18-A.3.1.2 RIMS II Multipliers

As described in Section 3.18-A.2.2, RIMS II Multipliers, the multipliers for this analysis are based on 2017 national I/O data and 2024 regional data and are specific to Los Angeles County and Orange County. For consistency, costs were adjusted so that multipliers and inputs were using the same dollar year. Outputs were then adjusted to 2025 dollars.

For this analysis, Type II annual regional economic final-demand multipliers were used to estimate direct, indirect, and induced job creation. These multipliers relate the total number of jobs created per $1 million change in final demand (BEA 2013) and account for induced impacts associated with the spending of earnings by labor (households) within a region; Type I multipliers only account for direct and indirect impacts.

The most applicable multipliers for the construction phase of the project are Industry Construction (NAICS Industry Sector 23: Construction; Table 3.18-A-1), whereas the O&M costs were spread across matching industries (Table 3.18-A-2).

Table 3.18-A-1 Construction Total Multipliers for Output, Earnings, Employment, and Value Added by Industry Aggregation (Type II)[1]

Industry Aggregation	Multiplier					
	Final Demand				Direct Effect	
	Output[2] (Dollars)	Earnings[3] (Dollars)	Employment[4] (Jobs)	Value-Added[5] (Dollars)	Earnings[6] (Dollars)	Employment[7] (Jobs)
Construction	1.951	0.576	8.019	1.068	1.771	1.961

Source: BEA 2026

[1] Regional Input-Output Modeling System II multipliers for the two-county resource study area were used in the analysis of employment gains.

[2] Represents the total dollar change in output that occurs in all industries for each additional dollar of output delivered to final demand by the industry corresponding to the entry.

[3] Represents the total dollar change in earnings of households employed by all industries for each additional dollar of output delivered to final demand by the industry corresponding to the entry.

[4] Represents the total change in number of jobs that occurs in all industries for each additional 1 million dollars of output delivered to final demand by the industry corresponding to the entry.

[5] Represents the total dollar change in value added that occurs in all industries for each additional dollar of output delivered to final demand by the industry corresponding to the entry.

[6] Represents the total dollar change in earnings of households employed by all industries for each additional dollar of earnings paid directly to households employed by the industry corresponding to the entry.

[7] Represents the total change in number of jobs in all industries for each additional job in the industry corresponding to the entry.

[3] Employment impacts are rounded up to the nearest 10 jobs. Totals may not sum because of rounding.

Table 3.18-A-2 Operations and Maintenance Total Multipliers for Output, Earnings, Employment, and Value Added by Industry Aggregation (Type II)[1]

Industry Aggregation	Multiplier					
	Final Demand				Direct Effect	
	Output[2] (Dollars)	Earnings[3] (Dollars)	Employment[4] (Jobs)	Value-Added[5] (Dollars)	Earnings[6] (Dollars)	Employment[7] (Jobs)
Rail transportation	1.951	0.576	8.019	1.068	1.771	1.961
Transit and ground passenger transportation	1.839	0.402	4.626	1.028	2.289	3.263
Investigation and security services	2.309	0.654	14.838	1.066	2.125	1.550
Commercial and industrial machinery and equipment repair and maintenance	2.146	0.827	17.664	1.336	1.640	1.415
Maintenance and repair construction	2.095	0.764	10.035	1.222	1.663	1.969
Facilities support services	2.033	0.650	9.181	1.110	1.722	1.888
Office administrative services	2.112	0.568	9.320	1.106	2.331	2.221
Insurance carriers, except direct life insurance	2.164	0.797	10.229	1.335	1.728	2.106
Funds, trusts, and other financial vehicles	1.846	0.395	5.028	1.029	2.508	3.119

Source: BEA 2026

[1] Regional Input-Output Modeling System II multipliers for the two-county resource study area were used in the analysis of employment gains.

[2] Represents the total dollar change in output that occurs in all industries for each additional dollar of output delivered to final demand by the industry corresponding to the entry.

[3] Represents the total dollar change in earnings of households employed by all industries for each additional dollar of output delivered to final demand by the industry corresponding to the entry.

[4] Represents the total change in number of jobs that occurs in all industries for each additional 1 million dollars of output delivered to final demand by the industry corresponding to the entry.

[5] Represents the total dollar change in value added that occurs in all industries for each additional dollar of output delivered to final demand by the industry corresponding to the entry.

[6] Represents the total dollar change in earnings of households employed by all industries for each additional dollar of earnings paid directly to households employed by the industry corresponding to the entry.

[7] Represents the total change in number of jobs in all industries for each additional job in the industry corresponding to the entry.

3.18-A.3.2 Estimation of Short-Term Employment Effects from Construction

3.18-A.3.2.1 Construction Cost Estimates

Project-related costs that account for expenditures on labor and materials in the RSA were estimated and applied to the RIMS II employment multipliers. Additionally, as noted above, the RIMS II multipliers are based on regional data from 2024. To apply these multipliers, construction costs (estimated in 2025 dollars) were deflated to 2024 constant dollars. Data are from the Bureau of Labor Statistics' Consumer Price Index All Urban Consumers (Current Series) (BLS 2025). A Consumer Price Index deflation factor of 0.97 was applied to construction costs (2025 dollars) to convert from 2025 to 2024 dollars. To reinflate costs back into 2025 dollars, a Consumer Price Index inflator of 1.03 was used.

Construction costs incorporated into the employment effects analysis are presented in Table 3.18-A-3, corresponding to the standard cost categories outlined in the *Preliminary Engineering for Project Definition Record Set Capital Cost Estimate Report* (Authority 2025). Monies that are expected to be expended outside of the RSA were not included, because these funds are not anticipated to generate new jobs in the RSA. Cost items excluded include right-of-way costs associated with the purchase or lease of real estate and the relocation of existing households and businesses, off-site professional service costs, and unallocated contingency and finance costs as detailed in the *Project Environmental Impact Report/Environmental Impact Statement Environmental Methodology Guidelines*, Version 5.11 as amended (Authority 2022) and the *Regional Growth Analysis: Calculating Construction Job Impacts* memorandum (Authority 2017b).

Table 3.18-A-3 Standard Construction Cost Categories (Millions of $)

Standard Cost Categories	Preferred Alternative Costs, 2025 Dollars (in Millions)
10 Track Structures and Track	$4,514
20 Stations, Terminals, Intermodal	$251
30 Support Facilities: Yards, Shops, Administrative Buildings	$192
40 Sitework, Right-of-Way, Land, Existing Conditions	$1,081
50 Communications and Signaling	1,235
60 Right-of-Way Acquisition	Not included because this is a transfer payment and does not generate any local economic activity
70 Vehicles	Considered a systemwide cost and not included as part of the Shared Passenger Track Alternatives
80 Professional Services	Not included in construction job impact analysis
90 Unallocated Contingency	Not included because it is uncertain if or how funds will be expended
100 Finance Charges	Estimate to be developed prior to project construction
Total	**$7,274 cost included in economic impact analysis**

Source: Authority 2026
Authority = California High-Speed Rail Authority; HSR = high-speed rail

3.18-A.3.2.2 Direct, Indirect, and Induced Short-Term Employment Effects

Project construction is expected to occur over 7 years. Construction is assumed to commence in 2031 and end in 2037. Short-term employment impacts are expressed as annual job-years for each year of construction. The spread of construction costs was estimated as 8 percent (Year 1/2031), 10

percent (Year 2/2032), 15 percent (Year 3/2033), 15 percent (Year 4/2034), 18 percent (Year 5/2035), 18 percent (Year 6/2036), and 16 percent (Year 7/2037).[4]

Project construction was estimated to result in 56,900 direct, indirect, and induced job-years in the two-county RSA, as presented in Table 3.18-A-4. Direct employment effects were estimated at 29,020 job-years while the additional indirect and induced employment effects were estimated at 27,880 job-years. During the peak period of construction (2035 and 2036), the project is estimated to support 12,320 direct and 11,820 indirect and induced jobs, for a total of 24,140 jobs during the two peak construction years.

Table 3.18-A-4 Employment Impacts During Construction[1] (in Annual Job-Years[2])

Employment[3]	2031	2032	2033	2034	2035	2036	2037	Total
Direct	760	920	4,510	4,510	6,160	6,160	6,000	29,020
Indirect and induced	730	880	4,340	4,340	5,910	5,910	5,770	27,880
Total	**1,490**	**1,800**	**8,850**	**8,850**	**12,070**	**12,070**	**11,770**	**56,900**

Source: BEA 2026

[1] Regional Input-Output Modeling System II multipliers for the two-county resource study area were used in the analysis of employment gains.

[2] In the Regional Input-Output Modeling System II model, 1 annual job-year is equivalent to one job held by one person over 1 year's duration. This metric can account for both full-time and part-time jobs.

[3] Employment impacts are rounded up to the nearest 10 jobs. Totals may not sum because of rounding. Job estimates were scaled to reflect an estimate for savings that could be reasonably accrued from standard value engineering review. The savings estimate is based on actual Authority engineering design review of the Los Angeles to Anaheim Project Section. More detail on the type of refinements considered as value engineering is found in the Preliminary Engineering for Project Definition General Notes.

Authority = California High-Speed Rail Authority; HSR = high-speed rail

3.18-A.3.3 Estimation of Long-Term Employment Effects from Operations and Maintenance

3.18-A.3.3.1 Operation and Maintenance Cost Estimates

Similar to construction cost estimates detailed in Section 3.18-A.3.2, Estimation of Short-Term Employment Effects from Construction, project-related O&M costs in the RSA were estimated and applied to the RIMS II employment multipliers, which are based on regional data from 2024. To apply these multipliers, O&M costs (estimated in 2025 dollars) were deflated to 2024 constant dollars using data from the Bureau of Labor Statistics' Consumer Price Index All Urban Consumers (Current Series) (BLS 2025). A Consumer Price Index deflation factor of 0.97 was applied to O&M costs (2025 dollars) to deflate to 2024 dollars. A Consumer Price Index deflator of 1.03 was then used to convert resulting O&M impacts from 2024 back to 2025 dollars.[5]

O&M costs incorporated into the analysis are presented in Table 3.18-A-5, corresponding to relevant cost categories outlined in the *Los Angeles to Anaheim Project Section Final Environmental Impact Report/Environmental Impact Statement*, Appendix 6-A: High Speed Rail Operating and Maintenance Costs for Use in Environmental Impact Report/Environmental Impact Statement Project-Level Analysis (Authority 2026). Monies that are expected to be expended outside of the RSA are not included, because these funds are not anticipated to generate substantial new jobs in the RSA. Cost items excluded include off-site services for dispatching and control as well as insurance.

[4] This was the assumed construction period when the RIMS II job effects analysis was undertaken. It is possible that the construction start date could shift into the future. The magnitude of job effects is not expected to change substantially in the event that construction starts at a later date.

[5] Construction cost estimates are estimated by converting to 2023 dollars, because 2023 capital costs are the most recent costs the Authority prepared for the Los Angeles to Anaheim Project Section; however, O&M costs are escalated to 2024 dollars, which was when the Draft Environmental Impact Report/Environmental Impact Statement was prepared.

Table 3.18-A-5 Standard Operations and Maintenance Cost Categories (Millions of $)

Standard Cost Categories[1]	2025 Dollars (in Millions)	2024 Dollars (in Millions)
Train Operations	$17.6	$17.2
Dispatching	$1.9	$1.8
Maintenance of Equipment	$8.3	$8.1
Maintenance of Infrastructure	$7.5	$7.3
Station and Train Cleaning	$4.4	$4.3
Commercial	$5.8	$5.7
General and Administrative	$3.3	$3.2
Insurance	$3.2	$3.1
Unallocated contingency	$2.2	$2.1
Total	**$54.1**	**$52.7**

Source: Authority 2026
[1] In addition to these operating and maintenance cost categories that are attributed to the Los Angeles to Anaheim Project Section, there are additional operations and maintenance cost categories (such as bus operations, security, margin, and capacity markup) that are attributed to the system as a whole.

3.18-A.3.3.2 Direct, Indirect, and Induced Long-Term Employment Effects

Project construction is scheduled to be complete in 2037, and full O&M staffing levels are expected to be reached in 2040 and remain constant in future operating years.[6] Ongoing O&M is estimated to result in 410 direct, indirect, and induced job-years annually in the two-county RSA, as presented in Table 3.18-A-6. Direct employment effects were estimated at 210 annual job-years while the additional indirect and induced employment effects were estimated at 470 annual job-years.

Table 3.18-A-6 Employment Impacts from Operations and Maintenance[1] (in Annual Job-Years[2])

Employment	Direct	Indirect and Induced	Total[3]
Jobs	180	230	410

Source: BEA 2026
[1] Regional Input-Output Modeling System II multipliers for the two-county resource study area were used in the analysis of employment gains.
[2] In the Regional Input-Output Modeling System II model, 1 annual job-year is equivalent to one job held by one person over 1 year's duration. This metric can account for both full-time and part-time jobs.
[3] Employment impacts are rounded up to the nearest 10 jobs. Totals may not sum because of rounding.

3.18-A.3.4 Additional Analysis Considerations

3.18-A.3.4.1 Disaggregating Direct, Indirect, and Induced Effects with RIMS II Multipliers

The RIMS II total multipliers presented in Table 3.18-A-1 and Table 3.18-A-2 can be used to calculate the number of direct and indirect and induced jobs created as a result of additional industry demand. For the purpose of this analysis, the following calculation approach was taken, using the construction industry aggregation multipliers presented in Table 3.18-A-1 as an example. The construction industry final-demand employment multiplier represents the total change in the number of jobs in all industries for each $1 million of output spent in the construction industry, while the direct effect multiplier represents the total change in the number of jobs in all industries for each additional job

[6] Full O&M staffing starting in 2040 is premised on the end of the construction period when the RIMS II job effects analysis was undertaken. It is possible that the construction start date could shift into the future, which would result in O&M activities being pushed further out. The magnitude of O&M job effects is not expected to change substantially in the event that construction starts at a later date.

created in the construction industry. In this analysis, the following steps were taken to compute direct and indirect and induced employment effects:

1. Number of Direct Jobs per $1 million of Final Demand = Final Demand Employment Multiplier/Direct Effect Employment Multiplier

   Direct Jobs per $1 million of Final Demand in the Construction Industry = 8.0191÷1.9608 = **4.0897**

2. Number of Indirect and Induced Jobs per $1 million of Final Demand = Final Demand Employment Multiplier – Number of Direct Jobs per $1 million of Final Demand

   Indirect and Induced Jobs per $1 million of Final Demand in the Construction Industry = 8.0191 – 4.0897 = **3.9294**

3.18-A.4 References

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