

Economic Impact Study of the Foothill Gold Line Glendora to Montclair Segment

**Examining the Output, Jobs, Labor Income, and Tax Revenue Effects
of Construction and Operations of the Glendora to Montclair Project**



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Economic Impact Analysis

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In December 2017, construction will begin on the Glendora to Montclair segment of the Foothill Gold Line light rail system, which will extend Metro Gold Line rail service that currently ends at the APU/Citrus College Station 12.3 miles. Construction is anticipated to last through 2026, with passenger service beginning in 2027. This next phase of the line will provide an important connection for Los Angeles County residents, workers and visitors to and from more of the San Gabriel Valley, extending out as far as San Bernardino County on the east, and downtown Los Angeles on the west and will serve as a crucial investment in infrastructure not only for Los Angeles County but for Southern California. This impact analysis focuses on Los Angeles County, where construction and ongoing operations will be concentrated, and where inputs for construction and ongoing operations will largely be sourced, though the impacts of the Glendora to Montclair segment will be broader, to the benefit of the whole region.

This map illustrates the Metro Gold Line Light Rail System and its future extensions. The system is divided into three main sections: Los Angeles - Pasadena, Pasadena - Azusa, and Glendora - Montclair. The map shows the current operational line in orange, the future extension from Glendora to Montclair in dark blue, and shared station areas in yellow. Key stations include Union Station, Pasadena, Azusa, and Montclair. The map also shows major highways and surrounding cities.

Los Angeles - Pasadena

Pasadena - Azusa

Glendora - Montclair

Legend:

- Metro Gold Line Light Rail System (Operational)
- Future Glendora to Montclair Extension
- Metro Gold Line Stations (Operational and Future)
- Shared Station Area (Future Gold Line Station with Current Metrolink Station)

The Glendora to Montclair project will extend the Gold Line as far as West San Bernardino County.

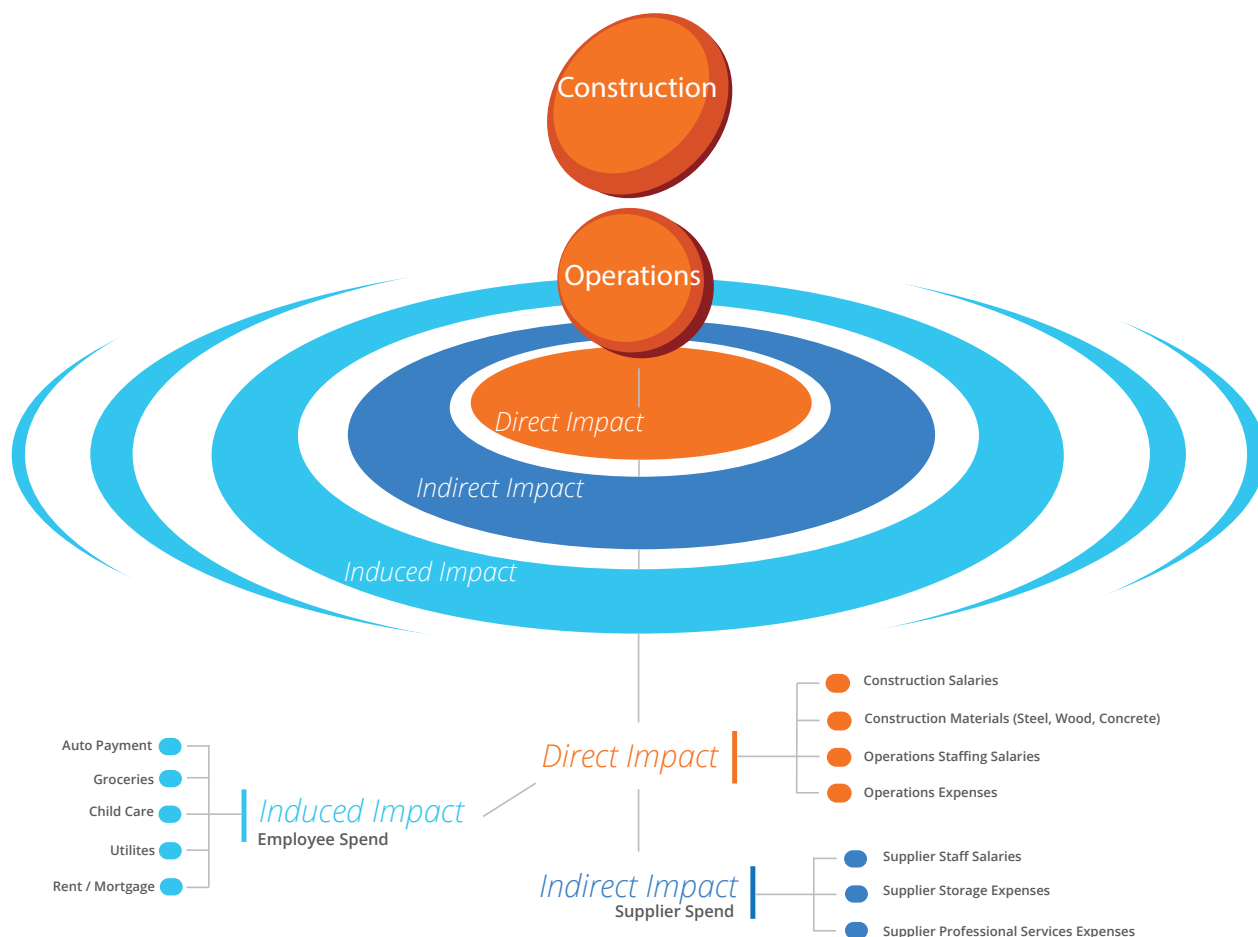
Once the Glendora to Montclair segment is fully built, the ongoing operations of the line will require an investment of over \$30 million per year in the form of labor and materials. These dollars will provide an economic stimulus to Los Angeles County directly, in the form of worker wages and business revenues, but in the same way as construction spending will provide a short-term multiplying effect in the economy, these operational expenditures will also generate a long-term multiplying effect from workers and businesses as they flow through the economy of Los Angeles County.

This analysis is intended to show the expected economic and fiscal impacts of those construction and ongoing operations of the Foothill Gold Line from Glendora to Montclair on the County of Los Angeles. The short-run impacts are the impacts connected to construction, adding new spending to the county economy in the form of goods and services down the supply chain. In addition, the long-run impacts are the impacts of ongoing operations of the segment from Glendora to Montclair, generating business and tax revenue and encouraging local spending activity. The combined total of the short- and long-run impacts represent the total economic and fiscal impacts of the Foothill Gold Line from Glendora to Montclair. On top of these impacts, the next segment of the line is will generate transit-oriented development that will generate its own economic stimulus while at the same time helping to alleviate the county's shortage of housing and improving quality of life for residents from Glendora to Montclair. These economic, fiscal, and community benefits are examined in detail in the sections that follow.

Methodology and Data

Two different approaches were used to measure the two types of impacts. Short-run (cumulative) impacts were measured as the effects of expenditures connected to construction of the Foothill Gold Line from Glendora to Montclair. Long-run (annual) impacts were measured as the effects of expenditures in connection to the ongoing operations of the light rail extension. This analysis examined both short-run and long-run impacts to determine the total impact of the extension on the economy of Los Angeles County. Beacon examined the impact from the perspective of the economy of Los Angeles County, because inputs to construction and ongoing operations will be largely sourced from the county—and as a result most expenditures will take place there—but impacts will flow outside the county, benefitting the entire region of Southern California.

This analysis was based on data on estimated construction costs of the Glendora to Montclair extension, as well as the average spending per year to operate the extension in categories such as overhead, labor, parts, and utilities. Because operational expenditures are not yet available for the Glendora to Montclair extension—because the project has not yet been built—Beacon Economics used the assumption that expenditures would be allocated in the same proportion as expenditures have been for the Pasadena to Azusa segment of the line. Beacon then scaled up the annual operational expenditures based on the respective mileage of the two phases of the extension. Thus, because the Glendora to Montclair segment is roughly 7% longer than the Pasadena to Azusa segment, annual operational expenditures were assumed to be roughly 7% higher but in the same allocation by category provided by Los Angeles County Metro.



To determine the economic and fiscal impacts of the Glendora to Montclair segment on the County of Los Angeles, Beacon applied a multiplier analysis approach, with the assumption that dollars spent in the local economy get re-spent, generating a total economic impact on the Los Angeles County economy well above the initial level of spending. Beacon employed the IMPLAN modeling system, which is an input/output model that can be used to estimate the impact of changes in the economy through the use of multipliers.

Impact studies operate under the basic assumption that any increase in spending has three effects:

- First, there is a **direct effect** on that industry itself. For example, construction of the project requires labor and building materials.
- Second, there is a chain of **indirect effects** on all the industries whose outputs are used by the industry under observation. For a construction project, indirect effects would include the demand and employment that is stimulated at firms that provide goods and services to this project, such as architectural/engineering services or suppliers of raw building materials.

- Third, **induced effects** arise when employment increases and household spending patterns are expanded. These induced effects arise because suppliers pay out wages to their employees associated with construction or operations for project, and those wages are then spent back into the local economy on goods such as food, gas, cars, and housing. These generate additional demand and associated wages that are then spent back into the county economy, generating additional secondary effects.

Economic impacts of the Glendora to Montclair project were estimated with the following metrics¹:

- **Economic output:** the total amount of economic activity generated by construction and ongoing operations
- **Employment:** the total number of jobs supported by construction and ongoing operations
- **Labor income:** the total amount of wages generated by construction and ongoing operations

Fiscal impacts of the Glendora to Montclair project were examined in the following ways:

- Tax revenues generated by construction of the project
- Tax revenues generated by ongoing operations of the Glendora to Montclair segment on an annual basis

Together, these impacts demonstrate the substantial effect that building this new segment of light rail will have on the Los Angeles County economy.

Summary of Economic and Fiscal Impacts

Economic and Fiscal Impacts of the Glendora to Montclair Project

Impact Type	Employment (# of Jobs)	Output (\$ Millions)	Labor Income (\$ Millions)	Tax Revenues (\$ Millions)
Construction (Cumulative)	16,580	2,603.0	1,045.8	39.9
Ongoing Operations (Annual)	277	52.3	17.3	0.8

Source: IMPLAN, Calculations by Beacon Economics

Economic Impacts

Construction of the Glendora to Montclair Segment

Direct Expenditures

The Foothill Gold Line from Glendora to Montclair is a 12.3-mile extension of the Metro Gold Line light rail system, with upgrades to crossings and new street-level and grade-separated crossings. The construction project will take an estimated nine years in all, beginning at the end of 2017. The massive project will require a substantial amount of new

¹All dollar estimates in this report, unless otherwise specified, are presented in 2017 dollars.

materials and labor to complete, as well as highly specialized processes such as utility line relocation and reconfiguration of existing lines of track.

Taken together, the total costs of labor and materials in construction of the Glendora to Montclair project is over \$1.5 billion (2016 dollars). This includes design and build, at nearly \$750 million, as well as roughly \$40 million in planning expenditures, among other expenditures. The total construction expenditures themselves would have a significant impact on the economy of Los Angeles County, particularly since these expenditures fall in a very narrow window of time. However, the multiplier effect of the construction expenditures, as those dollars move through the local economy, generates an even bigger effect on local economic activity.



A rendering of the Glendora station.

Economic Output

The \$1.5 billion in construction expenditures for the Glendora to Montclair project will generate a total of \$480.4 million in indirect economic impacts—the spending by businesses down the construction supply chain—and \$582.5 million in induced economic impacts—the spending by workers at establishments directly or indirectly connected to construction of Phase 2B. Altogether, construction of Phase 2B will generate \$2.6 billion in economic output for the economy of Los Angeles County.

Although the largest total impact will be seen in commercial construction due to direct construction expenditures, the construction of the Glendora to Montclair project will generate significant economic impacts on many sectors of the Los Angeles County economy due to secondary effects. For instance, construction of the project will generate \$88.1 million in economic output in the Wholesale Trade sector, entirely through secondary effects, with \$65.0 million generated through indirect effects—spending at businesses down the supply chain—and \$23.1 million generated through induced effects—spending by workers directly or indirectly connected to the construction. The construction will generate \$70.2 million in economic output in the Real Estate sector, with \$28.5 million in indirect effects and \$41.8 million in induced effects.

Large impacts in these types of sectors are typical for an infrastructure project. As discussed below, real estate firms will benefit from leasing new commercial space to businesses near Gold Line stations, while the revenue other businesses receive due to construction spending will lead to the purchase of new properties. At the same time, the busi-

Impact of Glendora to Montclair Segment Construction on Economic Output

Impact Type	Output (\$ Millions)
Direct Effect	1,540.1
Indirect Effect	480.4
Induced Effect	582.5
Total Effect	2,603.0

Source: IMPLAN, Calculations by Beacon Economics

nesses receiving revenue due to the project's construction spending will buy many of their goods wholesale. Many other sectors of the Los Angeles County economy will benefit from that spending, including Hospitals (\$29.4 million in economic output), Commercial and Industrial Machinery Equipment Rental and Leasing (\$21.5 million in economic output), and Employment Services (\$20.5 million in economic output). Construction will therefore generate revenue for businesses in many sectors of the Los Angeles County economy, including many labor-intensive sectors, as discussed below.

Employment

In all, nearly 9,000 workers are expected to directly contribute to construction of the Glendora to Montclair project, either through workers hired to build the line itself or through construction-related hiring. Again, however, as direct construction spending moves through the Los Angeles economy, that spending supports workers in a range of other sectors of the economy.

Indirect economic effects of the project's construction will support an additional 2,775 workers. This is because some of the businesses that receive revenue due to construction of the project will hire workers in response to the increase in demand. For instance, businesses in the Wholesale Trade sector are expected to hire 259 workers through indirect economic effects, while businesses in the Architecture, Engineering, and Related Services sector are expected to hire 228 workers.

In addition, induced economic effects will support an estimated 3,931 workers. As workers directly or indirectly connected to construction of the Glendora to Montclair project spend money in the local economy, that revenue in turn will go toward hiring a number of new employees at those businesses. Real estate firms are expected to hire 171 workers. This makes intuitive sense, as real estate firms will be hired to sell homes by individuals looking to relocate in response to income they receive directly or indirectly connected to construction of the project. Retail establishments are also expected to hire many workers as a result of the extension, as workers connected to its construction will spend some of their income on retail goods in the county. In all, the indirect and induced effects of construction of the Glendora to Montclair project will lead to hiring in many sectors of the Los Angeles County economy.

Labor Income

Construction of the extension will generate an estimated \$1.0 billion labor income for workers across Los Angeles County, much of which will be in the form of wages for the estimated 9,800 workers directly connected to the construction project. Infrastructure construction is a labor-intensive process, resulting in a substantial number of short-term hires throughout the construction timeline. On top of that, the intricacies of the construction require the employ of many technical specialists, such as architects, to help in planning. As a result, labor income represents a significant component of total spending in construction of the Glendora to Montclair project.

Impact of Glendora to Montclair Segment Construction on Employment

Impact Type	Jobs
Direct Effect	9,874
Indirect Effect	2,775
Induced Effect	3,931
Total Effect	16,580

Source: IMPLAN, Calculations by
Beacon Economics

Indirect economic effects of the project's construction generate an additional \$187.8 million in labor income. The largest indirect impacts fall in Architectural, Engineering, and Related Services (\$28.3 million). In part, this is because so much direct spending falls in that sector. However, \$1.5 billion in direct spending on construction, much of which goes toward materials and planning, leads to additional spending down the supply chain on technical services labor. Similarly, Management Consulting Services receives a substantial amount of indirect labor spending (\$9.7 million). Just as Wholesale Trade and Real Estate generate millions of dollars in indirect economic output, they also generate millions of dollars in indirect labor income (\$20.8 million and \$3.9 million, respectively), in response to all of the new revenue businesses in those sectors will earn as a result of the project's construction.

Induced economic effects of construction of the Glendora to Montclair project generate \$204.7 million in labor income. The sectors with the two largest total induced labor income are both in health care: Hospitals (\$16.1 million) and Offices of Physicians (\$12.9 million). With over \$650 million in direct spending on wages in connection to construction, workers will use this new income on health services in different ways, such as doctor visits or elective procedures. Leisure and hospitality sectors also tend to be significant beneficiaries of an influx of new labor income. For instance, Full Service Restaurants will generate an estimated \$5.8 million in induced labor income. As workers receive income from construction activities, they will spend some of their income on going out to eat, as opposed to eating at home. In general, construction projects increase disposable income for workers, which in turn supports businesses in sectors like health care and food services.

Impact of Glendora to Montclair Segment Construction on Labor Income

Impact Type	Wages (\$ Millions)
Direct Effect	653.2
Indirect Effect	187.8
Induced Effect	204.7
Total Effect	1,045.8

Source: IMPLAN, Calculations by Beacon Economics

Ongoing Operations of the Glendora to Montclair Segment

Direct Expenditures

The Foothill Gold Line from Glendora to Montclair will add six new stations to the Metro Gold Line system, stretching rail service from downtown Los Angeles as far out as San Bernardino County. It is estimated that a ride from Montclair to Downtown Union Station will take about 75-minutes. Providing quality service to passengers between Glendora and Montclair will require a substantial amount of investment in materials and labor each year. Because the project will not be completed until 2026, these ongoing material and labor expenditures are not actual values, but they can still be estimated using data from ongoing operations costs for the recently opened extension of the line from Pasadena to Azusa.

The Pasadena to Azusa segment's ongoing operations expenditures total roughly \$28.6 million for fiscal year 2018. With 11.5 miles of track, the per-mile cost of operations of the Pasadena to Azusa extension is roughly \$2.5 million. Operational costs for the Glendora to Montclair segment are expected to be similar to those of the recently opened segment. By applying the \$2.5 million-per-mile average operational cost to the 12.3 miles of track for the Glendora to Montclair segment, the total estimated operational cost per year is an estimated \$30.6 million. Over half of the annual operational costs come in the form of labor, but parts and materials represent a sizeable investment each year. From

this basis, it is possible to generate a best estimate of the total output, jobs, and labor income generated in the Los Angeles County economy each year as operational expenditures move through the local supply chain and multiply.

Economic Output

The \$30.6 million in ongoing operations expenditures for the Glendora to Montclair segment will multiply through the economy of Los Angeles County to generate an additional \$12.1 million in economic output through indirect effects and \$9.7 million in economic output through induced effects. In all, secondary effects add \$21.8 million in economic impacts, generating a total economic impact of \$52.3 million on an ongoing basis.

Although the biggest economic impacts of ongoing operations of the extension from Glendora to Montclair will fall in the sectors where direct spending is the highest (such as Rail Transportation (\$6.7 million) and Utilities (\$5.2 million), there are many sectors that will generate a substantial amount of economic output solely through indirect or induced effects. For instance, Insurance Agencies, Brokerages, and Related Activities will generate \$824,000 in economic output through these secondary effects, as businesses and workers invest their new revenues or income in insurance coverage. Retail stores of various types will generate substantial amounts of economic output through direct and secondary effects, as businesses or workers spend money on fuel (\$945,000), clothes (\$688,000), furniture (\$579,000), and general merchandise (\$488,000). Consequently, the ongoing operations of the future light rail segment will have a substantial impact on the Los Angeles County economy, across high-skilled and lower-skilled sectors alike, due to spending occurring far down the supply chain.

Impact of Glendora to Montclair Segment Ongoing Operations on Economic Output

Impact Type	Output (\$ Millions)
Direct Effect	30.6
Indirect Effect	12.1
Induced Effect	9.7
Total Effect	52.3

Source: IMPLAN, Calculations by Beacon Economics

Employment

Operation of the Glendora to Montclair segment will directly result in employment of an estimated 157 workers on an ongoing basis as operators of the extension or in connection to those operations. As ongoing operational expenditures for the Glendora to Montclair segment move through the economy of Los Angeles County, they will support 55 workers through indirect effects and 65 workers through induced effects. In all, ongoing operations of the future light rail segment will employ 277 workers on an ongoing basis in the County of Los Angeles.

Some of the sectors employing the most workers due to ongoing operations of the segment include Full Service Restaurants, Real Estate, and Personal Care Services, such as home health care workers. Sectors such as Employment Services, Services to Buildings, and Limited Service Restaurants will generate jobs entirely through indirect and induced economic activity. As

Impact of Glendora to Montclair Segment Ongoing Operations on Employment

Impact Type	Jobs
Direct Effect	157
Indirect Effect	55
Induced Effect	65
Total Effect	277

Source: IMPLAN, Calculations by Beacon Economics

with economic output, employment will increase across many sectors of the Los Angeles County economy due to ongoing operations of the Glendora to Montclair segment.

Labor Income

Operations of the Glendora to Montclair segment will generate an estimated \$17.3 million in labor income for workers across Los Angeles County. Of this total, \$10.0 million will be generated directly for operators or support staff of the rail or individuals connected to those operations, while \$7.3 million will be generated through indirect or induced economic effects.

The largest effects come in the form of wages for workers in sectors that will have workers directly involved in the rail line's operations, such as Rail Transportation (\$2.5 million), Utilities (\$1.4 million), and Transit and Ground Passenger Transportation (\$1.1 million), but workers in some sectors will benefit entirely through indirect and induced economic effects.

Businesses down the supply chain will contribute some of the revenues they earn through operations of the Glendora to Montclair segment to offer raises to existing workers or to hire new workers. In fact, the three sectors generating the most wages for their workers through those secondary effects do not pay any workers directly connected to the line's operations. With no direct investment in the form of wages, businesses in Wholesale Trade (\$341,000), Insurance Agencies, Brokerages, and Related Activities (\$318,000), and Hospitals (\$268,000) each generate substantial amounts of money for their workers due to revenues they earn down the supply chain, either by business-to-business spending or worker-to-business spending. Altogether, ongoing operations of the Foothill Gold Line from Glendora to Montclair will provide a significant supplement to economic activity in Los Angeles County each year by providing extra income to hundreds of local workers.

Impact of Glendora to Montclair Segment Ongoing Operations on Labor Income

Impact Type	Wages (\$ Millions)
Direct Effect	10.0
Indirect Effect	3.9
Induced Effect	3.4
Total Effect	17.3

Source: IMPLAN, Calculations by Beacon Economics

Fiscal Impacts

Construction of the Glendora to Montclair Segment

Construction of the Glendora to Montclair project generates tax revenues for public agencies in Los Angeles County, as construction-related spending moves through the county economy.

Upon construction of the project, some businesses that see an increase in revenue from direct or indirect construction-related spending will buy goods locally, generating sales tax that will flow to these public agencies. Other businesses will expand existing properties or build new properties, generating local property tax. Together, these tax revenues will support local services and public spaces, improving the quality of life for Los Angeles County residents.

Fiscal Impacts of Glendora to Montclair Segment Construction

Category	Tax Revenues (\$)
Dividends	144,584
Social Insurance Tax	643,508
Business Tax: Sales Tax	9,571,279
Business Tax: Property Tax	21,518,801
Personal Tax: Fines and Fees	4,450,548
Personal Tax: Motor Vehicle License	15,336
Personal Tax: Property Taxes	368,172
Other Taxes	3,211,652
Total	39,923,880

Source: IMPLAN, Calculations by Beacon Economics

In all, the \$1.5 billion in expenditures directly related to construction of the light rail segment will generate \$39.9 million in tax revenues for Los Angeles County public agencies. Within this total, roughly \$9.6 million represents sales taxes, while \$21.5 million represents business property taxes.

As an influx of infrastructure spending, whether labor or materials, flows into Los Angeles County, businesses and individuals will support local firms by spending on retail goods, health care, or new real estate or property renovations. Proposition 13 limits the amount of growth in property taxes, but reassessments of properties indirectly impacted by construction of the Glendora to Montclair project will still result in millions of new dollars in property taxes. At the same time, the substantial amount of new goods purchases due to construction will provide a key supplement to local tax rolls in the form of sales taxes. Though sales tax and business property tax represent the majority of taxes generated by construction of the extension, taxes like municipal fees (\$4.5 million) will provide a benefit to local public agencies. Though construction of the Glendora to Montclair project will be financed almost entirely through local public investment, tens of millions of those dollars will flow back into the public sector through taxes generated by construction spending.

Ongoing Operations of the Glendora to Montclair Segment

<i>Fiscal Impacts of Glendora to Montclair Segment Ongoing Operations</i>	
Category	Tax Revenues (\$)
Dividends	3,840
Social Insurance Tax	11,269
Business Tax: Sales Tax	183,355
Business Tax: Property Tax	412,231
Personal Tax: Fines and Fees	73,418
Personal Tax: Motor Vehicle License	253
Personal Tax: Property Taxes	6,073
Other Taxes	61,525
Total	751,964
Source: IMPLAN, Calculations by Beacon Economics	

In addition, the ongoing operations of the Glendora to Montclair segment will generate a substantial amount of tax revenue for public agencies in Los Angeles County each year. Much like construction of the project, the ongoing operations of the extension will generate much of their tax revenue effects through sales taxes (\$183,000) and business property taxes (\$412,000). Other taxes will add thousands more dollars in tax revenues through fees and licenses, among other sources. These are revenues generated purely through spending in Los Angeles County to operate the future light rail extension. While they pale in comparison to the short-run tax effects of the project's construction, they provide an annual supplement to municipal agency budgets to support local services. In all, the \$30.6 million in ongoing operations expenses for the Glendora to Montclair segment will generate an estimated \$752,000 in local tax revenues each year.

Transit-Oriented Development Near Glendora to Montclair Stations

Los Angeles County is one of the densest communities in the United States, but the Glendora to Montclair extension provides a special opportunity to generate substantial amounts of new transit-oriented development. The towns along the 12.3-mile stretch of the line are not built out in the same way that the stretch of the Gold Line from Pasadena to downtown Los Angeles has been. Developers will add new residential and commercial properties near the six future stations, helping to alleviate the tight housing supply in Los Angeles County as well as introduce new retail and other establishments that service the local population, generate tax revenues for public agencies, and improve quality of life in the community.

A report by the Maxima Group shows some of the potential of the light rail line extension to transform the commercial and residential landscape near the six new stations.² There are already thousands of residential units and 18 hotel rooms along stations sites from Glendora to Montclair, as well as one million square feet of commercial property. The total valuation of investments at these properties is roughly \$1 billion. In Montclair alone, nearly 1,200 residential units have been built in proximity to the incoming station.

Even so, there is space available to continue to expand development at these stations. There are already 1,823 new residential units planned near the stations, as well as 10,000 square feet of commercial space in Claremont, for a total of \$597 million in new development value. The new residential units planned for these stations will prove especially important to Los Angeles County. The supply of housing countywide has caused significant price appreciation and made it difficult for families to afford housing. High housing costs are one of the biggest deterrents, if not the biggest deterrent, to in-migration to Los Angeles County, while at the same time rapid price appreciation may force some Los Angeles County residents to move elsewhere.

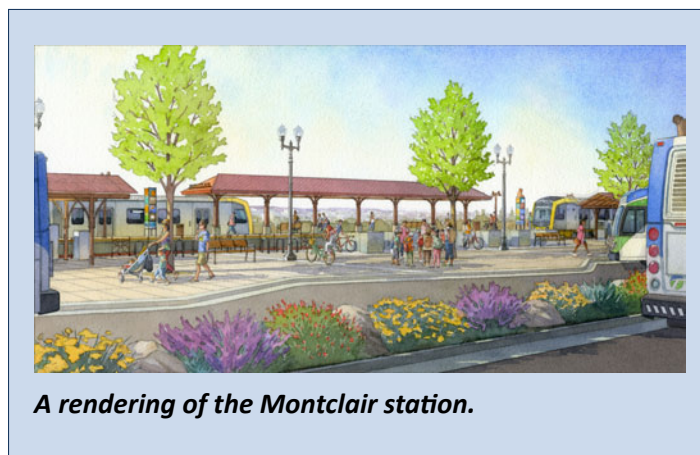
According to the California Association of Realtors, home inventories in Los Angeles County stand at just 3.1 months of supply. That means that with demand at current levels, the housing stock for sale would run out in just a few months. Home inventories at that low a level drive home prices up and prevent many residents, particularly first-time homebuyers, from finding homes. Ample new residential construction is needed to alleviate these problems. Transit-oriented development like the kind that will take place near the six future stations of the Foothill Gold Line will provide an important source of new residential supply. At the same time, new commercial development will encourage new and existing residents to spend their money in the local community, rather than go elsewhere.

Conclusion

In total, construction and ongoing operations of the Foothill Gold Line from Glendora to Montclair will add over \$2.6 billion in economic activity and nearly 17,000 jobs to Los Angeles County, through 2026, with economic benefits continuing as passenger service begins in 2027.

Roughly \$1.5 billion will be spent directly in Los Angeles County on construction of the light rail line from 2017 to 2026. By applying appropriate multipliers to the direct expenditures, Beacon Economics obtained the total economic and fiscal impact of the Glendora to Montclair project construction – that is, the overall increase in local output or economic activity.

The 12.3-mile light rail project will generate an estimated \$2.6 billion in economic output, 16,580 jobs, \$1.0 billion in labor income, and \$39.9 million in tax revenues throughout Los Angeles County through its construction.



A rendering of the Montclair station.

²The Maxima Group, LLC. (2016, October 14). *Foothill Gold Line Transit Oriented Development Update*. (Rep.).

Using expenditure data from the recently opened 11.5-mile segment from Pasadena to Azusa ongoing expenditures, Beacon Economics estimated annual operational expenditures for the 12.3 miles of the Glendora to Montclair segment at \$30.6 million. Applying appropriate multipliers to these expenditures, Beacon Economics obtained the total economic and fiscal impact of the future extension's ongoing operations.

Ongoing operations of the Glendora to Montclair segment will generate an estimated \$52.3 million in economic output and support 277 jobs in Los Angeles County each year. Ongoing operations will also generate \$17.3 million in labor income for workers in Los Angeles County, as well as nearly \$800,000 in municipal tax revenues each year.

The Glendora to Montclair project will also generate a substantial amount of new transit-oriented development near its six stations. Over 1,800 new residential units are planned near the stations, as well as 10,000 square feet of commercial space. This \$597 million worth of new development will help to alleviate the tight supply of housing in Los Angeles County, slowing the rapid pace of home price appreciation, while at the same time helping to draw spending into the local economy by providing new retail and other establishments. And, any new development beyond what is already planned will increase economic benefits beyond these construction, operations, and planned transit-oriented development; as well as improve the quality of life for residents, workers and visitors in Los Angeles County.

Appendix

Tables above show summaries of economic impacts for output, jobs, and labor income. Detailed sector-by-sector estimates of those impacts are presented in the tables below.

Detailed Economic Output Impacts of Glendora to Montclair Segment Construction

Economic Sector	Direct Effect (\$000s)	Indirect Effect (\$000s)	Induced Effect (\$000s)	Total Effect (\$000s)
Construction of other new nonresidential structures	1,233,658.0	-	-	1,233,658.0
Architectural, engineering, and related services	306,420.1	46,203.0	2,585.9	355,209.1
Wholesale trade	-	64,999.0	23,136.2	88,135.2
Real estate	-	28,472.0	41,757.0	70,229.0
Owner-occupied dwellings	-	-	70,095.0	70,095.0
Petroleum refineries	-	32,197.5	6,202.5	38,400.0
Hospitals	-	-	29,419.9	29,419.9
Monetary auth. and depos. credit intermediation	-	11,623.5	16,653.3	28,276.8
Truck transportation	-	16,832.0	5,265.8	22,097.8
Commercial and industrial mach. rental and leasing	-	20,514.3	970.3	21,484.7
Employment services	-	15,580.1	4,917.2	20,497.3
Limited-service restaurants	-	3,022.4	16,975.3	19,997.7
Offices of physicians	-	-	18,524.0	18,524.0
Other financial investment activities	-	2,440.7	16,070.8	18,511.5
Management consulting services	-	14,764.9	3,126.3	17,891.2
Insurance carriers	-	4,713.0	11,758.3	16,471.3
Legal services	-	8,118.8	8,007.5	16,126.4
Full-service restaurants	-	4,550.2	10,880.1	15,430.4
Management of companies and enterprises	-	9,027.7	5,698.5	14,726.2
Wireless telecommunications carriers (except satellite)	-	5,462.3	8,625.0	14,087.2
Retail - Nonstore retailers	-	4,738.5	9,022.9	13,761.4
Religious organizations	-	-	13,746.4	13,746.4
Wired telecommunications carriers	-	4,684.2	8,332.0	13,016.2
Retail - Clothing and clothing accessories stores	-	5,554.9	5,080.5	10,635.4
Accounting, tax preparation, bookkeeping, payroll	-	7,093.6	3,415.8	10,509.3
Retail - Health and personal care stores	-	6,479.5	3,909.0	10,388.5
Insurance agencies, brokerages, and related activities	-	3,185.3	7,184.6	10,369.8
Retail - General merchandise stores	-	1,080.6	9,062.1	10,142.6
Retail - Building material and garden equipment stores	-	5,267.8	3,825.0	9,092.8
Air transportation	-	3,903.8	5,169.2	9,073.0
Retail - Food and beverage stores	-	312.8	8,737.9	9,050.7
Automotive repair and maintenance, except car washes	-	2,480.9	6,384.8	8,865.7
Advertising, public relations, and related services	-	5,210.5	3,442.4	8,653.0
Retail - Motor vehicle and parts dealers	-	1,916.6	6,675.2	8,591.8
Funds, trusts, and other financial vehicles	-	121.7	8,309.9	8,431.6

Source: IMPLAN, Calculations by Beacon Economics

Detailed Economic Output Impacts of Glendora to Montclair Segment Construction (contd.)

Economic Sector	Direct Effect (\$000s)	Indirect Effect (\$000s)	Induced Effect (\$000s)	Total Effect (\$000s)
Junior colleges, colleges, universities, and professional schools	-	109.8	7,952.2	8,062.0
Marketing research and all other miscellaneous svcs.	-	6,343.1	1,405.1	7,748.1
Outpatient care centers	-	-	6,619.2	6,619.2
Nondepository credit intermediation and related activities	-	2,483.8	4,044.4	6,528.2
Radio and television broadcasting	-	3,772.3	2,712.0	6,484.3
Scenic and sightseeing transportation and support	-	3,534.4	2,555.7	6,090.1
Retail - Miscellaneous store retailers	-	3,558.4	2,451.3	6,009.7
Office administrative services	-	4,693.3	1,256.6	5,949.9
Offices of dentists	-	-	5,827.1	5,827.1
Services to buildings	-	3,081.5	2,705.8	5,787.3
Commercial and industrial machinery repair and maintenance	-	4,461.2	1,053.4	5,514.5
All other food and drinking places	-	852.8	4,523.1	5,375.9
Maintenance and repair construction of nonresidential structures	-	2,634.3	2,716.8	5,351.1
Local government electric utilities	-	2,131.6	3,128.4	5,260.1
Lessors of nonfinancial intangible assets	-	3,544.3	1,558.5	5,102.8
Offices of other health practitioners	-	-	5,085.0	5,085.0
Nursing and community care facilities	-	-	5,070.5	5,070.5
Other local government enterprises	-	854.0	4,106.6	4,960.6
Retail - Furniture and home furnishings stores	-	2,666.7	2,118.1	4,784.8
Environmental and other technical consulting services	-	3,949.5	772.0	4,721.6
Cable and other subscription programming	-	2,516.2	2,188.0	4,704.3
Internet publishing and broadcasting and web search portals	-	2,541.5	2,138.7	4,680.2
Retail - Electronics and appliance stores	-	3,395.3	1,220.9	4,616.1
Individual and family services	-	-	4,440.9	4,440.9
Retail - Gasoline stores	-	2,404.4	1,796.5	4,200.9
Data processing, hosting, and related services	-	2,491.0	1,635.0	4,126.0
Couriers and messengers	-	2,635.7	1,475.0	4,110.7
Extraction of natural gas and crude petroleum	-	3,137.5	716.2	3,853.7
Retail - Sporting goods, hobby, musical instrument and book stores	-	2,164.9	1,643.8	3,808.7
Gambling industries (except casino hotels)	-	0.5	3,689.8	3,690.3
Waste management and remediation services	-	2,117.9	1,516.7	3,634.6
Software publishers	-	1,263.6	2,341.5	3,605.1
Securities and commodity contracts intermediation and brokerage	-	1,234.7	2,357.0	3,591.7
Specialized design services	-	2,939.4	638.6	3,578.0
Home health care services	-	-	3,532.6	3,532.6
All other sectors (less than \$3.5 million in output)	-	62,344.7	80,555.1	142,899.8

Source: IMPLAN, Calculations by Beacon Economics

Detailed Employment Impacts of Glendora to Montclair Segment Construction

Economic Sector	Direct Effect (# of Jobs)	Indirect Effect (# of Jobs)	Induced Effect (# of Jobs)	Total Effect (# of Jobs)
Construction of other new nonresidential structures	8,360	-	-	8,360
Architectural, engineering, and related services	1,514	228	13	1,755
Wholesale trade	-	259	92	351
Full-service restaurants	-	87	207	294
Real estate	-	117	171	288
Employment services	-	216	68	285
Limited-service restaurants	-	33	187	220
Hospitals	-	-	171	171
Individual and family services	-	-	158	158
Services to buildings	-	75	66	141
Offices of physicians	-	-	136	136
Truck transportation	-	103	32	136
Management consulting services	-	111	24	135
Retail - Miscellaneous store retailers	-	75	52	126
Retail - General merchandise stores	-	13	111	124
All other food and drinking places	-	19	103	122
Retail - Food and beverage stores	-	4	109	112
Retail - Health and personal care stores	-	67	40	107
Retail - Clothing and clothing accessories stores	-	55	51	106
Retail - Nonstore retailers	-	36	69	105
Other financial investment activities	-	13	87	101
Marketing research and all other misc. services	-	76	17	93
Personal care services	-	-	93	93
Other personal services	-	14	79	93
Automotive repair and maintenance, except car washes	-	25	64	89
Retail - Building material and garden equipment and supplies stores	-	50	36	86
Accounting, tax preparation, bookkeeping, and payroll services	-	53	25	78
Religious organizations	-	-	74	74
Commercial and industrial machinery and equipment rental and leasing	-	71	3	74
Legal services	-	36	36	72
Nursing and community care facilities	-	-	72	72
Other educational services	-	1	69	70
Monetary authorities and depository credit intermediation	-	28	41	69
Home health care services	-	-	68	68
Office administrative services	-	52	14	66

Source: IMPLAN, Calculations by Beacon Economics

Detailed Employment Impacts of Glendora to Montclair Segment Construction (contd.)

Economic Sector	Direct Effect (# of Jobs)	Indirect Effect (# of Jobs)	Induced Effect (# of Jobs)	Total Effect (# of Jobs)
Retail - Motor vehicle and parts dealers	-	14	49	62
Management of companies and enterprises	-	38	24	62
Retail - Sporting goods, hobby, musical instrument and book stores	-	34	26	60
Investigation and security services	-	36	23	60
Offices of other health practitioners	-	-	59	59
Junior colleges, colleges, universities, and professional schools	-	1	58	58
Business support services	-	40	15	56
Insurance agencies, brokerages, and related activities	-	17	38	55
Retail - Electronics and appliance stores	-	40	14	55
Environmental and other technical consulting services	-	45	9	54
Offices of dentists	-	-	52	52
Private households	-	-	50	50
Landscape and horticultural services	-	20	23	43
Retail - Furniture and home furnishings stores	-	24	19	43
Elementary and secondary schools	-	-	42	42
Retail - Gasoline stores	-	23	17	40
Fitness and recreational sports centers	-	7	31	38
Personal and household goods repair and maintenance	-	21	16	37
Nondepository credit intermediation and related activities	-	14	23	37
Outpatient care centers	-	-	36	36
Insurance carriers	-	10	26	36
Couriers and messengers	-	23	13	36
Commercial and industrial mach. and equipment repair and maintenance	-	28	6	34
Specialized design services	-	28	6	33
Maintenance and repair construction of nonresidential structures	-	16	17	33
Warehousing and storage	-	17	15	33
Child day care services	-	-	32	32
Funds, trusts, and other financial vehicles	-	0	31	32
Scenic and sightseeing transportation and support for transportation	-	18	13	32
Advertising, public relations, and related services	-	18	12	31
Transit and ground passenger transportation	-	11	19	30
Residential mental retardation and mental health facilities	-	-	28	28
Labor and civic organizations	-	0	27	27
Independent artists, writers, and performers	-	13	13	26
Wired telecommunications carriers	-	9	17	26
All other sectors (fewer than 25 total jobs)	-	289	393	682

Source: IMPLAN, Calculations by Beacon Economics

Detailed Labor Income Impacts of Glendora to Montclair Segment Construction

Economic Sector	Direct Effect (\$000s)	Indirect Effect (\$000s)	Induced Effect (\$000s)	Total Effect (\$000s)
Construction of other new nonresidential structures	465,537.3	-	-	465,537.3
Architectural, engineering, and related services	187,711.8	28,303.8	1,584.1	217,599.7
Wholesale trade	-	20,845.1	7,419.8	28,264.9
Hospitals	-	-	16,067.0	16,067.0
Offices of physicians	-	-	12,884.9	12,884.9
Management consulting services	-	9,712.1	2,056.4	11,768.5
Employment services	-	8,375.9	2,643.5	11,019.4
Real estate	-	3,908.0	5,731.5	9,639.5
Full-service restaurants	-	2,427.6	5,804.7	8,232.3
Truck transportation	-	5,892.6	1,843.5	7,736.0
Legal services	-	3,800.0	3,747.9	7,547.9
Management of companies and enterprises	-	4,616.8	2,914.2	7,531.0
Commercial and industrial mach. and equipment rental and leasing	-	7,164.6	338.9	7,503.5
Accounting, tax preparation, bookkeeping, and payroll services	-	4,888.1	2,353.8	7,241.8
Monetary authorities and depository credit intermediation	-	2,959.8	4,240.6	7,200.3
Other financial investment activities	-	748.1	4,925.7	5,673.8
Radio and television broadcasting	-	3,233.4	2,324.6	5,557.9
Marketing research and all other misc. services	-	4,499.6	996.7	5,496.4
Limited-service restaurants	-	783.0	4,397.9	5,180.9
Retail - Health and personal care stores	-	3,191.2	1,925.2	5,116.4
Religious organizations	-	-	4,653.6	4,653.6
Office administrative services	-	3,662.3	980.6	4,642.9
Junior colleges, colleges, universities, and prof. schools	-	63.1	4,572.1	4,635.2
Automotive repair and maintenance, except car washes	-	1,287.6	3,313.7	4,601.3
Retail - Food and beverage stores	-	154.5	4,316.0	4,470.5
Retail - Electronics and appliance stores	-	3,148.2	1,132.0	4,280.2
Insurance carriers	-	1,224.2	3,054.2	4,278.4
Retail - Motor vehicle and parts dealers	-	947.4	3,299.5	4,246.9
All other food and drinking places	-	655.7	3,477.8	4,133.5
Insurance agencies, brokerages, and related activities	-	1,227.6	2,768.9	3,996.5
Environmental and other technical consulting services	-	3,320.4	649.0	3,969.4
Retail - General merchandise stores	-	419.9	3,521.5	3,941.4
Retail - Clothing and clothing accessories stores	-	1,991.6	1,821.5	3,813.1
Retail - Building material and garden equipment stores	-	2,146.7	1,558.8	3,705.5
Retail - Miscellaneous store retailers	-	2,112.7	1,455.4	3,568.1

Source: IMPLAN, Calculations by Beacon Economics

Detailed Labor Income Impacts of Glendora to Montclair Segment Construction (contd.)

Economic Sector	Direct Effect (\$000s)	Indirect Effect (\$000s)	Induced Effect (\$000s)	Total Effect (\$000s)
Securities and commodity contracts intermediation and brokerage	-	1,156.9	2,208.5	3,365.4
Services to buildings	-	1,779.9	1,562.9	3,342.8
Home health care services	-	-	3,313.4	3,313.4
Nondepository credit intermediation and related activities	-	1,208.7	1,968.2	3,176.9
Offices of other health practitioners	-	-	3,065.5	3,065.5
Advertising, public relations, and related services	-	1,799.4	1,188.8	2,988.2
Nursing and community care facilities	-	-	2,987.0	2,987.0
Wired telecommunications carriers	-	1,062.6	1,890.1	2,952.7
Retail - Gasoline stores	-	1,676.8	1,252.8	2,929.6
Individual and family services	-	-	2,816.3	2,816.3
Outpatient care centers	-	-	2,743.1	2,743.1
Offices of dentists	-	-	2,735.8	2,735.8
Scenic and sightseeing transportation and support activities for transportation	-	1,557.3	1,126.1	2,683.4
Retail - Nonstore retailers	-	917.3	1,746.7	2,664.0
Commercial and industrial machinery and equipment repair and maintenance	-	2,017.7	476.4	2,494.1
Postal service	-	1,421.2	959.4	2,380.6
Elementary and secondary schools	-	-	2,239.6	2,239.6
Extraction of natural gas and crude petroleum	-	1,815.7	414.5	2,230.2
Other personal services	-	321.4	1,849.4	2,170.8
Specialized design services	-	1,770.4	384.6	2,155.1
Personal care services	-	-	2,139.0	2,139.0
Other local government enterprises	-	365.3	1,756.8	2,122.1
Air transportation	-	866.6	1,147.5	2,014.1
Investigation and security services	-	1,211.4	776.2	1,987.6
Retail - Furniture and home furnishings stores	-	1,040.8	826.7	1,867.5
Maintenance and repair construction of nonresidential structures	-	886.6	914.3	1,800.9
Business support services	-	1,298.4	494.9	1,793.3
Petroleum refineries	-	1,495.5	288.1	1,783.6
Other educational services	-	30.6	1,715.4	1,746.0
Retail - Sporting goods, hobby, musical instrument and book stores	-	991.9	753.1	1,745.0
Other computer related services, including facilities management	-	1,325.9	384.2	1,710.1
Funds, trusts, and other financial vehicles	-	24.5	1,669.6	1,694.1
Personal and household goods repair and maintenance	-	927.8	729.4	1,657.2
Warehousing and storage	-	840.6	750.3	1,590.9
All other sectors (less than \$1.5 million in labor income)	-	20,309.7	28,675.4	48,985.1

Source: IMPLAN, Calculations by Beacon Economics

Detailed Economic Output Impacts of Glendora to Montclair Segment Ongoing Operations

Economic Sector	Direct Effect (\$000s)	Indirect Effect (\$000s)	Induced Effect (\$000s)	Total Effect (\$000s)
Rail transportation	6,729.7	16.7	3.4	6,749.8
Real estate	3,683.9	1,035.5	697.6	5,417.0
Local government electric utilities	4,775.0	375.5	52.3	5,202.8
Transit and ground passenger transportation	2,345.1	33.2	24.2	2,402.5
Securities and commodity contracts intermed. and brokerage	1,879.1	108.6	39.0	2,026.7
Railroad rolling stock manufacturing	1,896.6	10.4	0.0	1,906.9
Retail - Food and beverage stores	1,433.4	1.1	144.5	1,579.1
Insurance carriers	1,004.5	191.7	196.0	1,392.2
Full-service restaurants	1,115.9	62.7	181.0	1,359.6
Owner-occupied dwellings	-	-	1,161.0	1,161.0
Electric power generation - Fossil fuel	-	1,120.5	12.7	1,133.2
Wholesale trade	-	677.7	383.9	1,061.6
Retail - Gasoline stores	911.7	3.4	29.7	944.8
Petroleum refineries	-	806.1	104.8	910.9
Insurance agencies, brokerages, and related activities	-	704.6	119.4	824.0
Other financial investment activities	-	436.8	266.4	703.2
Retail - Clothing and clothing accessories stores	596.0	7.7	84.1	687.9
Grantmaking, giving, and social advocacy organizations	633.2	0.2	49.0	682.4
Monetary authorities and depository credit intermediation	-	377.1	276.6	653.7
Offices of physicians	278.5	-	306.3	584.8
Retail - Furniture and home furnishings stores	540.3	3.7	35.1	579.1
Hospitals	-	-	489.1	489.1
Retail - General merchandise stores	334.2	4.4	149.5	488.1
Other educational services	408.5	26.5	46.0	481.0
Retail - Health and personal care stores	407.0	8.9	64.7	480.7
Personal care services	389.9	3.2	51.6	444.8
Retail - Electronics and appliance stores	352.8	4.7	20.2	377.7
Nondepository credit intermediation and related activities	-	306.7	67.0	373.7
Management of companies and enterprises	-	268.6	94.8	363.4
Employment services	-	275.8	81.8	357.6
Maintenance and repair construction of nonresidential structures	-	310.7	45.4	356.1
Electric power generation - Nuclear	-	350.6	4.0	354.6
Limited-service restaurants	-	51.6	282.4	334.0
Legal services	-	193.9	133.1	327.0
Commercial and industrial mach. rental and leasing	-	291.5	16.1	307.6

Source: IMPLAN, Calculations by Beacon Economics

Detailed Economic Output Impacts of Glendora to Montclair Segment Ongoing Operations (contd.)

Economic Sector	Direct Effect (\$000s)	Indirect Effect (\$000s)	Induced Effect (\$000s)	Total Effect (\$000s)
Retail - Sporting goods, hobby, musical instrument and book stores	260.0	3.0	27.2	290.2
Retail - Miscellaneous store retailers	241.4	4.9	40.6	286.9
Wireless telecommunications carriers (except satellite)	-	125.5	143.4	268.8
Wired telecommunications carriers	-	123.9	138.4	262.3
Architectural, engineering, and related services	-	218.0	43.0	261.0
Accounting, tax preparation, bookkeeping, and payroll services	-	193.3	57.0	250.3
Advertising, public relations, and related services	-	182.1	57.2	239.4
Management consulting services	-	184.6	52.2	236.8
Religious organizations	-	-	229.4	229.4
Truck transportation	-	135.5	87.4	222.9
Amusement parks and arcades	204.2	0.0	1.5	205.7
Radio and television broadcasting	-	131.3	45.0	176.3
Scenic and sightseeing transportation and support activities for transportation	-	126.9	42.5	169.4
Funds, trusts, and other financial vehicles	-	25.7	138.9	164.6
Services to buildings	-	114.2	44.9	159.1
Retail - Nonstore retailers	-	6.6	149.4	156.0
Other amusement and recreation industries	130.0	4.4	16.5	150.9
Air transportation	-	62.4	85.8	148.2
Warehousing and storage	-	114.8	27.3	142.1
Lessors of nonfinancial intangible assets	-	114.7	25.9	140.7
Junior colleges, colleges, universities, and professional schools	-	6.2	131.9	138.1
Automotive repair and maintenance, except car washes	-	28.9	106.6	135.5
Extraction of natural gas and crude petroleum	-	115.4	12.1	127.5
Waste management and remediation services	-	100.0	25.3	125.3
Internet publishing and broadcasting and web search portals	-	89.6	35.6	125.1
Cable and other subscription programming	-	84.4	36.4	120.7
Retail - Motor vehicle and parts dealers	-	7.5	110.9	118.4
Data processing, hosting, and related services	-	84.9	27.2	112.1
Other local government enterprises	-	42.9	68.6	111.5
Outpatient care centers	-	-	110.0	110.0
Others (less than \$100,000 in total output)	-	1,564.9	1,847.3	3,412.3

Source: IMPLAN, Calculations by Beacon Economics

Detailed Employment Impacts of Glendora to Montclair Segment Ongoing Operations

Economic Sector	Direct Effect (# of Jobs)	Indirect Effect (# of Jobs)	Induced Effect (# of Jobs)	Total Effect (# of Jobs)
Transit and ground passenger transportation	31	0	0	31
Full-service restaurants	21	1	3	26
Real estate	15	4	3	22
Rail transportation	17	0	0	18
Personal care services	12	0	2	13
Other educational services	10	1	1	12
Securities and commodity contracts intermediation and brokerage	11	1	0	12
Local government electric utilities	7	1	0	7
Retail - Food and beverage stores	5	0	2	7
Employment services	-	4	1	5
Insurance agencies, brokerages, and related activities	-	4	1	4
Offices of physicians	2	-	2	4
Grantmaking, giving, and social advocacy organizations	4	0	0	4
Wholesale trade	-	3	2	4
Services to buildings	-	3	1	4
Other financial investment activities	-	2	1	4
Limited-service restaurants	-	1	3	4
Retail - Clothing and clothing accessories stores	3	0	1	4
Retail - Miscellaneous store retailers	2	0	1	3
Insurance carriers	2	0	0	3
Retail - General merchandise stores	1	0	2	3
Other amusement and recreation industries	2	0	0	3
Hospitals	-	-	3	3
Individual and family services	-	-	3	3
Retail - Furniture and home furnishings stores	2	0	0	3
Railroad rolling stock manufacturing	2	0	0	2
Retail - Sporting goods, hobby, musical instrument and book stores	2	0	0	2
Maintenance and repair construction of nonresidential structures	-	2	0	2
Retail - Health and personal care stores	1	0	1	2
Nondepository credit intermediation and related activities	-	2	0	2
All other food and drinking places	-	0	2	2
Amusement parks and arcades	2	0	0	2
Accounting, tax preparation, bookkeeping, and payroll services	-	1	0	2
Management consulting services	-	1	0	2
Monetary authorities and depository credit intermediation	-	1	1	2

Source: IMPLAN, Calculations by Beacon Economics

Detailed Employment Impacts of Glendora to Montclair Segment Ongoing Operations (contd.)

Economic Sector	Direct Effect (# of Jobs)	Indirect Effect (# of Jobs)	Induced Effect (# of Jobs)	Total Effect (# of Jobs)
Retail - Electronics and appliance stores	1	-	-	2
Investigation and security services	-	1	-	2
Management of companies and enterprises	-	1	-	2
Other personal services	-	-	1	1
Legal services	-	1	1	1
Retail - Gasoline stores	1	-	-	1
Truck transportation	-	1	1	1
Automotive repair and maintenance, except car washes	-	-	1	1
Warehousing and storage	-	1	-	1
Architectural, engineering, and related services	-	1	-	1
Religious organizations	-	-	1	1
Nursing and community care facilities	-	-	1	1
Retail - Nonstore retailers	-	-	1	1
Marketing research and all other misc. services	-	1	-	1
Landscape and horticultural services	-	1	-	1
Home health care services	-	-	1	1
Commercial and industrial mach. rental and leasing	-	1	-	1
Business support services	-	1	-	1
Junior colleges, colleges, universities, and prof. schools	-	-	1	1
Offices of other health practitioners	-	-	1	1
Office administrative services	-	1	-	1
Scenic and sightseeing transportation	-	1	-	1
Offices of dentists	-	-	1	1
Retail - Motor vehicle and parts dealers	-	-	1	1
Advertising, public relations, and related services	-	1	-	1
Couriers and messengers	-	1	-	1
Private households	-	-	1	1
Elementary and secondary schools	-	-	1	1
Retail - Building material and garden equipment stores	-	-	1	1
Fitness and recreational sports centers	-	-	1	1
Environmental and other technical consulting services	-	-	-	1
Funds, trusts, and other financial vehicles	-	-	1	1
Electric power generation - Fossil fuel	-	1	-	1
Dry-cleaning and laundry services	-	-	-	1
Outpatient care centers	-	-	1	1
Postal service	-	-	-	1
Independent artists, writers, and performers	-	-	-	1
Personal and household goods repair and maintenance	-	-	-	1
Waste management and remediation services	-	-	-	1
Travel arrangement and reservation services	-	-	-	1
Child day care services	-	-	1	1
Wired telecommunications carriers	-	-	-	1

Source: IMPLAN, Calculations by Beacon Economics

Detailed Labor Income Impacts of Glendora to Montclair Segment Ongoing Operations

Economic Sector	Direct Effect (\$000s)	Indirect Effect (\$000s)	Induced Effect (\$000s)	Total Effect (\$000s)
Rail transportation	2,492.4	6.2	1.3	2,499.8
Securities and commodity contracts intermed. and brokerage	1,773.0	102.5	36.8	1,912.3
Local government electric utilities	1,288.2	101.3	14.1	1,403.7
Transit and ground passenger transportation	1,045.2	14.8	10.8	1,070.8
Real estate	504.6	141.8	95.6	742.0
Full-service restaurants	594.7	33.4	96.5	724.5
Offices of physicians	195.0	-	214.4	409.4
Insurance carriers	260.1	49.6	50.8	360.6
Wholesale trade	-	217.8	123.4	341.2
Insurance agencies, brokerages, and related activities	-	271.8	46.0	317.9
Personal care services	268.7	2.2	35.6	306.5
Other educational services	251.0	16.3	28.2	295.5
Retail - Food and beverage stores	196.3	0.5	71.7	268.6
Hospitals	-	-	268.2	268.2
Grantmaking, giving, and social advocacy organizations	205.9	0.1	15.9	221.9
Other financial investment activities	-	134.8	82.2	217.0
Railroad rolling stock manufacturing	194.4	1.1	0.0	195.4
Employment services	-	148.3	44.0	192.3
Management of companies and enterprises	-	137.3	48.5	185.7
Nondepository credit intermediation and related activities	-	149.8	32.7	182.5
Accounting, tax preparation, and bookkeeping services	-	132.4	39.1	171.5
Monetary authorities and depository credit intermediation	-	96.4	70.7	167.0
Architectural, engineering, and related services	-	133.3	26.3	159.6
Management consulting services	-	121.1	34.2	155.4
Legal services	-	90.3	62.0	152.3
Radio and television broadcasting	-	112.9	38.7	151.6
Retail - Clothing and clothing accessories stores	96.5	2.8	30.3	129.5
Retail - Electronics and appliance stores	100.8	4.4	18.8	123.9
Amusement parks and arcades	119.5	0.0	0.9	120.4
Maintenance and repair construction of nonres. structures	-	104.2	15.2	119.4
Electric power generation - Fossil fuel	-	112.8	1.3	114.1
Retail - Furniture and home furnishings stores	98.8	1.5	13.7	114.0
Commercial and industrial mach. rental and leasing	-	101.7	5.6	107.3
Retail - Gasoline stores	79.7	2.4	20.8	102.9
Retail - Health and personal care stores	65.6	4.4	32.0	102.0

Source: IMPLAN, Calculations by Beacon Economics

Detailed Labor Income Impacts of Glendora to Montclair Segment Ongoing Operations (contd.)

Economic Sector	Direct Effect (\$000s)	Indirect Effect (\$000s)	Induced Effect (\$000s)	Total Effect (\$000s)
Retail - Miscellaneous store retailers	68.7	2.9	24.2	95.9
Retail - General merchandise stores	35.2	1.7	58.5	95.4
Services to buildings	-	65.9	25.9	91.9
Limited-service restaurants	-	13.3	73.1	86.4
Advertising, public relations, and related services	-	62.9	19.8	82.6
Junior colleges, colleges, universities, and prof. schools	-	3.5	75.4	79.0
Truck transportation	-	47.5	30.6	78.1
Religious organizations	-	-	77.5	77.5
Scenic and sightseeing transportation	-	55.7	18.7	74.4
Extraction of natural gas and crude petroleum	-	66.0	6.9	72.9
Automotive repair and maintenance, except car washes	-	15.0	55.2	70.2
Marketing research and all other misc. services	-	51.0	16.6	67.6
All other food and drinking places	-	8.2	57.8	65.9
Electric power generation - Nuclear	-	65.2	0.7	65.9
Warehousing and storage	-	52.5	12.5	65.0
Retail - Sporting goods, hobby, musical instr. and book stores	50.3	1.4	12.5	64.2
Office administrative services	-	46.2	16.3	62.5
Wired telecommunications carriers	-	28.2	31.5	59.8
Retail - Motor vehicle and parts dealers	-	3.7	54.8	58.5
Postal service	-	39.5	16.0	55.5
Home health care services	-	-	54.7	54.7
Other amusement and recreation industries	46.2	1.6	5.9	53.6
Investigation and security services	-	39.1	12.9	52.0
Offices of other health practitioners	-	-	50.8	50.8
Nursing and community care facilities	-	-	49.9	49.9
Other local government enterprises	-	18.3	29.3	47.6
Environmental and other technical consulting services	-	36.6	10.8	47.4
Individual and family services	-	-	46.7	46.7
Outpatient care centers	-	-	45.6	45.6
Offices of dentists	-	-	45.6	45.6
Computer systems design services	-	36.9	6.5	43.4
Petroleum refineries	-	36.9	4.8	41.7
Waste management and remediation services	-	30.9	7.8	38.7
Elementary and secondary schools	-	-	36.8	36.8
All other sectors (less than \$35,000 in labor income)	-	529.7	584.4	1,114.2

Source: IMPLAN, Calculations by Beacon Economics

About Beacon Economics

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