

The Economic Impacts of Highway, Street, Bridge, & Transit Investment in the Inland Empire Region, California

SUPPORTING \$14 BILLION IN ANNUAL ECONOMIC ACTIVITY



Commissioned by

The California Alliance for Jobs • The California Transit Association
The California State Association of Counties • The League of California Cities

Prepared by



American Road
& Transportation
Builders Association

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About the Author

This research was conducted for the California Alliance for Jobs by the economics and research team at the Washington, D.C.-based American Road & Transportation Builders Association (ARTBA). This analysis was conducted by Dr. Alison Premo Black, the association's senior vice president and chief economist.

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About the American Road & Transportation Builders Association

ARTBA is a federation whose primary goal is to aggressively grow and protect transportation infrastructure investment to meet the public and business demand for safe and efficient travel. In support of this mission, ARTBA also provides programs and services designed to give its more than 8,000 public and private sector members a global competitive edge.

ARTBA's Transportation Investment Advocacy Center™ (TIAC) is a first-of-its kind, dynamic education program and internet-based information resource designed to help private citizens, legislators, organizations and businesses successfully grow transportation investment at the state and local levels through the legislative and ballot initiative processes. It's powered by: transportationinvestment.org.

About The California Alliance for Jobs

The California Alliance for Jobs is a unique labor-management partnership that advocates for responsible investments in public infrastructure projects. Representing over 2,000 heavy construction companies and 80,000 union construction workers, the Alliance focuses on the core of what keeps California's people and economy moving as the state's population grows: transportation networks, water systems, and increasing the quality of infrastructure for all Californians.

About The California Transit Association

The California Transit Association is dedicated to advocating for the creation of transit-friendly policy, to protect and increase transit funding, and to support a balanced transportation system.

About The California State Association of Counties

The primary purpose of CSAC is to represent county government before the California Legislature, administrative agencies and the federal government. CSAC places a strong emphasis on educating the public about the value and need for county programs and services.

About The League of California Cities

The League of California Cities has been shaping the Golden State's political landscape since the association was founded in 1898. We defend and expand local control through advocacy efforts in the Legislature, at the ballot box, in the courts, and through strategic outreach that informs and educates the public, policymakers, and opinion leaders. Cal Cities also offers education and training programs designed to teach city officials about new developments in their field and exchange solutions to common challenges facing their cities.

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I. Executive Summary

The construction, maintenance, and operation of California's highway, street, bridge, and transit infrastructure will yield an average of **\$14 billion in annual economic output, earnings, tax revenue, and user benefits in the Inland Empire region over the next decade.**

The investment will support an average of 40,247 jobs each year and contribute \$3.7 billion to the Gross State Product (GSP).

In addition to the economic impact quantified in this report, there are additional benefits for California residents and businesses, such as gains in business productivity from greater access to labor, suppliers, and customers, which are not included in this analysis.

This suggests that **the benefits of \$140.4 billion in this report are just the minimum.**

Total highway, street, bridge, and transit investment in California is expected to grow from \$40.4 billion in 2021 to \$52.6 billion in 2030, not including any additional spending included in the 2021 federal infrastructure bill being negotiated in Congress.

This includes investment from federal, state, and local government revenue sources to spend on capital outlays, design work, maintenance, system improvements, safety, administration, and operations.

Investment in the Inland Empire region, which includes Riverside and San Bernardino counties, is expected to grow from \$3.5 billion to \$4.5 billion over that time.

Based on the expected mix of capital projects and operations in the Inland Empire, the regional impacts of state highway, street, bridge, and transit investments include:

- Sales and revenue by local businesses of nearly **\$7.4 billion each year**, totaling \$73.8 billion over 10 years. This is across all sectors of the Inland Empire economy.

Highway, street, bridge, and transit investment has a positive economic impact on the state in three ways:

- 1) Transportation agencies, construction firms, and supplier industries purchase goods and services, and hire employees to operate, maintain, and improve the infrastructure network.
- 2) Employees of these firms spend their wages and support additional demand throughout the economy.
- 3) As improvements to the system are made, drivers, shippers, and transit riders will save money through lower operating costs and travel times, improved safety, and greater network access.

How does the economic ripple effect work? The highway, street, bridge, and transit investments support **business sales and output** across all sectors of the economy, which in turn allows firms to hire more **employees**.

The **earnings** from those workers are part of the value each industry contributes to California's **Gross State Product (GSP)**, which is a measure of overall economic output.

Tax revenue is collected from businesses and individuals through state, federal, and local income taxes, sales and use taxes, and corporate taxes. These funds are available to support additional investments in the community.

With improved service and infrastructure, **users of the system** benefit as they save time and money. Safety improvements help reduce crash costs and save lives.

Businesses become more productive as transportation costs decrease and they have greater access to more employees, inputs, services, and customers.

Economic Activity Supported by Highway, Street, Bridge & Transit Investment in the Inland Empire Region, 2021–2030		
	Total	Annual Average
Savings for Users of the System		
Highway, Street & Bridge	\$21.2 billion	\$2.1 billion
Transit	\$10.3 billion	\$1.0 billion
Economic Impacts		
Business Sales & Output	\$73.8 billion	\$7.4 billion
Employee Earnings	\$18.6 billion	\$1.9 billion
Tax Revenue	\$16.4 billion	\$1.6 billion
Total Economic Benefits	\$140.4 billion	\$14.0 billion
Number of Jobs	402,471 job-years	40,247
Contribution to GSP	\$36.9 billion	\$3.7 billion

- This will support **40,247** jobs each year, with growing investment over the next decade adding nearly 10,700 new jobs.
- Those workers will **earn an average of \$1.9 billion** per year, resulting in \$18.6 billion in additional earnings over 10 years.
- These earnings are part of the **\$3.7 billion per year value-added** that these businesses contribute to the state GSP.
- Federal, state, and local government **tax revenue from the economic activity will average \$1.6 billion per year**, for a total of \$16.4 billion over the decade. This includes estimated revenues from individual income, business, corporate, and sales and use taxes.

In addition to the immediate economic impacts, drivers and transit riders will benefit from additional savings as improvements and upgrades are made to the road and transit networks.

Depending on the mix of projects, user benefits could average as much as \$3.1 billion per year for Inland Empire region drivers, transit riders, and businesses, adding up to \$31.5 billion over 10 years.

Commuters and truck drivers will spend less time sitting in traffic and the cost of maintaining and operating vehicles will go down as roadway conditions improve and safety enhancements are put in place. Transit riders will take more trips and have greater access to goods and services.

Any future revenue increases would support additional economic output and would continue to improve system conditions and the quality of life for California residents for the next generation.

II. Economic Impact of Transportation Investment in the Inland Empire Region

Highway, street, bridge, and transit investment in the Inland Empire region has a significant impact on all sectors of the county's economy. Transportation capital investments triggers immediate economic activity that creates and sustains jobs and tax revenues while yielding long-lived capital assets that facilitate economic growth for the next generation by providing access to jobs, services, materials, and markets.

The Inland Empire's highway, street, bridge, and transit investment will support the following benefits over the next decade:

- Generate \$7.4 billion annually in economic output as businesses throughout the economy sell goods and services to both other businesses and consumers, totaling \$73.8 billion over 10 years.
- Contribute \$3.7 billion per year of state GSP, adding up to \$36.9 billion over 10 years.
- Support or create 40,247 jobs on average each year throughout the economy, with 83 percent of the employment outside of the construction industry. This includes an estimated 10,170 jobs in transportation and warehousing, 2,500 jobs in retail trade, and over 2,000 jobs in administrative and waste management services. This will add up to 402,471 job-years supported or created over the next 10 years.
- These workers will earn nearly \$1.9 billion in wages annually, totaling \$18.6 billion over 10 years.
- \$1.6 million in additional tax revenues each year, adding up to \$16.4 billion over 10 years. This includes:
 - \$515 million in annual state and local tax revenue from payroll, business, income, sales and use taxes, totaling \$5.1 billion over 10 years
 - \$1.1 billion in annual federal payroll, income, and business taxes, totaling \$11.3 billion over 10 years

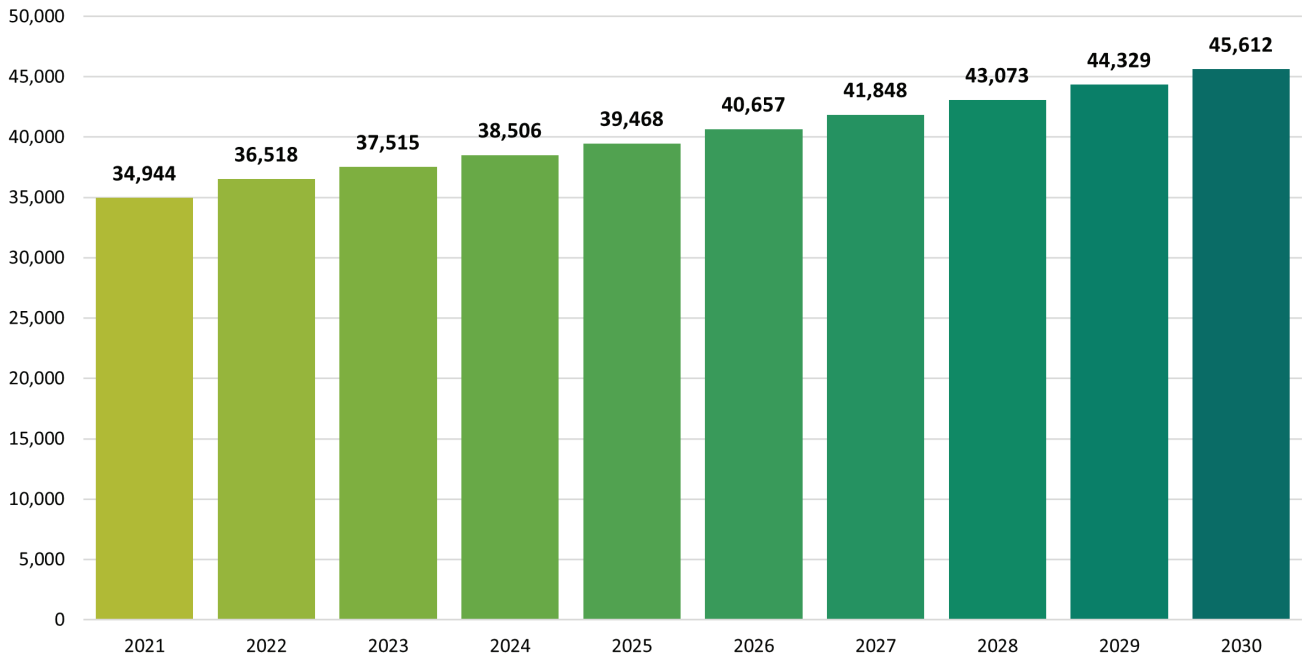
This economic activity is broken down by four different types of transportation spending.

- Highway, street, and bridge construction and maintenance activity include major investments to improve the infrastructure.
- Transit construction is comprised of improvements to the physical infrastructure and the purchase of other capital, such as rolling stock.
- Other highway, street, and bridge spending encompasses additional investments by state and local governments on operations, planning and design work, right of way purchases, administration, research, and overhead.
- Transit operations include spending to run transit agencies and deliver services to California residents.

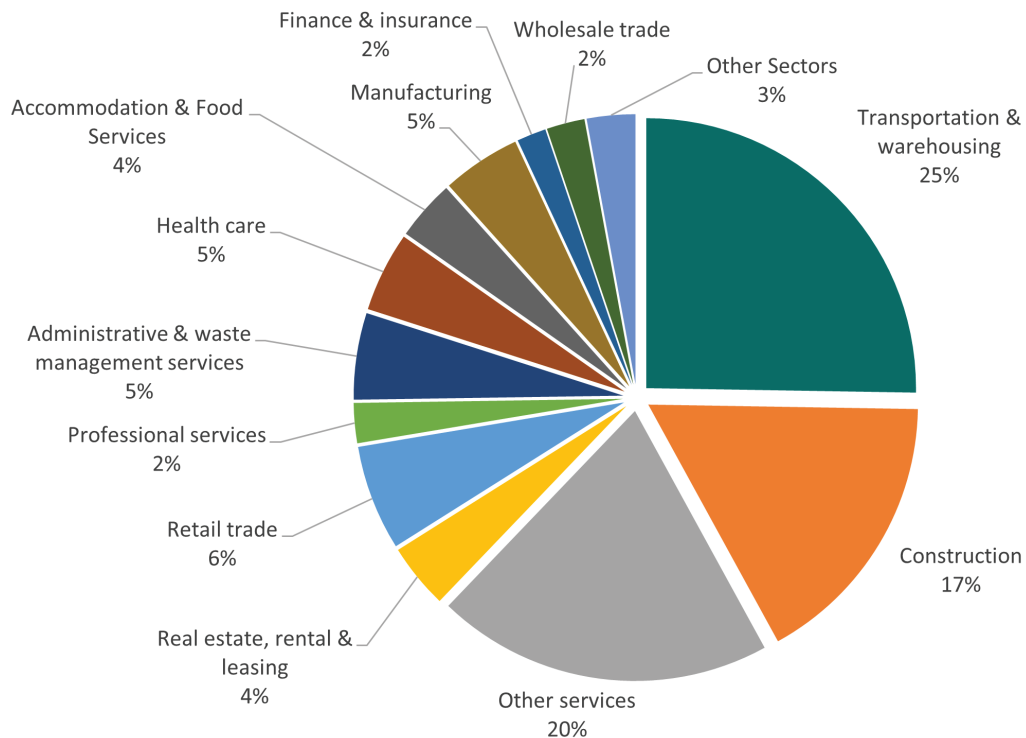
Total Economic Impact of Highway, Bridge, Street and Transit Investment in the Inland Empire Region Over 10 Years (in billions \$)					
	Impact of Highway, Bridge and Street Construction	Impact of Transit Construction	Impact of Transit Operations & Other Activity	Impact of Design, Engineering, Right of Way, Project Support and Administration	Total Impact
Total Output	\$21.1	\$2.8	\$8.1	\$41.8	\$73.8
Total Value Added (GSP)	\$11.0	\$1.5	\$4.1	\$20.2	\$36.9
Earnings	\$5.1	\$0.7	\$2.8	\$10.0	\$18.6
Employment (Job-Years)	92,758	12,427	113,996	183,289	402,471
Total Tax Revenues	\$4.5	\$0.6	\$5.2	\$6.1	\$16.4
Federal Tax Revenue	\$3.1	\$0.4	\$3.5	\$4.2	\$11.3
State & Local Tax Revenue	\$1.4	\$0.2	\$1.6	\$1.9	\$5.1

Annual Average Economic Impact of Highway, Bridge, Street and Transit Investment in the Inland Empire Region (in billions \$)					
	Impact of Highway, Bridge and Street Construction	Impact of Transit Construction	Impact of Transit Operations & Other Activity	Impact of Design, Engineering, Right of Way, Project Support and Administration	Total Annual Impact
Total Output	\$2.1	\$0.3	\$0.8	\$4.2	\$7.4
Total Value Added (GSP)	\$1.1	\$0.1	\$0.4	\$2.0	\$3.7
Earnings	\$0.5	\$0.1	\$0.3	\$1.0	\$1.9
Employment	9,276	1,243	11,400	18,329	40,247
Total Tax Revenues	\$0.45	\$0.06	\$0.52	\$0.61	\$1.6
Federal Tax Revenue	\$0.31	\$0.04	\$0.35	\$0.42	\$1.1
State & Local Tax Revenue	\$0.14	\$0.02	\$0.16	\$0.19	\$0.5

Jobs Supported/Created in the Inland Empire Region by Highway, Street, Bridge, & Transit Investment



Breakdown of Jobs Supported/Created in the Inland Empire Region by Highway, Street, Bridge, & Transit Investment



III. Economic Impact of Highway, Street, Bridge & Transit Investment on Major Industry Sectors

Highway, street, bridge, and transit investment has an impact across all sectors of the California economy. This comes from spending on capital projects, system upgrades, maintenance, administration, research, safety, and other spending that supports the operation, maintenance, and upgrades to the transportation system.

The following section calculates the economic impact of highway, street, bridge, and transit investment for major industry sectors in the Inland Empire Region.

These sectors include:

Accommodation and Food Services

The Accommodation and Food Services sector comprises establishments providing customers with lodging and/or preparing meals, snacks, and beverages for immediate consumption.

Administrative and Support and Waste Management and Remediation Services

The Administrative and Support and Waste Management and Remediation Services sector comprises establishments performing routine support activities for the day-to-day operations of other organizations.

Agriculture, Forestry, Fishing, and Hunting

The Agriculture, Forestry, Fishing and Hunting sector comprises establishments primarily engaged in growing crops, raising animals, harvesting timber, and harvesting fish and other animals from a farm, ranch, or their natural habitats.

Arts, Entertainment, and Recreation

The Arts, Entertainment, and Recreation sector includes a wide range of establishments that operate facilities or provide services to meet varied cultural, entertainment, and recreational interests of their patrons.

Construction

Construction sector comprises establishments primarily engaged in the construction of buildings or engineering projects (e.g., highways and utility systems).

Educational Services

The Educational Services sector comprises establishments that provide instruction and training in a wide variety of subjects.

Finance and Insurance

The Finance and Insurance sector comprises establishments primarily engaged in financial transactions (transactions involving the creation, liquidation, or change in ownership of financial assets) and/or in facilitating financial transactions.

Health Care and Social Assistance

The Health Care and Social Assistance sector comprises establishments providing health care and social assistance for individuals.

Information

The Information sector comprises establishments engaged in the following processes: (a) producing and distributing information and cultural products, (b) providing the means to transmit or distribute these products as well as data or communications, and (c) processing data.

Management of Companies and Enterprises

The Management of Companies and Enterprises sector comprises (1) establishments that hold the securities of (or other equity interests in) companies and enterprises for the purpose of owning a controlling interest or influencing management decisions or (2) establishments (except government establishments) that administer, oversee, and manage establishments of the company or enterprise and that normally undertake the strategic or organizational planning and decision-making role of the company or enterprise.

Manufacturing

Manufacturing sector comprises establishments engaged in the mechanical, physical, or chemical transformation of materials, substances, or components into new products.

Mining

Mining, Quarrying, and Oil and Gas Extraction sector comprises establishments that extract naturally occurring mineral solids, such as coal and ores; liquid minerals, such as crude petroleum; and gases, such as natural gas.

Other Services

The Other Services (except Public Administration) sector comprises establishments engaged in providing services not specifically provided for elsewhere in the classification system.

Professional, Scientific, and Technical Services

The Professional, Scientific, and Technical Services sector comprises establishments that specialize in performing professional, scientific, and technical activities for others.

Real Estate and Rental and Leasing

The Real Estate and Rental and Leasing sector comprises establishments primarily engaged in renting, leasing, or otherwise allowing the use of tangible or intangible assets, and establishments providing related services.

Retail Trade

Retail Trade sector comprises establishments engaged in retailing merchandise, generally without transformation, and rendering services incidental to the sale of merchandise.

Transportation and Warehousing

The Transportation and Warehousing sector include industries providing transportation of passengers and cargo, warehousing and storage for goods, scenic and sightseeing transportation, and support activities related to modes of transportation.

Utilities

Utilities sector comprises establishments engaged in the provision of the following utility services: electric power, natural gas, steam supply, water supply, and sewage removal.

Wholesale Trade

Wholesale Trade sector comprises establishments engaged in wholesaling merchandise, generally without transformation, and rendering services incidental to the sale of merchandise.

Total Economic Impact of Highway, Bridge, Street & Transit Investment in the Inland Empire Region				
Industry	Impact on Industry Output (in millions)	Jobs Supported or Created (job-years)	Earnings (in millions)	Tax Revenues (in millions)
Accommodation and Food Services	\$1,131	14,527	\$338	\$615
Administrative and waste management services	\$1,745	20,878	\$654	\$1,076
Agriculture, forestry, fishing, and hunting	\$117	857	\$32	\$52
Arts, entertainment, and recreation	\$151	1,996	\$45	\$67
Construction	\$16,760	67,416	\$4,304	\$3,873
Educational services	\$241	3,377	\$104	\$76
Finance and insurance	\$2,167	7,066	\$516	\$255
Health care and social assistance	\$2,254	19,266	\$952	\$656
Information	\$806	1,988	\$143	\$74
Management of companies and enterprises	\$207	526	\$60	\$38
Manufacturing	\$6,774	18,969	\$1,087	\$841
Mining	\$603	1,899	\$78	\$86
Other services	\$23,840	81,112	\$5,281	\$1,386
Professional, scientific, and technical services	\$1,720	9,637	\$664	\$456
Real estate and rental and leasing	\$3,343	15,663	\$492	\$705
Retail trade	\$2,365	25,372	\$785	\$1,029
Transportation and warehousing	\$6,266	101,677	\$2,300	\$4,717
Utilities	\$905	1,039	\$124	\$22
Wholesale trade	\$2,404	9,206	\$636	\$412
Total industry impact	\$73,798	402,471	\$18,594	\$16,435

Average Annual Economic Impact of Highway, Bridge, Street & Transit Investment in the Inland Empire Region				
Industry	Impact on Industry Output (in millions)	Jobs Supported or Created	Earnings (in millions)	Tax Revenues (in millions)
Accommodation and Food Services	\$113	1,453	\$34	\$62
Administrative and waste management services	\$175	2,088	\$65	\$108
Agriculture, forestry, fishing, and hunting	\$12	86	\$3	\$5
Arts, entertainment, and recreation	\$15	200	\$5	\$7
Construction	\$1,676	6,742	\$430	\$387
Educational services	\$24	338	\$10	\$8
Finance and insurance	\$217	707	\$52	\$25
Health care and social assistance	\$225	1,927	\$95	\$66
Information	\$81	199	\$14	\$7
Management of companies and enterprises	\$21	53	\$6	\$4
Manufacturing	\$677	1,897	\$109	\$84
Mining	\$60	190	\$8	\$9
Other services	\$2,384	8,111	\$528	\$139
Professional, scientific, and technical services	\$172	964	\$66	\$46
Real estate and rental and leasing	\$334	1,566	\$49	\$70
Retail trade	\$237	2,537	\$79	\$103
Transportation and warehousing	\$627	10,168	\$230	\$472
Utilities	\$91	104	\$12	\$2
Wholesale trade	\$240	921	\$64	\$41
Total industry impact	\$7,380	40,247	\$1,859	\$1,643

Accommodation and Food Services

Highway, street, bridge, and transit investment in the Inland Empire region will support \$1 billion in business output for this industry over the next decade.

This sector currently includes 7,722 establishments that employ 166,085 people in the Inland Empire, who earn \$4 billion in wages.

The average annual economic activity supported by highway, street, bridge, and transit investment include:

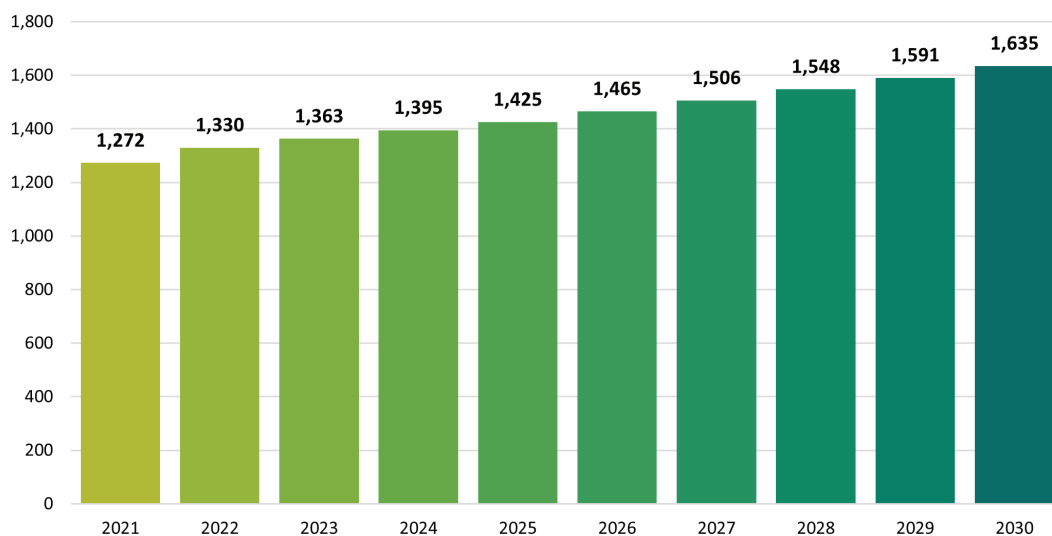
- \$113.1 million in business output
- \$63.1 million in gross state product (GSP)
- 1,453 jobs either supported or created
- \$61.5 million in federal, state, and local tax revenue

	Average Annual Impact	Total Economic Impact, 10 Years
Business Output	\$113.1 million	\$1.1 billion
GSP	\$63.1 million	\$631.0 million
Employment	1,453 jobs	14,527 jobs-years*
Payroll	\$33.8 million	\$338.4 million
Tax Revenue	\$61.5 million	\$615.1 million

Highway, street, bridge, and transit investment has a positive economic impact on this sector in two ways. The first is through direct purchases from transportation construction firms and suppliers involved in building, maintaining, and operating the area's infrastructure systems. The second effect is when employees of transportation and supplier firms spend their wages and make purchases throughout the economy.

The Accommodation and Food Services sector comprises establishments providing customers with lodging and/or repairing meals, snacks, and beverages for immediate consumption.

Accommodation and Food Services: Industry Jobs Supported by Highway, Street, Bridge, & Transit Investment



*A job-year of employment is defined as employment for one person for one year. Thus, this number will include people whose jobs are supported over multiple years. For example, if a person is hired in this sector and remains in her position for five years, this is counted as five job-years.

Administrative and Waste Management Services

Highway, street, bridge, and transit investment in the Inland Empire region will support \$2 billion in business output for this industry over the next decade.

This sector currently includes 4,624 establishments that employ 105,269 people in the Inland Empire, who earn \$4 billion in wages.

The average annual economic activity supported by highway, street, bridge, and transit investment include:

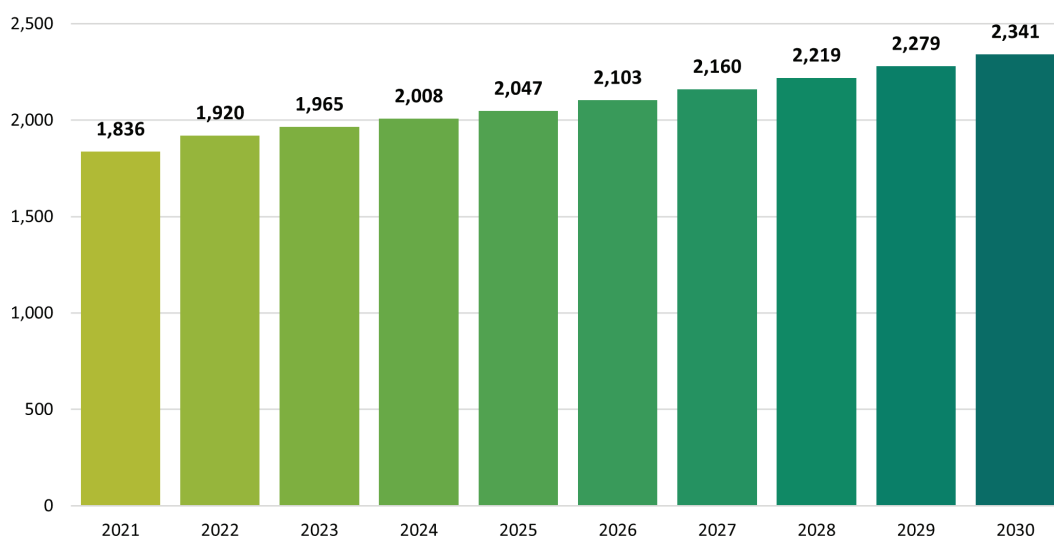
- \$174.5 million in business output
- \$107.9 million in gross state product (GSP)
- 2,088 jobs either supported or created
- \$107.6 million in federal, state, and local tax revenue

	Average Annual Impact	Total Economic Impact, 10 Years
Business Output	\$174.5 million	\$1.7 billion
GSP	\$107.9 million	\$1.1 billion
Employment	2,088 jobs	20,878 jobs-years*
Payroll	\$65.4 million	\$653.7 million
Tax Revenue	\$107.6 million	\$1.1 billion

Highway, street, bridge, and transit investment has a positive economic impact on this sector in two ways. The first is through direct purchases from transportation construction firms and suppliers involved in building, maintaining, and operating the area's infrastructure systems. The second effect is when employees of transportation and supplier firms spend their wages and make purchases throughout the economy.

The Administrative and Support and Waste Management and Remediation Services sector comprises establishments performing routine support activities for the day-to-day operations of other organizations.

Administrative and Waste Management Services: Industry Jobs Supported by Highway, Street, Bridge, & Transit Investment



*A job-year of employment is defined as employment for one person for one year. Thus, this number will include people whose jobs are supported over multiple years. For example, if a person is hired in this sector and remains in her position for five years, this is counted as five job-years.

Agriculture, Forestry, Fishing, and Hunting

Highway, street, bridge, and transit investment in the Inland Empire region will support \$117 million in business output for this industry over the next decade.

This sector currently includes 675 establishments that employ 15,409 people in the Inland Empire, who earn \$518 million in wages.

The average annual economic activity supported by highway, street, bridge, and transit investment include:

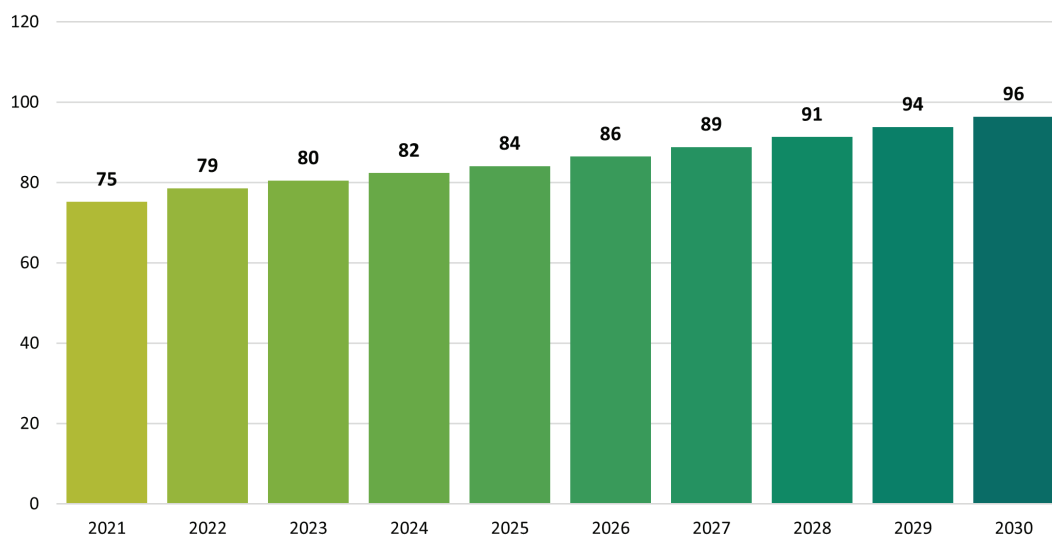
- \$11.7 million in business output
- \$6.7 million in gross state product (GSP)
- 86 jobs either supported or created
- \$5.2 million in federal, state, and local tax revenue

	Average Annual Impact	Total Economic Impact, 10 Years
Business Output	\$11.7 million	\$116.9 million
GSP	\$6.7 million	\$66.6 million
Employment	86 jobs	857 jobs-years*
Payroll	\$3.2 million	\$31.5 million
Tax Revenue	\$5.2 million	\$51.5 million

Highway, street, bridge, and transit investment has a positive economic impact on this sector in two ways. The first is through direct purchases from transportation construction firms and suppliers involved in building, maintaining, and operating the area's infrastructure systems. The second effect is when employees of transportation and supplier firms spend their wages and make purchases throughout the economy.

The Agriculture, Forestry, Fishing and Hunting sector comprises establishments primarily engaged in growing crops, raising animals, harvesting timber, and harvesting fish and other animals from a farm, ranch, or their natural habitats.

Agriculture, Forestry, Fishing, and Hunting: Industry Jobs Supported by Highway, Street, Bridge, & Transit Investment



*A job-year of employment is defined as employment for one person for one year. Thus, this number will include people whose jobs are supported over multiple years. For example, if a person is hired in this sector and remains in her position for five years, this is counted as five job-years.

Arts, Entertainment, and Recreation

Highway, street, bridge, and transit investment in the Inland Empire region will support \$150 million in business output for this industry over the next decade.

This sector currently includes 1,140 establishments that employ 28,539 people in the Inland Empire, who earn \$932 million in wages.

The average annual economic activity supported by highway, street, bridge, and transit investment include:

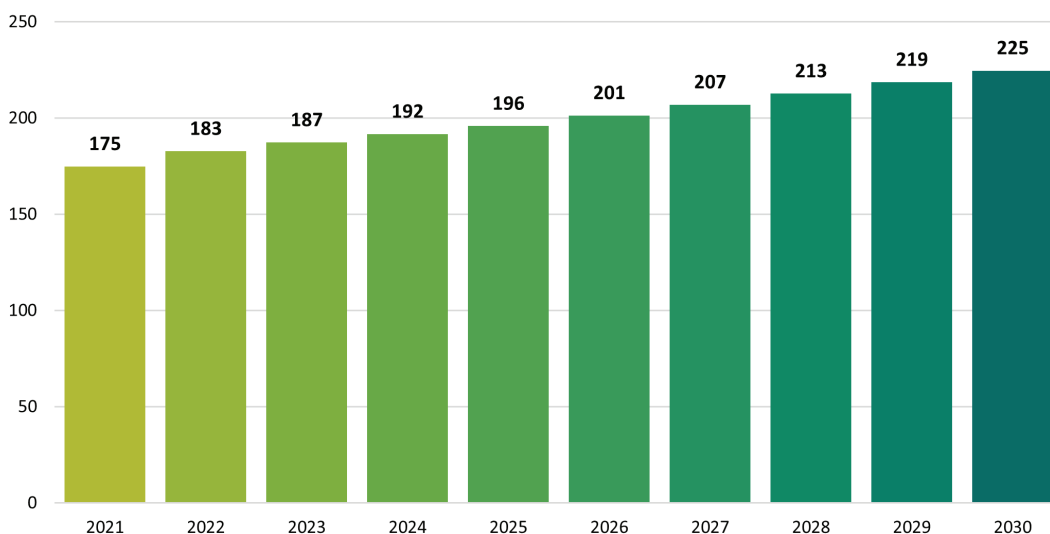
- \$15.0 million in business output
- \$8.1 million in gross state product (GSP)
- 200 jobs either supported or created
- \$6.7 million in federal, state, and local tax revenue

	Average Annual Impact	Total Economic Impact, 10 Years
Business Output	\$15.0 million	\$150.5 million
GSP	\$8.1 million	\$80.8 million
Employment	200 jobs	1,996 jobs-years*
Payroll	\$4.5 million	\$45.3 million
Tax Revenue	\$6.7 million	\$67.4 million

Highway, street, bridge, and transit investment has a positive economic impact on this sector in two ways. The first is through direct purchases from transportation construction firms and suppliers involved in building, maintaining, and operating the area's infrastructure systems. The second effect is when employees of transportation and supplier firms spend their wages and make purchases throughout the economy.

The Arts, Entertainment, and Recreation sector includes a wide range of establishments that operate facilities or provide services to meet varied cultural, entertainment, and recreational interests of their patrons.

Arts, Entertainment, and Recreation: Industry Jobs Supported by Highway, Street, Bridge, & Transit Investment



*A job-year of employment is defined as employment for one person for one year. Thus, this number will include people whose jobs are supported over multiple years. For example, if a person is hired in this sector and remains in her position for five years, this is counted as five job-years.

Construction

Highway, street, bridge, and transit investment in the Inland Empire region will support \$17 billion in business output for this industry over the next decade.

This sector currently includes 8,927 establishments that employ 106,729 people in the Inland Empire, who earn \$7 billion in wages.

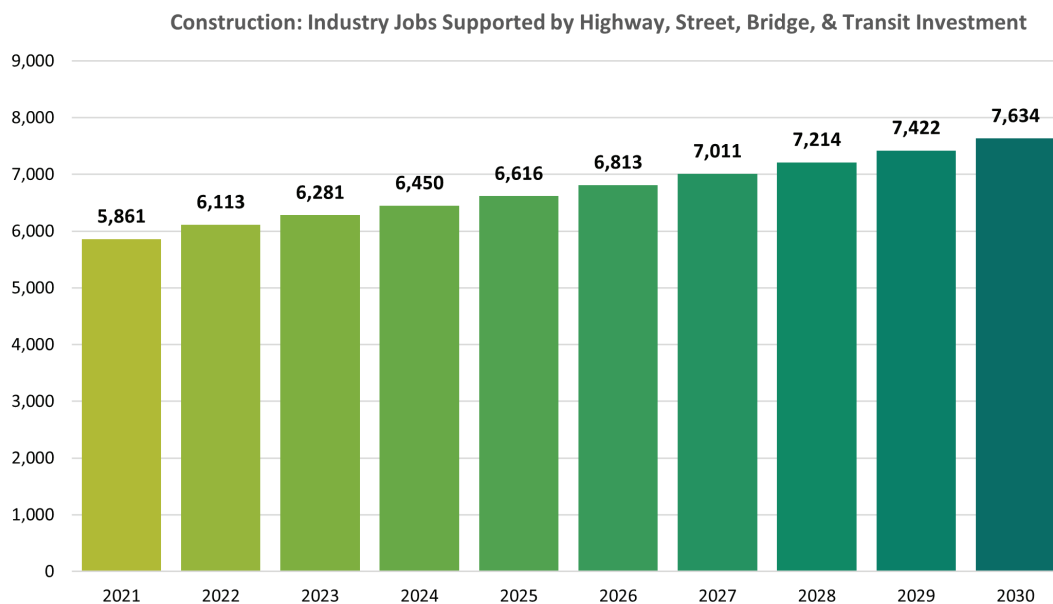
The average annual economic activity supported by highway, street, bridge, and transit investment include:

- \$1.7 million in business output
- \$881.2 million in gross state product (GSP)
- 6,742 jobs either supported or created
- \$387.3 million in federal, state, and local tax revenue

	Average Annual Impact	Total Economic Impact, 10 Years
Business Output	\$1.7 billion	\$16.8 billion
GSP	\$881.2 million	\$8.8 billion
Employment	6,742 jobs	67,416 jobs-years*
Payroll	\$430.4 million	\$4.3 billion
Tax Revenue	\$387.3 million	\$3.9 billion

Highway, street, bridge, and transit investment has a positive economic impact on this sector in two ways. The first is through direct purchases from transportation construction firms and suppliers involved in building, maintaining, and operating the area's infrastructure systems. The second effect is when employees of transportation and supplier firms spend their wages and make purchases throughout the economy.

The Construction sector comprises establishments primarily engaged in the construction of buildings or engineering projects (e.g., highways and utility systems).



*A job-year of employment is defined as employment for one person for one year. Thus, this number will include people whose jobs are supported over multiple years. For example, if a person is hired in this sector and remains in her position for five years, this is counted as five job-years.

Educational Services

Highway, street, bridge, and transit investment in the Inland Empire region will support \$241 million in business output for this industry over the next decade.

This sector currently includes 2,485 establishments that employ 19,800 people in the Inland Empire, who earn \$945 million in wages.

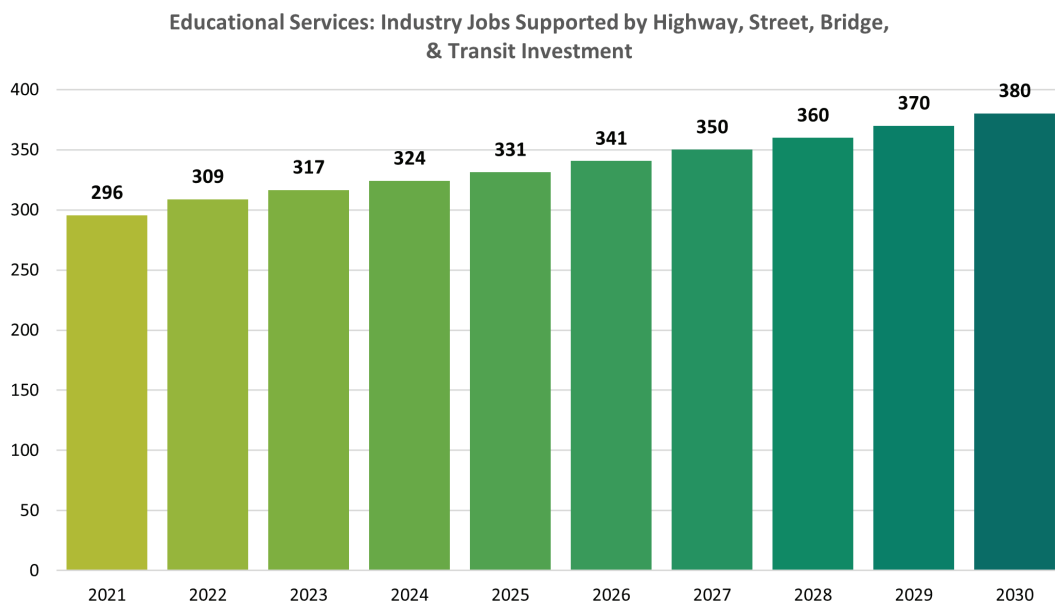
The average annual economic activity supported by highway, street, bridge, and transit investment include:

- \$24.1 million in business output
- \$14.6 million in gross state product (GSP)
- 338 jobs either supported or created
- \$7.6 million in federal, state, and local tax revenue

Highway, street, bridge, and transit investment has a positive economic impact on this sector in two ways. The first is through direct purchases from transportation construction firms and suppliers involved in building, maintaining, and operating the area's infrastructure systems. The second effect is when employees of transportation and supplier firms spend their wages and make purchases throughout the economy.

The Educational Services sector comprises establishments that provide instruction and training in a wide variety of subjects.

	Average Annual Impact	Total Economic Impact, 10 Years
Business Output	\$24.1 million	\$240.6 million
GSP	\$14.6 million	\$145.6 million
Employment	338 jobs	3,377 jobs-years*
Payroll	\$10.4 million	\$103.9 million
Tax Revenue	\$7.6 million	\$76.4 million



*A job-year of employment is defined as employment for one person for one year. Thus, this number will include people whose jobs are supported over multiple years. For example, if a person is hired in this sector and remains in her position for five years, this is counted as five job-years.

Finance and Insurance

Highway, street, bridge, and transit investment in the Inland Empire region will support \$2 billion in business output for this industry over the next decade.

This sector currently includes 3,356 establishments that employ 24,242 people in the Inland Empire, who earn \$2 billion in wages.

The average annual economic activity supported by highway, street, bridge, and transit investment include:

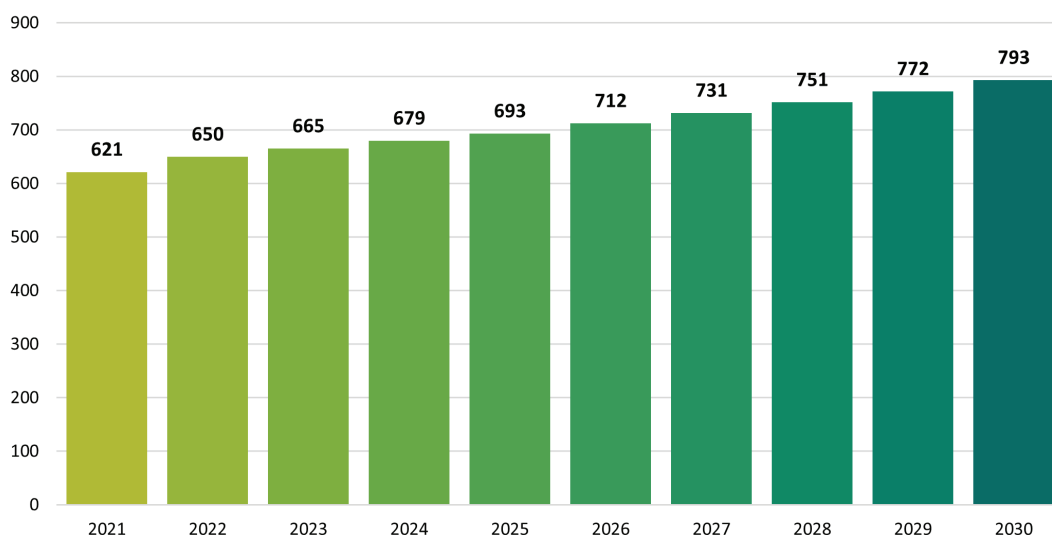
- \$216.7 million in business output
- \$119.1 million in gross state product (GSP)
- 707 jobs either supported or created
- \$25.4 million in federal, state, and local tax revenue

	Average Annual Impact	Total Economic Impact, 10 Years
Business Output	\$216.7 million	\$2.2 billion
GSP	\$119.1 million	\$1.2 billion
Employment	707 jobs	7,066 jobs-years*
Payroll	\$51.6 million	\$515.5 million
Tax Revenue	\$25.4 million	\$254.5 million

Highway, street, bridge, and transit investment has a positive economic impact on this sector in two ways. The first is through direct purchases from transportation construction firms and suppliers involved in building, maintaining, and operating the area's infrastructure systems. The second effect is when employees of transportation and supplier firms spend their wages and make purchases throughout the economy.

The Finance and Insurance sector comprises establishments primarily engaged in financial transactions (transactions involving the creation, liquidation, or change in ownership of financial assets) and/or in facilitating financial transactions.

Finance and Insurance: Industry Jobs Supported by Highway, Street, Bridge, & Transit Investment



*A job-year of employment is defined as employment for one person for one year. Thus, this number will include people whose jobs are supported over multiple years. For example, if a person is hired in this sector and remains in her position for five years, this is counted as five job-years.

Health Care and Social Assistance

Highway, street, bridge, and transit investment in the Inland Empire region will support \$2 billion in business output for this industry over the next decade.

This sector currently includes 59,911 establishments that employ 222,695 people in the Inland Empire, who earn \$11 billion in wages.

The average annual economic activity supported by highway, street, bridge, and transit investment include:

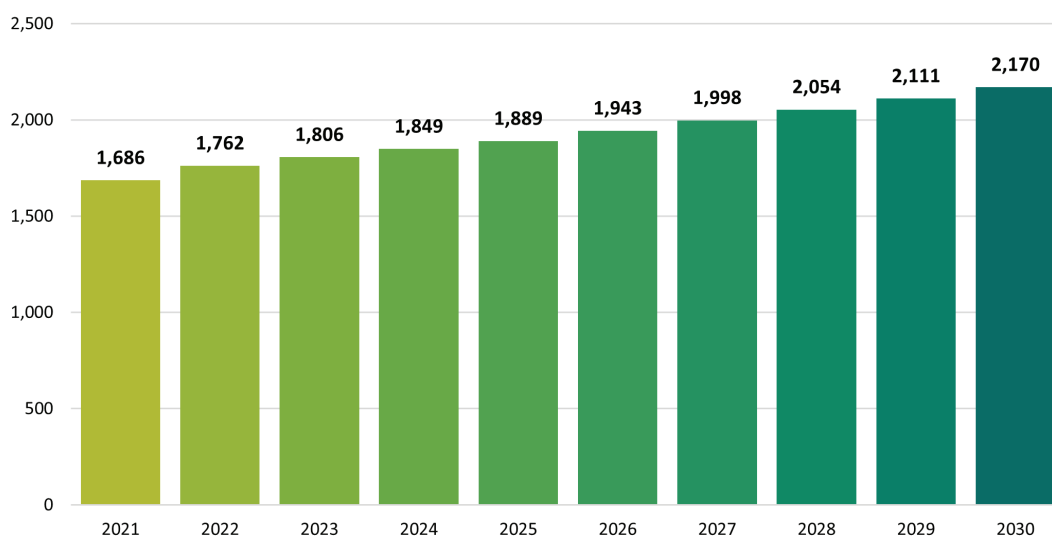
- \$225.4 million in business output
- \$134.9 million in gross state product (GSP)
- 1,927 jobs either supported or created
- \$65.6 million in federal, state, and local tax revenue

	Average Annual Impact	Total Economic Impact, 10 Years
Business Output	\$225.4 million	\$2.3 billion
GSP	\$134.9 million	\$1.3 billion
Employment	1,927 jobs	19,266 jobs-years*
Payroll	\$95.2 million	\$952.3 million
Tax Revenue	\$65.6 million	\$656.1 million

Highway, street, bridge, and transit investment has a positive economic impact on this sector in two ways. The first is through direct purchases from transportation construction firms and suppliers involved in building, maintaining, and operating the area's infrastructure systems. The second effect is when employees of transportation and supplier firms spend their wages and make purchases throughout the economy.

The Health Care and Social Assistance sector comprises establishments providing health care and social assistance for individuals.

Health Care and Social Assistance: Industry Jobs Supported by Highway, Street, Bridge, & Transit Investment



*A job-year of employment is defined as employment for one person for one year. Thus, this number will include people whose jobs are supported over multiple years. For example, if a person is hired in this sector and remains in her position for five years, this is counted as five job-years.

Information

Highway, street, bridge, and transit investment in the Inland Empire region will support \$806 million in business output for this industry over the next decade.

This sector currently includes 819 establishments that employ 11,921 people in the Inland Empire, who earn \$695 million in wages.

The average annual economic activity supported by highway, street, bridge, and transit investment include:

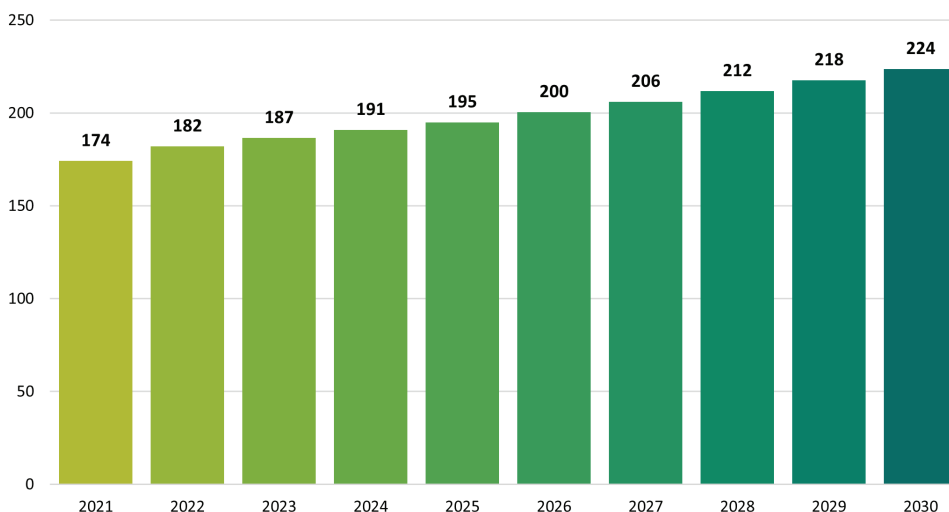
- \$80.6 million in business output
- \$45.2 million in gross state product (GSP)
- 199 jobs either supported or created
- \$7.4 million in federal, state, and local tax revenue

	Average Annual Impact	Total Economic Impact, 10 Years
Business Output	\$80.6 million	\$805.8 million
GSP	\$45.2 million	\$452.0 million
Employment	199 jobs	1,988 jobs-years*
Payroll	\$14.3 million	\$143.1 million
Tax Revenue	\$7.4 million	\$74.1 million

Highway, street, bridge, and transit investment has a positive economic impact on this sector in two ways. The first is through direct purchases from transportation construction firms and suppliers involved in building, maintaining, and operating the area's infrastructure systems. The second effect is when employees of transportation and supplier firms spend their wages and make purchases throughout the economy.

The Information sector comprises establishments engaged in the following processes: (a) producing and distributing information and cultural products, (b) providing the means to transmit or distribute these products as well as data or communications, and (c) processing data.

Information: Industry Jobs Supported by Highway, Street, Bridge, & Transit Investment



*A job-year of employment is defined as employment for one person for one year. Thus, this number will include people whose jobs are supported over multiple years. For example, if a person is hired in this sector and remains in her position for five years, this is counted as five job-years.

Management of Companies and Enterprises

Highway, street, bridge, and transit investment in the Inland Empire region will support \$207 million in business output for this industry over the next decade.

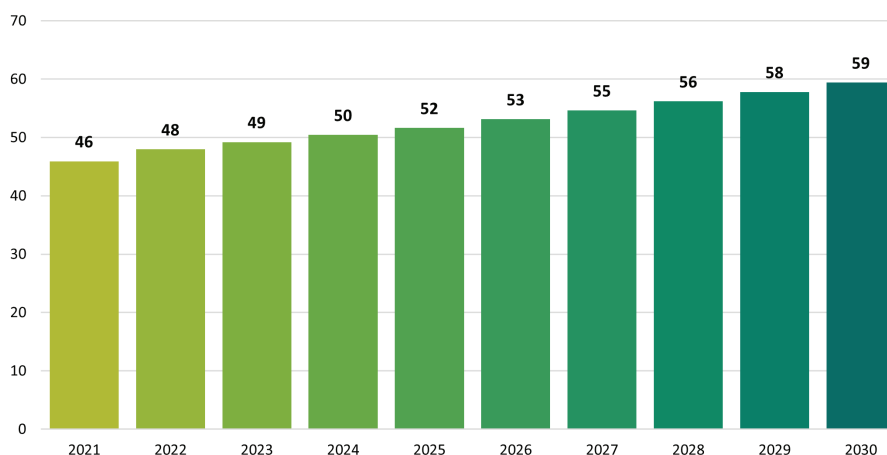
This sector currently includes 261 establishments that employ 8,788 people in the Inland Empire, who earn \$758 million in wages.

The average annual economic activity supported by highway, street, bridge, and transit investment include:

- \$20.7 million in business output
- \$12.5 million in gross state product (GSP)
- 53 jobs either supported or created
- \$3.8 million in federal, state, and local tax revenue

	Average Annual Impact	Total Economic Impact, 10 Years
Business Output	\$20.7 million	\$207.1 million
GSP	\$12.5 million	\$125.0 million
Employment	53 jobs	526 jobs-years*
Payroll	\$6.0 million	\$60.5 million
Tax Revenue	\$3.8 million	\$38.1 million

Management of Companies and Enterprises: Industry Jobs Supported by Highway, Street, Bridge, & Transit Investment



Highway, street, bridge, and transit investment has a positive economic impact on this sector in two ways. The first is through direct purchases from transportation construction firms and suppliers involved in building, maintaining, and operating the area's infrastructure systems. The second effect is when employees of transportation and supplier firms spend their wages and make purchases throughout the economy.

The Management of Companies and Enterprises sector comprises (1) establishments that hold the securities of (or other equity interests in) companies and enterprises for the purpose of owning a controlling interest or influencing management decisions or (2) establishments (except government establishments) that administer, oversee, and manage establishments of the company or enterprise and that normally undertake the strategic or organizational planning and decision making role of the company or enterprise.

*A job-year of employment is defined as employment for one person for one year. Thus, this number will include people whose jobs are supported over multiple years. For example, if a person is hired in this sector and remains in her position for five years, this is counted as five job-years.

Manufacturing

Highway, street, bridge, and transit investment in the Inland Empire region will support \$7 billion in business output for this industry over the next decade.

This sector currently includes 3,691 establishments that employ 100,984 people in the Inland Empire, who earn \$6 billion in wages.

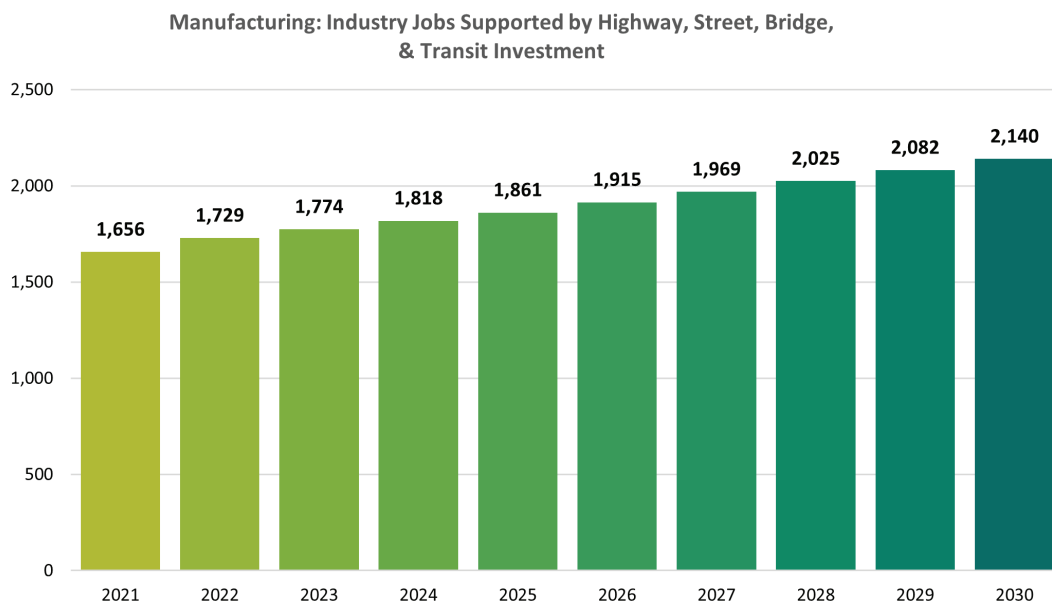
The average annual economic activity supported by highway, street, bridge, and transit investment include:

- \$677.4 million in business output
- \$240.0 million in gross state product (GSP)
- 1,897 jobs either supported or created
- \$84.1 million in federal, state, and local tax revenue

	Average Annual Impact	Total Economic Impact, 10 Years
Business Output	\$677.4 million	\$6.8 billion
GSP	\$240.0 million	\$2.4 billion
Employment	1,897 jobs	18,969 jobs-years*
Payroll	\$108.7 million	\$1.1 billion
Tax Revenue	\$84.1 million	\$840.7 million

Highway, street, bridge, and transit investment has a positive economic impact on this sector in two ways. The first is through direct purchases from transportation construction firms and suppliers involved in building, maintaining, and operating the area's infrastructure systems. The second effect is when employees of transportation and supplier firms spend their wages and make purchases throughout the economy.

The Manufacturing sector comprises establishments engaged in the mechanical, physical, or chemical transformation of materials, substances, or components into new products.



*A job-year of employment is defined as employment for one person for one year. Thus, this number will include people whose jobs are supported over multiple years. For example, if a person is hired in this sector and remains in her position for five years, this is counted as five job-years.

Mining

Highway, street, bridge, and transit investment in the Inland Empire region will support \$603 million in business output for this industry over the next decade.

This sector currently includes 57 establishments that employ 1,202 people in the Inland Empire, who earn \$98 million in wages.

The average annual economic activity supported by highway, street, bridge, and transit investment include:

- \$60.3 million in business output
- \$36.6 million in gross state product (GSP)
- 190 jobs either supported or created
- \$8.6 million in federal, state, and local tax revenue

	Average Annual Impact	Total Economic Impact, 10 Years
Business Output	\$60.3 million	\$602.8 million
GSP	\$36.6 million	\$366.2 million
Employment	190 jobs	1,899 jobs-years*
Payroll	\$7.8 million	\$77.7 million
Tax Revenue	\$8.6 million	\$85.8 million

Highway, street, bridge, and transit investment has a positive economic impact on this sector in two ways. The first is through direct purchases from transportation construction firms and suppliers involved in building, maintaining, and operating the area's infrastructure systems. The second effect is when employees of transportation and supplier firms spend their wages and make purchases throughout the economy.

The Mining, Quarrying, and Oil and Gas Extraction sector comprises establishments that extract naturally occurring mineral solids, such as coal and ores; liquid minerals, such as crude petroleum; and gases, such as natural gas.



*A job-year of employment is defined as employment for one person for one year. Thus, this number will include people whose jobs are supported over multiple years. For example, if a person is hired in this sector and remains in her position for five years, this is counted as five job-years.

Other Services

Highway, street, bridge, and transit investment in the Inland Empire region will support \$24 billion in business output for this industry over the next decade.

This sector currently includes 6,388 establishments that employ 40,741 people in the Inland Empire, who earn \$2 billion in wages.

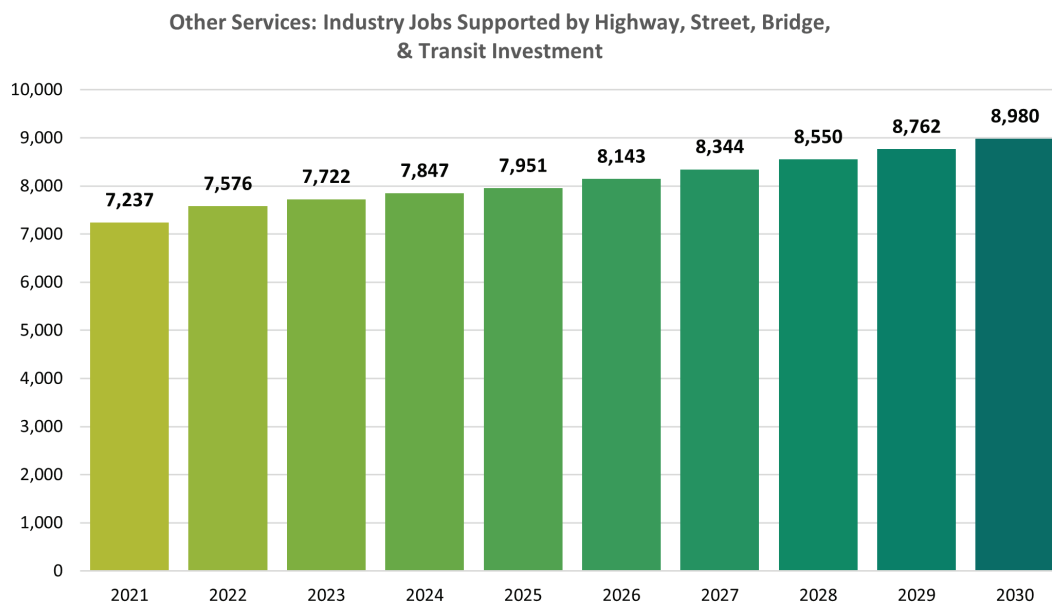
The average annual economic activity supported by highway, street, bridge, and transit investment include:

- \$2.4 million in business output
- \$1.0 million in gross state product (GSP)
- 8,111 jobs either supported or created
- \$138.6 million in federal, state, and local tax revenue

	Average Annual Impact	Total Economic Impact, 10 Years
Business Output	\$2.4 billion	\$23.8 billion
GSP	\$1.0 billion	\$10.1 billion
Employment	8,111 jobs	81,112 jobs-years*
Payroll	\$528.1 million	\$5.3 billion
Tax Revenue	\$138.6 million	\$1.4 billion

Highway, street, bridge, and transit investment has a positive economic impact on this sector in two ways. The first is through direct purchases from transportation construction firms and suppliers involved in building, maintaining, and operating the area's infrastructure systems. The second effect is when employees of transportation and supplier firms spend their wages and make purchases throughout the economy.

The Other Services (except Public Administration) sector comprises establishments engaged in providing services not specifically provided for elsewhere in the classification system.



*A job-year of employment is defined as employment for one person for one year. Thus, this number will include people whose jobs are supported over multiple years. For example, if a person is hired in this sector and remains in her position for five years, this is counted as five job-years.

Professional, Scientific, and Technical Services

Highway, street, bridge, and transit investment in the Inland Empire region will support \$2 billion in business output for this industry over the next decade.

This sector currently includes 7,008 establishments that employ 42,805 people in the Inland Empire, who earn \$3 billion in wages.

The average annual economic activity supported by highway, street, bridge, and transit investment include:

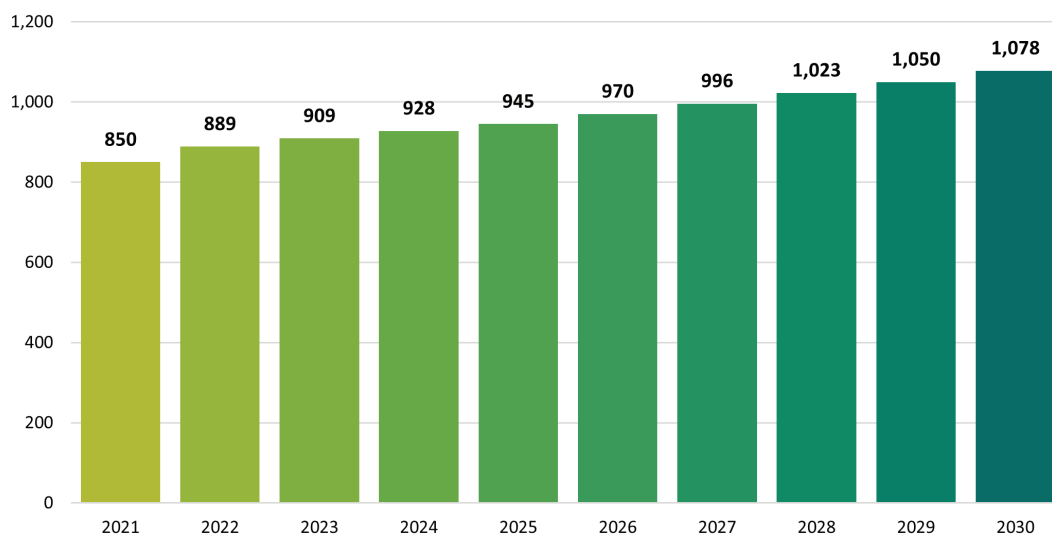
- \$172.0 million in business output
- \$102.9 million in gross state product (GSP)
- 964 jobs either supported or created
- \$45.6 million in federal, state, and local tax revenue

Highway, street, bridge, and transit investment has a positive economic impact on this sector in two ways. The first is through direct purchases from transportation construction firms and suppliers involved in building, maintaining, and operating the area's infrastructure systems. The second effect is when employees of transportation and supplier firms spend their wages and make purchases throughout the economy.

The Professional, Scientific, and Technical Services sector comprises establishments that specialize in performing professional, scientific, and technical activities for others.

	Average Annual Impact	Total Economic Impact, 10 Years
Business Output	\$172.0 million	\$1.7 billion
GSP	\$102.9 million	\$1.0 billion
Employment	964 jobs	9,637 jobs-years*
Payroll	\$66.4 million	\$663.7 million
Tax Revenue	\$45.6 million	\$455.9 million

Professional, Scientific, and Technical Services: Industry Jobs Supported by Highway, Street, Bridge, & Transit Investment



*A job-year of employment is defined as employment for one person for one year. Thus, this number will include people whose jobs are supported over multiple years. For example, if a person is hired in this sector and remains in her position for five years, this is counted as five job-years.

Real Estate and Rental and Leasing

Highway, street, bridge, and transit investment in the Inland Empire region will support \$3 billion in business output for this industry over the next decade.

This sector currently includes 4,081 establishments that employ 20,213 people in the Inland Empire, who earn \$1 billion in wages.

The average annual economic activity supported by highway, street, bridge, and transit investment include:

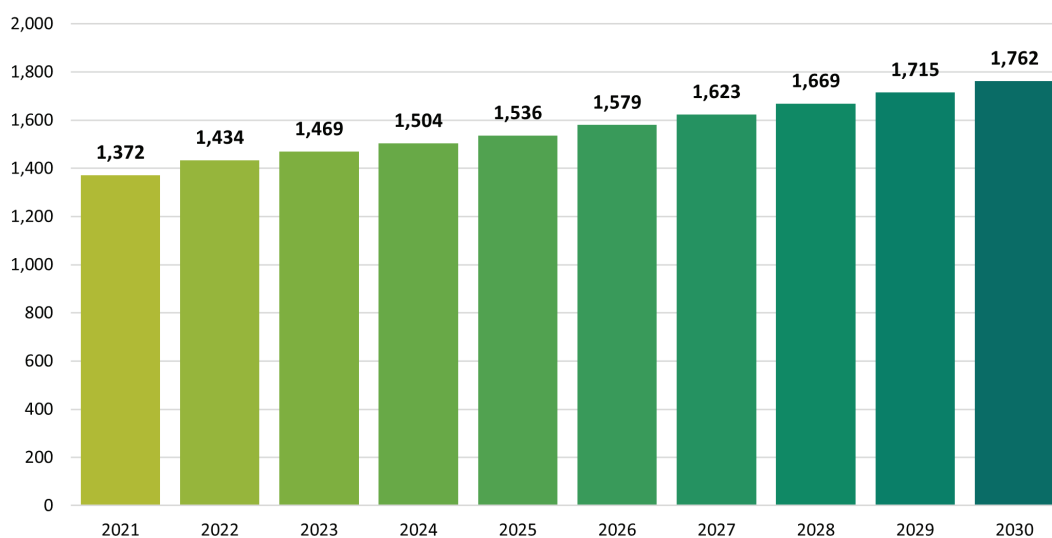
- \$334.3 million in business output
- \$236.3 million in gross state product (GSP)
- 1,566 jobs either supported or created
- \$70.5 million in federal, state, and local tax revenue

	Average Annual Impact	Total Economic Impact, 10 Years
Business Output	\$334.3 million	\$3.3 billion
GSP	\$236.3 million	\$2.4 billion
Employment	1,566 jobs	15,663 jobs-years*
Payroll	\$49.2 million	\$491.6 million
Tax Revenue	\$70.5 million	\$704.5 million

Highway, street, bridge, and transit investment has a positive economic impact on this sector in two ways. The first is through direct purchases from transportation construction firms and suppliers involved in building, maintaining, and operating the area's infrastructure systems. The second effect is when employees of transportation and supplier firms spend their wages and make purchases throughout the economy.

The Real Estate and Rental and Leasing sector comprises establishments primarily engaged in renting, leasing, or otherwise allowing the use of tangible or intangible assets, and establishments providing related services.

Real Estate and Rental and Leasing: Industry Jobs Supported by Highway, Street, Bridge, & Transit Investment



*A job-year of employment is defined as employment for one person for one year. Thus, this number will include people whose jobs are supported over multiple years. For example, if a person is hired in this sector and remains in her position for five years, this is counted as five job-years.

Retail Trade

Highway, street, bridge, and transit investment in the Inland Empire region will support \$2 billion in business output for this industry over the next decade.

This sector currently includes 10,204 establishments that employ 183,071 people in the Inland Empire, who earn \$6 billion in wages.

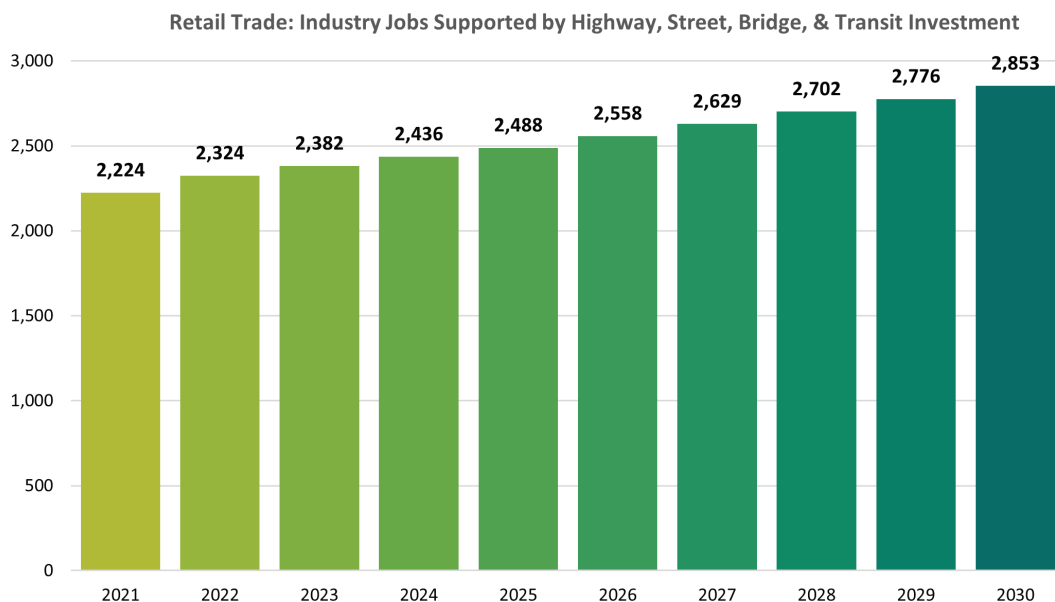
The average annual economic activity supported by highway, street, bridge, and transit investment include:

- \$236.5 million in business output
- \$156.7 million in gross state product (GSP)
- 2,537 jobs either supported or created
- \$102.9 million in federal, state, and local tax revenue

	Average Annual Impact	Total Economic Impact, 10 Years
Business Output	\$236.5 million	\$2.4 billion
GSP	\$156.7 million	\$1.6 billion
Employment	2,537 jobs	25,372 jobs-years*
Payroll	\$78.5 million	\$785.0 million
Tax Revenue	\$102.9 million	\$1.0 billion

Highway, street, bridge, and transit investment has a positive economic impact on this sector in two ways. The first is through direct purchases from transportation construction firms and suppliers involved in building, maintaining, and operating the area's infrastructure systems. The second effect is when employees of transportation and supplier firms spend their wages and make purchases throughout the economy.

The Retail Trade sector comprises establishments engaged in retailing merchandise, generally without transformation, and rendering services incidental to the sale of merchandise.



*A job-year of employment is defined as employment for one person for one year. Thus, this number will include people whose jobs are supported over multiple years. For example, if a person is hired in this sector and remains in her position for five years, this is counted as five job-years.

Transportation and Warehousing

Highway, street, bridge, and transit investment in the Inland Empire region will support \$6 billion in business output for this industry over the next decade.

This sector currently includes 3,743 establishments that employ 143,366 people in the Inland Empire, who earn \$7 billion in wages.

The average annual economic activity supported by highway, street, bridge, and transit investment include:

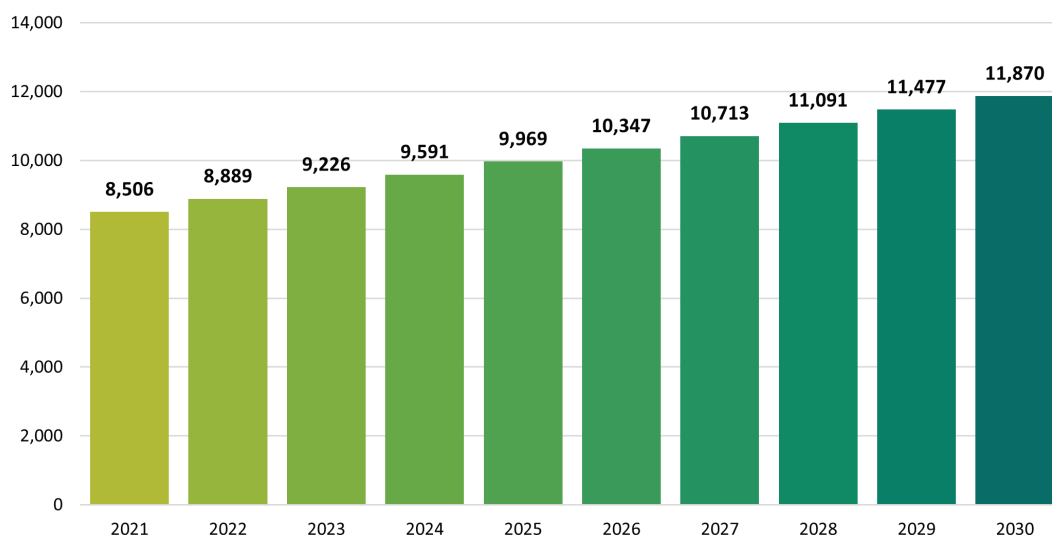
- \$626.6 million in business output
- \$294.8 million in gross state product (GSP)
- 10,168 jobs either supported or created
- \$471.7 million in federal, state, and local tax revenue

	Average Annual Impact	Total Economic Impact, 10 Years
Business Output	\$626.6 million	\$6.3 billion
GSP	\$294.8 million	\$2.9 billion
Employment	10,168 jobs	101,677 jobs-years*
Payroll	\$230.0 million	\$2.3 billion
Tax Revenue	\$471.7 million	\$4.7 billion

Highway, street, bridge, and transit investment has a positive economic impact on this sector in two ways. The first is through direct purchases from transportation construction firms and suppliers involved in building, maintaining, and operating the area's infrastructure systems. The second effect is when employees of transportation and supplier firms spend their wages and make purchases throughout the economy.

The Transportation and Warehousing sector includes industries providing transportation of passengers and cargo, warehousing and storage for goods, scenic and sightseeing transportation, and support activities related to modes of transportation.

Transportation and Warehousing: Industry Jobs Supported by Highway, Street, Bridge, & Transit Investment



*A job-year of employment is defined as employment for one person for one year. Thus, this number will include people whose jobs are supported over multiple years. For example, if a person is hired in this sector and remains in her position for five years, this is counted as five job-years.

Utilities

Highway, street, bridge, and transit investment in the Inland Empire region will support \$905 million in business output for this industry over the next decade.

This sector currently includes 222 establishments that employ 9,389 people in the Inland Empire, who earn \$964 million in wages.

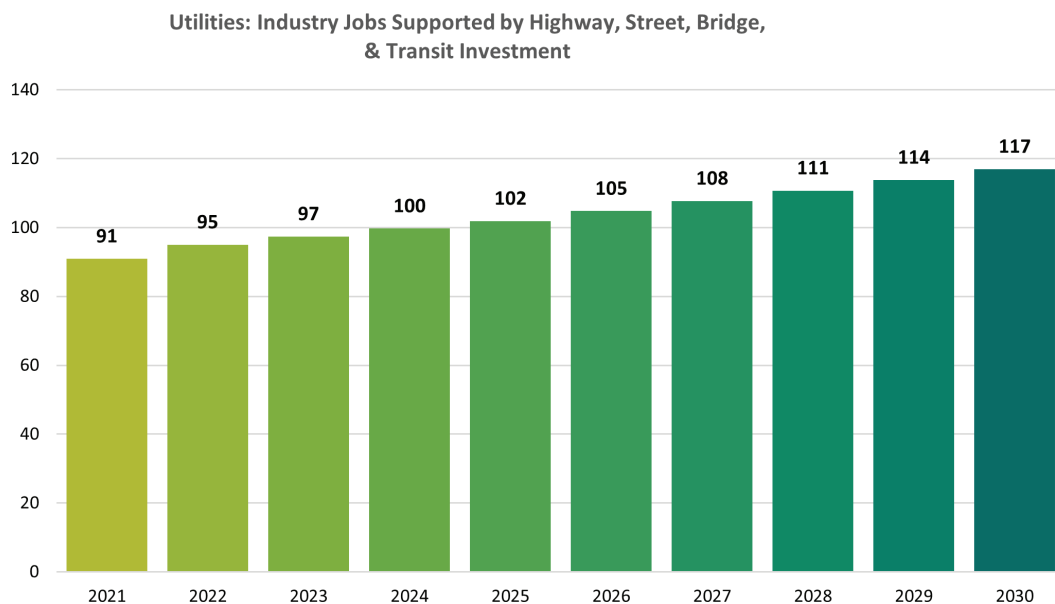
The average annual economic activity supported by highway, street, bridge, and transit investment include:

- \$90.5 million in business output
- \$48.2 million in gross state product (GSP)
- 104 jobs either supported or created
- \$2.2 million in federal, state, and local tax revenue

	Average Annual Impact	Total Economic Impact, 10 Years
Business Output	\$90.5 million	\$905.2 million
GSP	\$48.2 million	\$481.5 million
Employment	104 jobs	1,039 jobs-years*
Payroll	\$12.4 million	\$123.8 million
Tax Revenue	\$2.2 million	\$21.7 million

Highway, street, bridge, and transit investment has a positive economic impact on this sector in two ways. The first is through direct purchases from transportation construction firms and suppliers involved in building, maintaining, and operating the area's infrastructure systems. The second effect is when employees of transportation and supplier firms spend their wages and make purchases throughout the economy.

The Utilities sector comprises establishments engaged in the provision of the following utility services: electric power, natural gas, steam supply, water supply, and sewage removal.



*A job-year of employment is defined as employment for one person for one year. Thus, this number will include people whose jobs are supported over multiple years. For example, if a person is hired in this sector and remains in her position for five years, this is counted as five job-years.

Wholesale Trade

Highway, street, bridge, and transit investment in the Inland Empire region will support \$2 billion in business output for this industry over the next decade.

This sector currently includes 4,808 establishments that employ 66,381 people in the Inland Empire, who earn \$4 billion in wages.

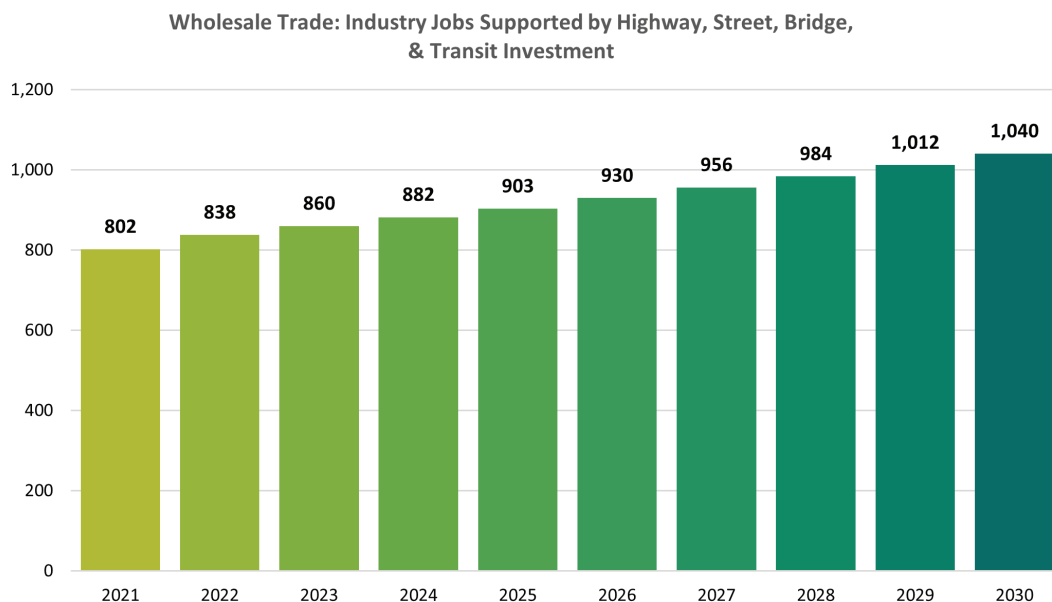
The average annual economic activity supported by highway, street, bridge, and transit investment include:

- \$240.4 million in business output
- \$163.1 million in gross state product (GSP)
- 921 jobs either supported or created
- \$41.2 million in federal, state, and local tax revenue

	Average Annual Impact	Total Economic Impact, 10 Years
Business Output	\$240.4 million	\$2.4 billion
GSP	\$163.1 million	\$1.6 billion
Employment	921 jobs	9,206 jobs-years*
Payroll	\$63.6 million	\$636.3 million
Tax Revenue	\$41.2 million	\$412.0 million

Highway, street, bridge, and transit investment has a positive economic impact on this sector in two ways. The first is through direct purchases from transportation construction firms and suppliers involved in building, maintaining, and operating the area's infrastructure systems. The second effect is when employees of transportation and supplier firms spend their wages and make purchases throughout the economy.

The Wholesale Trade sector comprises establishments engaged in wholesaling merchandise, generally without transformation, and rendering services incidental to the sale of merchandise.



*A job-year of employment is defined as employment for one person for one year. Thus, this number will include people whose jobs are supported over multiple years. For example, if a person is hired in this sector and remains in her position for five years, this is counted as five job-years.

Methodology and Sources

This report uses the U.S. Department of Commerce Regional Input–Output Modeling System (RIMS II) and the Federal Highway Administration’s Highway Economic Reporting System (HERS–ST) to quantify short and long–run economic benefits of transportation investment in California. RIMS II is based on input output (I–O) tables. For a given industry, the I–O tables show the industrial distribution of inputs purchased and outputs sold. In this analysis, four separate multipliers specific to California were used to estimate the impacts of highway, street, bridge, and transit construction and non–construction investment.

According to the U.S. Department of Commerce, RIMS multipliers have been used to estimate such things as the regional impact of military base closings, tourist expenditures, new energy facilities, offshore drilling and the opening or closing of manufacturing plants and other facilities. These multipliers are also used frequently to analyze the impact of new construction projects, including transportation construction.

Current investment levels are based on expenditure data from the California state budget, the Federal Highway Administration’s (FHWA) Highway Statistics Series, and the Federal Transit Administration’s (FTA) National Transit Database. Future spending levels are assumed to increase in line with revenue estimates from the California Transportation Commission, the federal–aid surface transportation program, and local government revenues. Breaking the state spending down to the county and regional investment levels is based on a combination of historical spending in each location and planned expenditures in the SHOPP and STIP. Tax revenue estimates are based on historical per employee tax contributions by industry and location for federal, state, and local income, business, corporate, and sales and use taxes, using data from the U.S. Census Bureau and the California Department of Tax and Fee Administration.

The FHWA HERS–ST model is used to estimate highway investment needs for California, using the same modeling techniques as those employed by FHWA when preparing the Needs and Conditions Report on the nation’s transportation infrastructure. HERS–ST selects a set of optimal improvements based on funding constraints over a given time–period to the state roads that are part of the federal aid system. Thus, the results are illustrative, and one example of possible user benefits based on the most optimal investments. All data used in the HERS–ST model is submitted by Caltrans to FHWA as part of the Highway Performance Monitoring System. Benefits are extrapolated to account for additional state and local investment.

Baseline employment and establishment data for each industry is from the U.S. Bureau of Labor Statistics Quarterly Census of Employment and Wages.