

# APPENDIX R

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## Economic and Employment Impacts Report



# THE ECONOMIC IMPACTS OF THE ENVISION 2050: THE SJCOG REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

*Working Draft*

*March 28, 2022*

*Prepared for:*

San Joaquin Council of Governments  
Stockton, California



*Prepared by:*

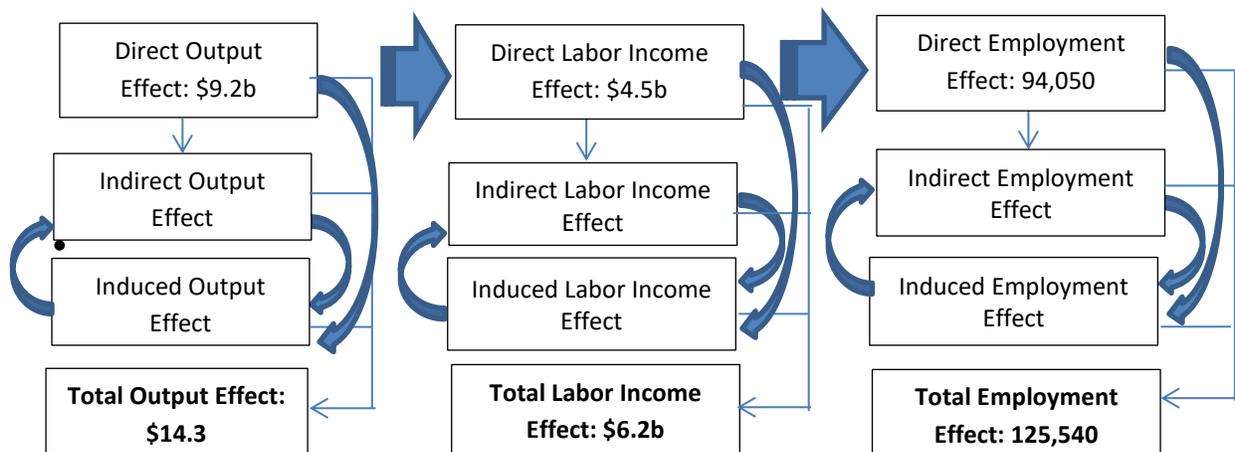
Center for Business and Policy Research  
University of the Pacific  
Stockton and Sacramento, California



## Executive Summary

Based on the San Joaquin Council of Governments (SJCOG) projected expenditures across 20 years, Envision 2050: The 2022 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) is estimated to generate \$9.2 billion in direct output impacts and create some \$14.3 billion in total output impacts. The RTP/SCS is estimated to create 125,540 job years in San Joaquin County over its duration, an average of 6,277 jobs annually. As illustrated in the figure below, these include jobs that directly result from the RTP/SCS, as well as indirect and induced jobs that result from supplier and employee purchases in San Joaquin County. Local passenger transit in transportation is the top sector for job creation, with 48,540 job years supported, followed by 47,710 job years in construction jobs adding to existing and building new highways and streets in the County, and 21,040 job years in local service jobs primarily the result of induced expenditures.

### The 2022 RTP/SCS Spending Impacts on San Joaquin County's Economy 2022-2042



In addition to the spending impacts from the RTP/SCS and matching funds that it leverages, the immediate expenditures will generate long-term economic benefits from enhancement to San Joaquin County's economic productivity. Those performance benefits may include:

- Increases to household disposable income as their travel costs decline.
- Reduced business costs as their transportation costs are lowered.
- Enhanced business productivity as the improvements to the transportation system expands access to specialized products and markets.
- Growing employment opportunities for residents as reduced travel time and costs increase the accessibility of jobs.
- Increased community safety, improved health of residents, a deeper sense of place, and reduced air pollution resulting from active transportation investments.

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## Acronyms

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<b>BIPOC</b>	Black, Indigenous, and People of Color
<b>CBPR</b>	Center for Business and Policy Research
<b>IMPLAN</b>	Impact Analysis for Planning
<b>RTD</b>	San Joaquin RTD
<b>SJCOG</b>	The San Joaquin Council of Governments
<b>RTP/SCS</b>	Envision 2050: The 2022 Regional Transportation Plan / Sustainable Communities Strategy

## **Section 1 - Introduction**

The San Joaquin Council of Governments (SJCOG) Envision 2050: The 2022 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) provides the resources to strengthen the regional transportation system and enhance economic growth. This report analyzes the economic impacts associated with the investments identified across the entire 20-years of the 2022 RTP/SCS planning horizon.

The impacts analyzed in this report are focused on the “preferred scenario”, which was selected from four options presented to the public and policymakers. The scenarios reflected future planning assumptions including revenue, theme and focus of investment strategies, mix of transportation projects/options, as well as assumptions on development patterns, development intensities, and housing options.

### **1.1 Scope of Economic Impacts**

The size and range of projects like those envisioned in the RTP/SCS will have impacts across many parts of the economic system. Some of those impacts will be short-term stimulus from the RTP/SCS’s immediate expenditures, while others will be longer-term, cumulative impacts from sustained investment and enhanced economic productivity.<sup>1</sup> While the short-term impacts of the spending are particularly important in supporting jobs and industry, the funds will also facilitate matching funds from state and federal agencies, which further amplify the short-term and long-term impacts of the RTP/SCS through investment supported by new non-local funds.

The improvements to the transportation system also constitute longer-term investments in the economic infrastructure. Transportation system performance benefits can lead to broader economic growth as cost savings increase disposable household income and reduce business costs. Similarly, enhanced mobility from the investments expands market access, supporting business productivity and employment opportunities available to residents.

### **1.2 Overview of the Report**

This report is organized in four sections. Following the Introduction, Section Two of the report focuses on the impacts of spending from the RTP/SCS. It examines the stimulus impacts from the RTP/SCS on the San Joaquin County economy. Section Three reviews important dimensions through which the investments can lead to broader economic consequences, including benefits

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<sup>1</sup> For further discussion of the economic impacts of transportation system investments like those proposed in the RTP/SCS, see the 2020 report from the American Public Transportation Association, entitled “Economic Impact of Public Transportation Investment.” Available at: <https://www.apta.com/research-technical-resources/research-reports/economic-impact-of-public-transportation-investment/>

associated with reduced congestion, enhanced regional competitiveness, and transportation equity, as well as impacts on safety, health, and the environment.

## **Section 2 - Economic Spending Impacts of the 2022 RTP/SCS**

To analyze the impacts from spending associated with the RTP/SCS, we utilize economic modelling software called IMPLAN (Impact Analysis for Planning), which allows us to develop a model of the San Joaquin County economy.<sup>2</sup> This model is effectively a general accounting system of transactions between industries, businesses, and consumers that estimates a range of economic impacts. We thereby create a complete, extremely detailed Social Accounting Matrix and Multiplier Model of the County's economy that enables in-depth examination of the impacts associated with the RTP/SCS.

IMPLAN was developed in the late 1970s by the United States Forest Service and researchers at the University of Minnesota. The software was initially based on input-output accounts whose analysis was pioneered in the Nobel Prize-winning work of Wassily Leontief. As the software evolved, it began using Social Accounting Matrices to incorporate transactions among institutional agents in its analysis. Currently, IMPLAN is among the most widely used economic impact modeling systems. It provides a transparent and detailed approximation of economic impacts that is widely utilized by businesses and government agencies.

The full range of economic contribution from spending associated with the RTP/SCS, known as the Total Effect, is the sum of the direct, indirect, and induced effects:

- **Direct Effects** are the changes in sales (output), value (value-added), wages (personal income), and jobs (employment) directly supported by the RTP/SCS.
- **Indirect Effects** represent the iterative impacts of inter-industry transactions as supplying industries respond to demand from the sector(s) where the initial expenditures occurred. An example of an indirect impact would be sales from a cement company supplying a construction firm directly funded by the RTP/SCS.
- **Induced Effects** reflect the expenditures made by recipients of wages in the direct and indirect industries. Examples of induced impacts include employees' expenditures on items such as retail purchases, housing, food, education, banking, and insurance.

In this analysis, the total direct, indirect, and induced effects are reported by employment, value added, labor income, and output:

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<sup>2</sup> Specifically, in this analysis we use IMPLAN PRO Version 3.1 with calendar year 2018 data.

- **Employment** is the number of full- and part-time jobs based on an annual average of monthly jobs. In other words, employment is measured as a full year of employment. Thus, 3 temporary jobs that lasted for 4 months are reported as 1 job year.
- **Labor Income** is the sum of employee compensation and proprietor income. Employee compensation includes wages, salaries, benefits, and all other employer contributions, while proprietor income consists of payments received by self-employed individuals and unincorporated business owners.
- **Output** represents the value of industry production. It accounts for the total change in the value of production in an industry for a given time. Output varies as a measure across industries. For agriculture and service sectors, the value of production equals their sales. For manufacturers, the value of production is sales plus or minus any change in inventories. While for retail and wholesale trade, the value of production equals their gross margin and not their gross sales.
- **Value added** is industry production (output) less the cost of intermediate inputs. It consists of labor income, business profits, and taxes. An industry's value added equals its contribution to Gross Regional/Domestic Product. Therefore, the sum of all industries' value added in the region under study equals the Gross Regional Product.

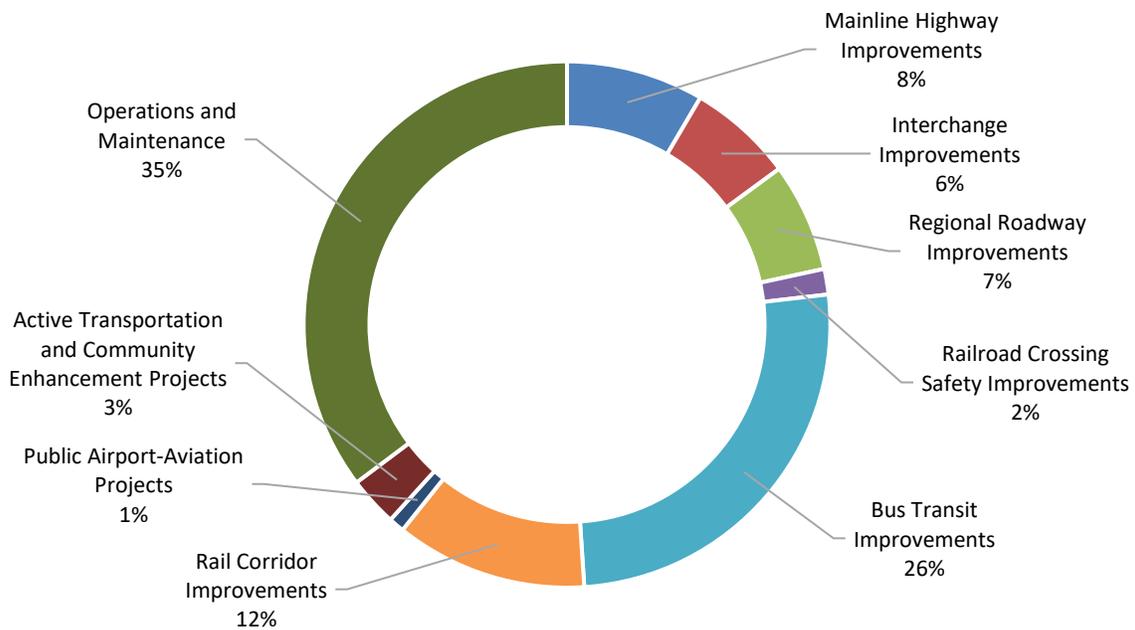
The economic model is defined for a specific geographic area, San Joaquin County, and economic contributions are calculated for that area. Indirect and induced effects are calculated using regional purchasing coefficients calculated by IMPLAN except where the geography of a particular purchase is known from the RTP/SCS, in which case the regional purchasing coefficients have been adjusted to reflect those specifics. Thus, economic impacts do not include spending outside of San Joaquin County even if the purchases are made by individuals or businesses located within San Joaquin County.

## **2.1 Estimated RTP/SCS Spending 2022 to 2042**

The projects in the 2022 RTP/SCS span 20 years and number 276 in total. This package of RTP/SCS projects, referred to as Envision 2050, also has policies and strategies to meet future challenges of the San Joaquin region such as growth of the e-economy resulting in increased telecommuting and internet shopping, and the widespread use of autonomous and connected electric vehicles. Thus, within the limits of local general plans, the proposed 2022 RTP/SCS captures the ability of the region to satisfy sustainability and greenhouse gas reduction targets.

The RTP/SCS invests in transportation systems that complement compact growth and minimize impacts on agricultural land. Flexible funding flows to all modes of transportation including more investment in bicycle and pedestrian improvements, complementing public transit and increasing alternatives to driving a car. It also contains ACE rail expansion to Modesto, Merced, and Sacramento. Additionally, it calls for bus transit services expansion and provides more connectivity within and between communities. In total the 2022 RTP/SCS calls for some \$12.6 billion in transportation investments during its 20-year planning horizon.

**Figure 1 RTP/SCS Expenditures by Category 2022 to 2042**



As indicated in Figure 1 RTP/SCS Expenditures by Category 2022 to 2042, the largest share of the 2022 RTP/SCS investments are in the maintenance category with some 46 projects worth \$4.4 billion going to safety, operations, and maintenance of the county’s transportation system. The next largest share of funds is allocated to the bus category with some 51 projects supporting and expanding bus transit costing \$3.2 billion. Just over another fifth of all investments are focused on the roads category, which consists of 13 mainline highway improvement/ expansion projects costing some \$1.1 billion, 24 interchange improvement/

expansion projects costing \$814 million, and 67 regional roadway improvement/ expansion projects costing \$843 million. Over a tenth of all investment is in the rail category, which consists of six projects focused on improving railroad crossing safety worth \$198 million as well as 34 projects focused on rail corridor improvements/expansion costing \$1.5 billion. A further 16 projects costing about \$384 million are in the category of active transportation and community enhancement, including bicycle and pedestrian projects as well as smart growth infrastructure. The final component is 25 projects supporting public airport-aviation investments totaling \$121 million.

## 2.2 Economic Spending Impact Estimates

As mentioned above, IMPLAN software is used to generate an input-output model of San Joaquin County’s economy. That model is then used to estimate the county-wide economic impacts of the RTP/SCS. In Section 2.1 we explained that the RTP/SCS’s total direct output spending over 20 years equaled \$12.6 billion. After adjusting for expenditures made outside of the region and income transfers, Table 1 shows the corresponding economic sectors of those expenditures in the model. As all components are specified by economic activity, we can identify direct employment of some 94,050 job years in San Joaquin County as a result of that spending.

Table 1 Economic Modelling (IMPLAN) Sector Details of Expenditures

<b><i>IMPLAN Sector</i></b>	<b>Total Expenditures</b>
Construction of new highways and streets	2,920,989,000
Maintenance and repair construction of highways, streets, bridges, and tunnels	2,695,315,000
Transit and ground passenger transportation	2,142,507,000
Construction of other new nonresidential structures	817,717,000
Rail transportation	463,200,000
Maintenance and repair construction of nonresidential structures	125,623,000
Scientific research and development services	39,246,000
Construction of new power and communication structures	12,133,000
Construction of new commercial structures, including farm structures	9,454,000
Motor vehicle body manufacturing	9,402,000
Investigation and security services	1,097,000
Other communications equipment manufacturing	30,000
<b>Total</b>	<b>9,236,712,700</b>

The RTP/SCS’s total effects include indirect and induced impacts to be estimated and combined with the direct effects. Each of these calculations were made within our impact analysis model and the results for each component are reported in Table 2 below.

Table 2 Total Spending Impacts from 2022 to 2042 (results in 2022\$)

Impact Type	Employment	Labor Income	Value Added	Output
Direct Effect	94,050	\$4,548,120,000	\$4,687,727,000	\$9,152,715,000
Indirect Effect	11,920	\$684,253,000	\$1,181,981,000	\$2,097,009,000
Induced Effect	19,570	\$938,931,000	\$1,854,928,000	\$3,000,375,000
<b>Total Effect</b>	<b>125,540</b>	<b>\$6,171,304,000</b>	<b>\$7,724,636,000</b>	<b>\$14,250,100,000</b>

The RTP/SCS’s activities would directly create over 94,050 job years, and over \$4.5 billion in labor income in San Joaquin County over 20 years. Indirect and induced effects would support an additional 31,490 job years. Taken together, the RTP/SCS would support 125,540 job years over 20 years, an annual average of over 6,277 jobs with an average compensation of \$31,490 per job in 2022 dollars. Total economic output supported by the RTP/SCS over 20 years exceeds \$14.3 billion in 2022 dollars.

The effects of these contributions are distributed throughout the entire economy. Using a seven-sector classification of economic sectors, the distribution of the total effects across the economy are reported in Table 3. The largest effects on the economy are in the construction sector, supported by capital expenditures. In the area of employment impacts specifically, the next most significant is services, which are primarily supported by indirect supplier and induced consumer spending. Government has the third most significant impacts in terms of employment and second most in terms of income and output, which are supported by expanded transit operations and other transportation services in the County.

Table 3 Total Spending Impacts by Sector from 2022 to 2042 (results in 2022\$)

Sector	Total Employment	Total Labor Income (millions)	Total Value Added (millions)	Total Output (millions)
Transportation, Information, Power & Utilities	48,540	\$1,428.2	\$1,688.7	\$2,918.1
Construction	47,710	\$3,265.3	\$3,203.5	\$6,653.2
Service	21,040	\$1,034.6	\$1,985.8	\$3,284.5
Trade	7,650	\$378.7	\$732.9	\$1,109.0
Manufacturing	290	\$33.7	\$80.4	\$222.4
Government	260	\$28.9	\$29.9	\$56.2
Agriculture & Mining	60	\$1.9	\$3.4	\$6.7
<b>Total All Sectors</b>	<b>125,540</b>	<b>\$6,171.3</b>	<b>\$7,724.6</b>	<b>\$14,250.1</b>

## Section 3 - Additional Economic Impacts

In addition to the spending impacts from the RTP/SCS and matching funds that it leverages, the immediate expenditures can have a wide range of longer-term social and economic benefits. This section reviews some of those broader economic impacts, including reduced congestion, enhanced regional competitiveness, and advancing transportation equity, as well as impacts on safety, health, and the environment.<sup>3</sup>

### 3.1 Congestion relief benefits for travelers

The investments contained in the RTP/SCS are designed to improve the transportation infrastructure and enhance the public transit system. RTP/SCS resources would be directed to some of the most congested areas of the San Joaquin County transportation system. Improved and expanded transit service by San Joaquin Regional Transit District (RTD) would reduce vehicle trips and also contribute to reduced congestion. Congestion relief carries several benefits for users of the transportation system, such as time and gas savings, pollution abatement, reduced wear and tear on automobiles, reduction of health risks, and improved travel reliability.

Congestion increases traffic delays as collision rates rise and larger traffic backups occur when there is a collision or disabled vehicle. This adds direct costs because of the increased travel time. The costs of that additional travel time vary depending on the purpose of the trip. If the travel was for business as part of someone's job, that time may cost employers directly because of the additional time they pay their worker or indirectly through reduced employee productivity. If the delays are part of a commute trip between home and work, the costs impact the workers directly but may also impact employers if they need to pay a wage premium to attract and retain workers. Even if the travel delay affects a personal trip, the costs of lost time due to congestion are clear to those individuals as well.

The costs of congestion are not limited to additional time in traffic. Congestion increases engine idle time and inefficient accelerations and decelerations, including associated air pollution, fuel waste, and wear and tear on the vehicle. Further, congestion increases mental health risks,<sup>4</sup>

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<sup>3</sup> For additional details about these additional impacts see the American Public Transportation Association's (APTA) study on public transportation investment: APTA (2020) *Economic Impact of Public Transportation Investment* Available at: <https://www.apta.com/research-technical-resources/research-reports/economic-impact-of-public-transportation-investment/>

<sup>4</sup> Gottholmseder, G., Nowotny, K., Pruckner, G.J., Theurl, E., Stress perception and commuting, *Health Economics*, 18 (2009), pp. 559-576.

physical health risks,<sup>5</sup> and risk of accidents.<sup>6</sup> And congestion reduces employment growth<sup>7</sup> and economic productivity.<sup>8</sup> Additionally, congestion reduces travel reliability. In response to that uncertainty, many travelers will schedule additional time to ensure they arrive at their destination on time. This can affect worker productivity, product and service delivery logistics, and market accessibility for both workers and customers.

### 3.2 Enhanced Regional Competitiveness

The RTP/SCS is designed to support further development of a well-planned and well-functioning transportation system in San Joaquin County. This is important because a good transportation system facilitates access and allows business to benefit from agglomeration economies, including more rapid access to knowledge, suppliers, and customers. These investments then also directly support San Joaquin’s regional economic competitiveness. Indeed, several of the proposed policies and strategies for the RTP/SCS relate to economic competitiveness, including policies to “Preserve the Efficiency of the Existing Transportation System,” to “Support Economic Vitality,” and to “Maximize Cost Effectiveness.”<sup>9</sup>

In 2016, the Southern California Association of Governments analyzed the benefits of both the spending impacts and the broader enhanced competitiveness impacts from their transportation system investments.<sup>10</sup> They found that, over a 25-year period, employment impacts from the enhanced competitiveness were twice those of the spending impacts—and the impacts from enhanced competitiveness continued to grow. They identified five paths for transportation investments to increase regional competitiveness: 1) Improved labor market matching – reducing travel time allows firms to hire from a larger geographic area and expand the size of their labor pool to find better employee match for its needs; 2) Increased firm attraction – the larger labor pool made possible from transportation investments makes finding specialized skills easier and makes the area more attractive to firms, especially those needing a skilled workforce, to move into the area; 3) Increased labor supply – reduced congestion associated

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<sup>5</sup> See, for example, Requia, W.J., Higgins, C.D., Adams, M.D., Mohamed, M., and Koutrakis, P., The health impacts of weekday traffic: a health risk assessment of PM2.5 emissions during congested periods, *Environ. Int.*, 111 (2018), pp. 164-176.

<sup>6</sup> Sánchez González, S., Bedoya-Maya, F., & Calatayud, A. (2021). Understanding the Effect of Traffic Congestion on Accidents Using Big Data, *Sustainability*, 13(13), 7500, <https://doi.org/10.3390/su13137500>.

<sup>7</sup> Southern California Association of Governments (2020) *Plan Performance: Economic and Job Creation Analysis*. Available at: [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_economic-and-job-creation-analysis.pdf?msckid=877df2dcaed711eca7ee23fb65eb48b8](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_economic-and-job-creation-analysis.pdf?msckid=877df2dcaed711eca7ee23fb65eb48b8).

<sup>8</sup> Southern California Association of Governments (2020) *Plan Performance: Economic and Job Creation Analysis*. Available at: [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_economic-and-job-creation-analysis.pdf?msckid=877df2dcaed711eca7ee23fb65eb48b8](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_economic-and-job-creation-analysis.pdf?msckid=877df2dcaed711eca7ee23fb65eb48b8).

<sup>9</sup> See <https://www.sicog.org/518/Proposed-Policies-and-Strategies>.

<sup>10</sup> Southern California Association of Governments (2015) *Economic and Job Creation Analysis*. Available at: [https://scag.ca.gov/sites/main/files/file-attachments/f2016rtppscs\\_economicjobcreationanalysis.pdf?1606073563](https://scag.ca.gov/sites/main/files/file-attachments/f2016rtppscs_economicjobcreationanalysis.pdf?1606073563).

with transportation investments makes the area more attractive to migrants as it increases the amenity value of the region and allows firms to hire good workers at reasonable wages; 4) Increased market for firms' products – the reduced travel time due to a better transportation system can expand the market area served by local firms. This allows a firm to be more specialized and to create potentially higher value products as well as support the competitiveness of business whose access to larger markets generate increasing return to scale; and 5) Increased learning and innovation – transportation investments can reduce congestion and facilitate active transportation which supports inter-personal interactions with likeminded experts and thereby increases the learning and innovation in a regional economy.

### **3.3 Facilitate Transportation Equity**

Transportation investments and policies present the potential to advance social justice and equity. As described in recent research, transportation equity helps ensure “that the benefits and burdens created by transportation projects, policies, and plans are shared fairly such that no groups would be unduly burdened by a lack of access to adequate transportation nor by the negative effects of proximity to transportation infrastructure.”<sup>11</sup> Further, “[s]uch a system would also ensure that public participation in the transportation decision making process is meaningful and effective and that participants would have a reasonable expectation that their voices would be heard and decisions changed in response.”<sup>12</sup>

The RTP/SCS engages in a rigorous public outreach and engagement process.<sup>13</sup> One proposed policy of the RTP/SCS is to “Promote Interagency Coordination and Public Participation in Transportation Decision-Making and Planning Efforts,” including a strategy carried forward from the 2018 RTP/SCS to “Provide equitable access to transportation planning.”<sup>14</sup> Additionally, while proposing policies to “Maximize Mobility and Accessibility” and to “Improve the Quality of Life for Residents,” the RTP/SCS proposes strategies to “Prioritize projects that improve and expand access to public transit” and to “Center equity in [the] public investment decision making process.”<sup>15</sup>

The RTP/SCS will facilitate accessibility for San Joaquin County residents by expanding transportation options as well as directly supporting senior and disabled transportation

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<sup>11</sup> Karner, A., Rowangould, D., and London, J., *We Can Get There From Here: New Perspectives on Transportation Equity*, National Center for Sustainable Transportation, Davis, CA (2016),

<https://escholarship.org/uc/item/9zp565xr>,

<sup>12</sup> Karner, A., Rowangould, D., and London, J., *We Can Get There From Here: New Perspectives on Transportation Equity*, National Center for Sustainable Transportation, Davis, CA (2016),

<https://escholarship.org/uc/item/9zp565xr>,

<sup>13</sup> See the description of the process at <https://www.sjcog.org/516/2022-RTPSCS-Envision-2050> and at <https://www.sjcog.org/127/Public-Participation-Plan>.

<sup>14</sup> See <https://www.sjcog.org/518/Proposed-Policies-and-Strategies>.

<sup>15</sup> See <https://www.sjcog.org/518/Proposed-Policies-and-Strategies>.

services. This is particularly important for members of disadvantaged communities as access to transportation is critical to their ability to participate in and benefit from economic growth and amenities throughout the County.<sup>16</sup> Through the expansion of access to reliable and affordable transportation, the RTP/SCS's investments address several social challenges, including racism, poverty, unemployment, and obesity.

The reduction in travel costs resulting from these investments can reduce barriers to accessing health, education, and childcare services, which are needed to alleviate poverty and systemic racism. The reduced cost of travel may also allow residents from poorer areas with limited access to affordable and nutritious foods, an ability to access better food. Similarly, the expanded employment markets and reduced costs associated with these investments will expand employment opportunities available to County residents and thereby address some of the challenges facing the unemployed. As the RTP/SCS also includes a range of funding to support and maintain complete streets and active transportation infrastructure, its investments will facilitate healthy transportation options, which are particularly important among economically disadvantaged populations where obesity and other health issues from inactivity are particularly acute.<sup>17</sup>

### **3.4 Safety, Health and Environmental Impacts**

A study by the Southern California Association of Governments in 2020 highlighted many potential benefits from well-planned transportation infrastructure investment, “including greenhouse gas emission reductions, climate adaptation, healthy lifestyles, and quality of life” impacts.<sup>18</sup> Reflective of this potential, the RTP/SCS proposes several policies and strategies, including policies to “Enhance the Environment for Existing and Future Generations and Conserve Energy,” to “Increase Safety and Security,” and to “Improve the Quality of Life for Residents.”<sup>19</sup> In line with these policies, the RTP/SCS contains several components that will generate safety, health, and environmental benefits, including a funding requirement that all projects incorporate design elements to reduce the risk of traffic-related deaths and severe injuries, as well as ensuring construction projects meet air quality requirements and greenhouse gas reduction targets. The RTP/SCS also promotes planning, development and

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<sup>16</sup> For further information about the impacts of equitable transportation, see the discussion in the following policy paper from PolicyLink: Rubin, V. (2009) *All Aboard: Making Equity and Inclusion Central to Federal Transportation Policy*. Available at: [https://equitycaucus.org/sites/default/files/AllAboard\\_final\\_web.pdf](https://equitycaucus.org/sites/default/files/AllAboard_final_web.pdf)

<sup>17</sup> For further discussion of the relationship between poverty and obesity see: Lee, H. (2012) Why Poverty Leads to Obesity and Life-Long Problems. Available at: <https://scholars.org/contribution/why-poverty-leads-obesity-and-life-long-problems>

<sup>18</sup> Southern California Association of Governments (2020) *Plan Performance: Economic and Job Creation Analysis*. Available at: [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_economic-and-job-creation-analysis.pdf?msclkid=877df2dcaed711eca7ee23fb65eb48b8](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_economic-and-job-creation-analysis.pdf?msclkid=877df2dcaed711eca7ee23fb65eb48b8).

<sup>19</sup> See <https://www.sjog.org/518/Proposed-Policies-and-Strategies>.

maintaining of “complete streets,” which are integrated roadways with integrated safety and convenience for multi-modal travel.<sup>20</sup> The impacts from those components will be in addition to the safety, health and environmental benefits, reduced congestion, and increased transportation efficiency otherwise supported by the RTP/SCS.

#### **Section 4 - Conclusion**

This analysis shows that over the 20-year period, the RTP/SCS plan will generate significant employment in San Joaquin County. Over the 2022–2042 period, the RTP/SCS calls for the spending of over \$12.7 billion on transportation improvement projects. The economic analysis shows this will create an average of 4,149 jobs per year in San Joaquin County. The main beneficiaries of the jobs will be construction workers, placing an employment floor under this volatile sector. However, job increases will also include workers in professional, supply and service firms that support the effort. Furthermore, workers throughout the economy will feel the impact as construction-related workers and firms increase their spending in sectors like retail and consumer services.

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<sup>20</sup> See <https://www.transportation.gov/mission/health/complete-streets> .