



2014 Transportation Expenditure Plan Return on Investment

Alameda County's 2014 Transportation Expenditure Plan lays out investments of almost \$8 billion over 30 years to increase mobility, relieve congestion, and upgrade technology. Plan objectives include:

- Expand and improve transit services, including BART, buses, and ferries
- Keep fares affordable for seniors, youth, and people with disabilities
- Provide traffic relief with road maintenance, upgrades, and new technology
- Improve air quality and clean transportation with pedestrian, bicycle, and transit infrastructure
- Create jobs in Alameda County through local contracting and well-functioning transportation systems

\$8B plan supports
\$20B economic activity
 creating nearly
150,000 jobs

Broad Economic Impacts of the Alameda County 2014 Transportation Expenditure Plan

Impact Type	Employment	Labor Income	Total Value Added	Output
Direct Effect	92,380	\$8,031,986,888	\$275,488,644	\$7,788,469,876
Indirect Effect	22,353	\$2,002,494,205	\$3,464,538,008	\$6,675,117,179
Induced Effect	35,175	\$2,263,023,798	\$3,853,599,195	\$5,761,183,609
Total Effect	149,908	\$12,297,504,891	\$7,593,625,847	\$20,224,770,664

Data Source: These figures were calculated using the 2012 IMPLAN database
 Analysis: Bay Area Council Economic Institute

Employment Impact by Industry of the Alameda County 2014 Transportation Expenditure Plan

	Direct	Indirect	Induced	Total
Agriculture, Forestry, Fishing, & Hunting	-	39	93	132
Mining	-	175	11	186
Utilities	-	90	96	186
Construction	27,083	432	238	27,753
Manufacturing	37	1,271	579	1,887
Wholesale Trade	-	1,669	1,005	2,674
Retail Trade	-	1,089	6,197	7,286
Transportation & Warehousing	-	2,165	823	2,988
Information	-	469	617	1,086
Finance & Insurance	-	1,563	2,582	4,145
Real Estate, Rental, & Leasing	-	692	1,719	2,411
Professional, Scientific, & Technical Services	139	6,984	1,387	8,510
Management	-	188	169	357
Administration	-	2,553	1,421	3,974
Educational Services	-	35	1,701	1,736
Health Care & Social Assistance	-	0	6,963	6,963
Arts, Entertainment, & Recreation	-	230	1,383	1,613
Hospitality	-	721	4,436	5,157
Other Services (Except Public Admin)	-	1,289	3,311	4,600
Public: Primarily Transit Related	65,121*	699	444	66,264
Total Full-Time Equivalent Jobs	92,380	22,353	35,175	149,908

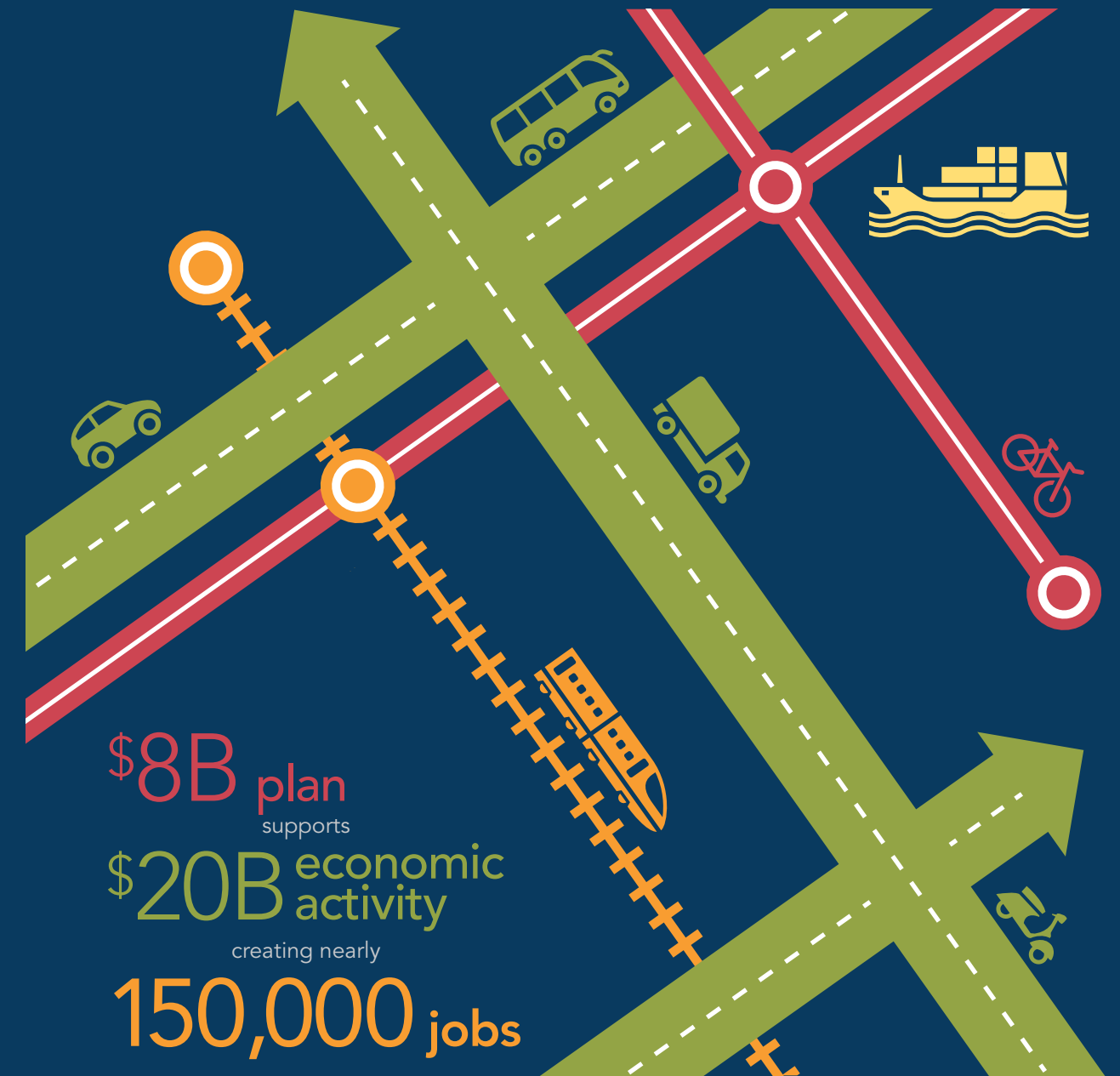
* Direct TEP spending reported in the broad category of Public Administration consists of direct spending on passenger transit operations, maintenance, transit administration, and paratransit services.

Data Source: These figures were calculated using the 2012 IMPLAN database
 Analysis: Bay Area Council Economic Institute



In The Fast Lane:

Improving Reliability, Stabilizing Local Funding, and Enabling the Transportation Systems of the Future in Alameda County



Alameda County's transportation system and the role of the 2014 Transportation Expenditure Plan in creating jobs and expanding economic activity.

An analysis prepared by the Bay Area Council Economic Institute



In The Fast Lane

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Alameda County, the Hub of Bay Area Commute Flows

Alameda County has the second-largest population in the region, and one of the fastest-growing populations in the state.

Alameda County's more than 600,000 jobs make it the second largest employment base in the Bay Area, behind Santa Clara County.

Alameda residents commuting outside the county increased from 46% to 52% from 2003 to 2011.

12% of Alameda County commuters use public transit, 2% more than the regional average.

20% of all public transit boardings in the Bay Area are in Alameda County

34% of all BART boardings originate in Alameda County

37% of Bay Area workers travel to, from, or through Alameda County

53% of workers in Alameda County live outside the county

Strengthening Economic Competitiveness

Efficient transportation systems are being deployed around the world, positioning regions for the future to:

- **Support** the clustering of firms
- **Expand** the regional labor pool
- **Improve** reliability
- **Conserve** natural resources
- **Improve** quality of life
- **Lower the cost** of moving people & goods

Alameda County's 2014 TEP* addresses current and future needs.

* Transportation Expenditure Plan that will be on Alameda County's November 2014 ballot

Well-functioning transportation systems are critical to economic competitiveness at the national and the regional levels, influencing commute times, freight delays, land use, quality of life, and productivity.



Alameda County represents a critical focal point in the Bay Area's regional transportation system. While the Port of Oakland accounts for a large share of movement of goods in and out of the region, the county also serves as a vital conduit across all modes of transportation for people within the Bay Area.

Transportation systems must not only be maintained but also upgraded and expanded to keep pace with population growth, connect housing and jobs, and support the economic competitiveness of the region.

Stimulating Economic Impact

Direct spending from Alameda County's 30-year, \$8 billion 2014 Transportation Expenditure Plan will yield:

\$20B in total economic activity in the Bay Area

150,000 jobs*

- Construction
- Transit operations and maintenance
- Professional, scientific, and technical services
- Manufacturing

* Full-time equivalent jobs

Expanding Goods Movement

Alameda County is the Bay Area's hub for international and domestic trade:

90% of Bay Area trade in agriculture, wine, and heavy machinery by weight goes through the Port of Oakland, sending California's exports around the world

99% of containerized cargo from Northern California passes through the Port of Oakland

The Bay Area's trucking distribution system is highly concentrated in Alameda County.

The direct spending of Alameda County's 2014 Transportation Expenditure Plan is estimated to yield \$20 billion in total economic activity in the Bay Area economy by extending and augmenting the existing 1/2-cent transportation sales tax.