

The Economic Impacts of Transportation Investments

Forecasting the Effects of the Contra Costa Transportation Authority 2020 Transportation Expenditure Plan



The Contra Costa County transportation system is key to the county's economic success

43%

of employed Contra Costa residents commute out of the county. Out-commuters are on the rise, increasing in number by 27.6% from 2010 to 2017.

7 out of every 10

employed Contra Costa County residents drive alone to work, compared to 6 out of every 10 in Alameda County and 3 out of every 10 in San Francisco County.

650,000

daily commuters take trips that rely on routes that either pass through, end, begin, or are completely within Contra Costa County. These commuters have increased by 21.1% since 2010.

Contra Costa County's population and employment are projected to grow over the 35-year Transportation Expenditure Plan (TEP), increasing pressure on the transportation system. Home to 1.1 million people, Contra Costa County is expected to grow by 32% by 2055. Contra Costa County currently has 401,000 jobs, and countywide employment is expected to grow by 41% by 2055.

The county's transportation system performance shows the need for TEP investments to improve the efficiency of the transportation system and the lives of residents who rely on the system daily. Delay from countywide congestion has increased 103% since 2010, now totaling 5.4 million annual vehicle hours of delay (VHD), the equivalent of 4.72 hours per capita. Out of the most congested corridors in the Bay Area, four out of 10 are in Contra Costa County. The average county resident spends the equivalent of 13 days commuting every year, 2.6 more days than the average California resident.



Locally generated transportation tax dollars in Contra Costa County have a track record of funding successful infrastructure

New transit options funded through previous local tax Measure J have been popular, outperforming ridership projections—showing an appetite for new transit options in Contra Costa County—which the TEP would deliver.

- Richmond to San Francisco ferry service outperformed daily ridership projections by 60% by the fifth month of operation.
- In 2018, eBART outperformed daily ridership projections by 29%.
- 23 express lane miles built on I-680, taking advantage of unused high occupancy vehicle (HOV) lane capacity to ease congestion.





Investments across the transportation network can strengthen the Contra Costa County economy by:



Creating jobs through capital investments and operations



Time and cost saving as a result of reduced congestion



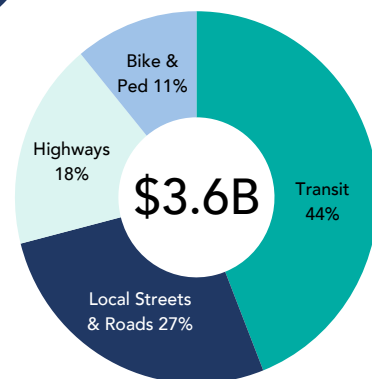
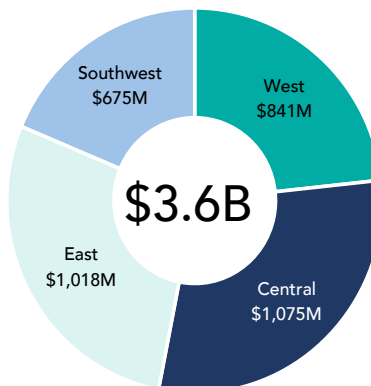
Incentivizing economic development by attracting businesses and workers



Supporting business clustering and opening new markets

Through \$3.6 billion in transportation investments over 35 years, the TEP will relieve traffic congestion, make transit safer, cleaner, and more reliable, and provide accessible and safer transportation options.

TEP Spending by Subregion & Mode



Economic Impacts of Contra Costa County Transportation Expenditure Plan

\$3.6 billion

in transportation spending over 35 years is expected to result in:

\$8.8 billion

in business output, representing new business revenues resulting from increased spending stemming from the initial transportation expenditures.

1,656 jobs

supported annually for 35 years, the equivalent of 57,965 full-time jobs years.

\$2.3 billion

in cost savings benefit over 35 years.

TEP Economic Impacts by Industry

Industry	Business Output (\$ in millions)	Full-time Equivalent Job Years
Professional & Business Services	1,771	9,060
Financial Activities	1,664	3,517
Construction	1,096	5,786
Manufacturing	1,004	349
Transportation	970	26,741
Education & Health Services	644	4,136
Other Services	402	4,388
Wholesale Trade	370	573
Retail Trade	363	2,179
Media & Information	281	202
Postal & Warehousing	114	754
Government	70	145
Utilities	39	40
Agriculture & Extraction	13	95
Total	8,803	57,965

Note: Full-time equivalent job-years represent one year of one job. For example, a full-time construction job lasting for four years would count as four job-years in this table. Additionally, a 50% part-time manufacturing job lasting two years is counted as one job-year.

Data: Calculated using TREDIS Software; inputs from Contra Costa County Model Performance Measures

Analysis: Bay Area Council Economic Institute

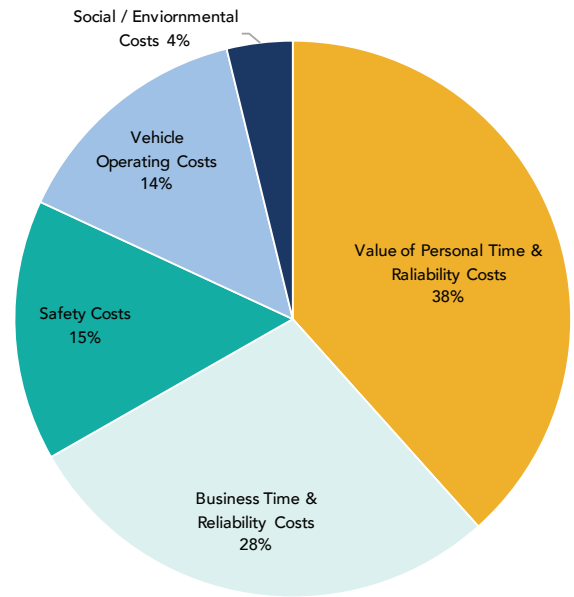
Per capita TEP-related savings based on projected 2055 population include:

- **\$218 per capita reduction in vehicle operating costs, including maintenance, operations, and fuel costs**
- **\$245 per capita reduction in safety costs**
- **\$575 per capita value of personal time savings**
- **\$449 per capita value of business time savings**
- **\$58 per capita in value of environmental benefits**

All data calculated using TREDIS software with inputs from the Contra Costa County Model Performance Measures.

Value of Cost Savings Benefits

\$2.3B savings by 2055



Key projects in the TEP address inefficiencies in the current transportation system

\$100 million

invested in East County high-frequency, high-capacity transit extension to Brentwood and connectivity to transit, rail, and parking.

15,900 more Contra Costa County residents chose transit as their commute mode in 2017 versus 2010, showing an appetite for more transit options.

\$19 million

to improve traffic flow and local access to Richmond-San Rafael Bridge along I-580 and Richmond Parkway.

188,000 vehicle hours of delay (VHD) on the 7.7-mile approach to the Richmond-San Rafael bridge in 2018, up from 5,000 VHD in 2010.

Congestion solutions along this corridor will address increases in delays to serve the **11,000 Contra Costa County residents** who commute to Marin County on a daily basis.

\$200 million

invested to relieve congestion, ease bottlenecks, and improve local access along the I-680 corridor and \$50 million to improve transit reliability along the I-680 and Highway 24 corridors.

As the main route connecting San Ramon, the city with the most jobs in Contra Costa County, to Concord, the most populous city in Contra Costa County, both directions of travel on I-680 together experienced **1.3 million vehicle hours of delay** in 2018.

Projects Include:

- Transit only "bus-on-shoulder" operation
- Expansion of park-and-ride facilities
- Advanced technologies that track and learn from congestion data to inform adjustments to traffic signals that smooth traffic and increase efficiency of the freeway
- 25 miles of continuous express lanes