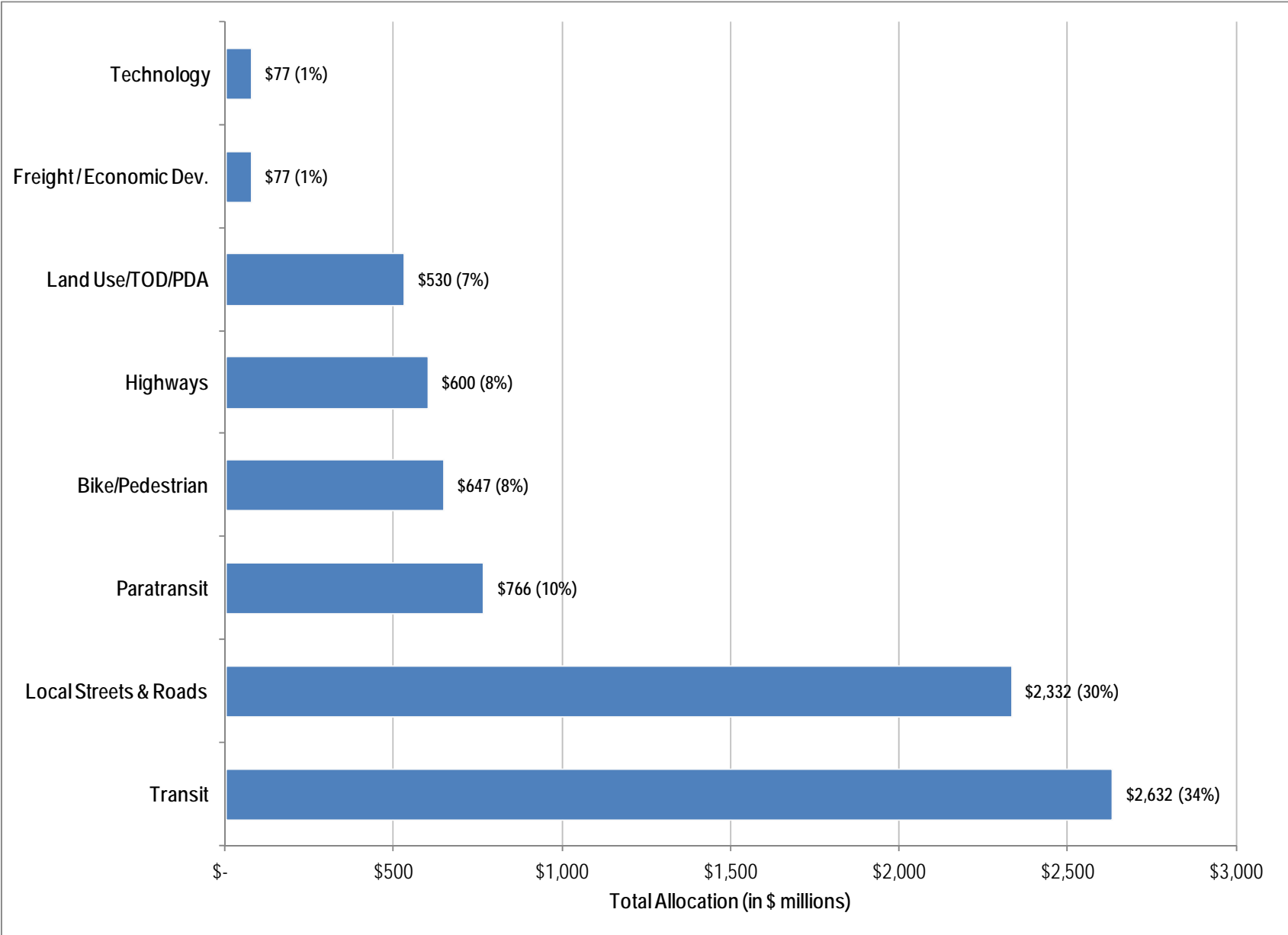


**FIGURE 1. TOTAL NEW MEASURE FUNDING (2013-42), BY MODE**



**FIGURE 2. SUMMARY OF NEW MEASURE FUNDING (2013-42), TRANSIT & SPECIALIZED TRANSIT<sup>1</sup>**

Mode	Investment Category	Project/Program	\$ Amount (millions)	% of Modal Funds	% of Total Funds
Transit & Specialized Transit (44%)	Mass Transit: Operations, Maintenance, and Safety Program	<i>AC Transit</i>	\$ 1,148.93	33.8%	15.0%
		<i>ACE</i>	\$ 76.60	2.3%	1.0%
		<i>WETA</i>	\$ 38.30	1.1%	0.5%
		<i>LAVTA</i>	\$ 38.30	1.1%	0.5%
		<i>Union City Transit</i>	\$ 19.15	0.6%	0.2%
		<i>Innovative grant funds, including potential youth transit pass program</i>	\$ 210.64	6.2%	2.7%
		<b>Sub-total</b>	<b>\$ 1,531.91</b>	<b>45.1%</b>	<b>20.0%</b>
	Specialized Transit For Seniors and Persons with Disabilities	<i>Non-Mandated (to Planning Areas)</i>	\$ 229.79	6.8%	3.0%
		<i>East Bay Paratransit - AC Transit</i>	\$ 344.68	10.1%	4.5%
		<i>East Bay Paratransit - BART</i>	\$ 114.89	3.4%	1.5%
		<i>Coordination and Gap Grants</i>	\$ 76.60	2.3%	1.0%
		<b>Sub-total</b>	<b>\$ 765.95</b>	<b>22.5%</b>	<b>10.0%</b>
	Bus Transit Efficiency and Priority <sup>2</sup>	<i>AC Transit Park and Ride</i>	\$ 6.00		
		<i>City of Alameda to Fruitvale BART BRT</i>	\$ 9.00		
		<i>AC Transit Bus Rapid Transit Projects in Alameda County</i>	\$ 10.00		
		<i>College/Broadway Corridor: Transit Priority + Broadway Streetcar</i>	\$ 10.00		
		<b>Sub-total</b>	<b>\$ 35.00</b>	<b>1.0%</b>	<b>0.5%</b>
	BART System Modernization and Expansion	<i>Irvington BART Station</i>	\$ 120.00		
		<i>BayFair BART Capacity Enhancement</i>	\$ 100.00		
		<i>BART Station Modernization and Capacity Improvements</i>	\$ 90.00		
		<i>BART to Livermore Phase I</i>	\$ 400.00		
		<b>Sub-total</b>	<b>\$ 710.00</b>	<b>20.9%</b>	<b>9.3%</b>
	Regional Rail Enhancements	<i>Dumbarton Rail Corridor Phase I</i>	\$ 120.00		
		<i>Union City Passenger Rail Station</i>	\$ 75.00		
		<i>Freight Railroad Corridor Right of Way Preservation and Track Improvements</i>	\$ 120.00		
		<i>Capitol Corridor Service Expansion</i>	\$ 40.00		
<b>Sub-total</b>		<b>\$ 355.00</b>	<b>10.4%</b>	<b>4.6%</b>	
<b>TOTAL</b>			<b>\$ 3,397.86</b>	<b>100.0%</b>	<b>44.4%</b>

<sup>1</sup> All dollar amounts (in \$millions) are based on projected revenue for the new measure (in YOE \$s), which assumes passage of an "augment and extend" measure in November of 2012. Revenue is minus 5% administration fee for new measure. All new revenue amounts are based proposed funding splits for the new measure, while utilizing existing Measure B allocation methodologies. Allocations may change in future based on changes in demographics and road miles.

<sup>2</sup> Funding for transit efficiency projects in this category may also be spent on other improvements of significance in the county.

**FIGURE 3. SUMMARY OF NEW MEASURE FUNDING (2013-42), LOCAL STREETS & ROADS<sup>3</sup>**

Mode	Investment Category	Project/Program	\$ Amount (millions)	% of Modal Funds	% of Total Funds
Local Streets & Roads (30%)	Major Commute Corridors, Local Bridge Seismic Safety <sup>4</sup>	<b>North County</b>	\$ 441.00		
		<i>Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; Oakland Army Base Transportation Infrastructure Improvements; SR 13 Ashby Corridor; Marin Avenue Local Road Safety; Gilman Railroad Crossing; Park Street, High Street, and Fruitvale Bridge Replacement; Powell Street Bridge Widening at Christie; Outer Harbor Intermodal Terminal; 7th Street Grade Separation and Roadway Improvement</i>			
		<b>Central County</b>	\$ 57.00		
		<i>Crow Canyon Road Safety; San Leandro LS&amp;R; Lewelling Blvd/Hesperian Blvd.; Tennyson Road Grade Separation</i>			
		<b>South County</b>	\$ 268.00		
		<i>East-West Connector in North Fremont and Union City; I-680/880 Cross Connectors; Widen Fremont Boulevard from I-880 to Grimmer Blvd.; Upgrade Relinquished Route 84 in Fremont</i>			
		<b>East County</b>	\$ 34.00		
		<i>Greenville Road widening; El Charro road construction; Dougherty Road Widening; Dublin Boulevard widening; Bernal Bridge Construction</i>			
	<b>Sub-total</b>	\$ 800.00	34.3%	10.4%	
Direct Allocation to Cities and County	<i>Local streets and roads program</i>	\$ 1,531.91	65.7%	20.0%	
<b>TOTAL</b>		\$ 2,331.91	100.0%	<b>30.4%</b>	

<sup>3</sup> Allocations are based on existing Measure B methodology, which weights allocations by planning area FIRST and THEN allocates based 50% on population share and 50% on road miles. All population data from 2010 Census. Road mile data from "2009 Maintained Mileage Estimates by Jurisdiction." Allocations may change in future based on changes in demographics and road miles.

<sup>4</sup> Funding for capital projects in this category may also be used for improvements on other major arterials of significance in the county.

**FIGURE 4. SUMMARY OF NEW MEASURE FUNDING (2013-42), HIGHWAY EFFICIENCY AND FREIGHT**

Mode	Investment Category	Project/Program	\$ Amount (millions)	% of Modal Funds	% of Total Funds
Highway Efficiency & Freight (9%) <sup>5</sup>	I-80 Improvements	<i>I-80 Gilman Street Interchange improvements</i>	\$ 24.0		
		<i>I-80 Ashby Interchange improvements</i>	\$ 52.0		
		<b>Sub-total</b>	<b>\$ 76.00</b>		
	I-84 Improvements	<i>SR-84/I-680 Interchange and SR-84 Widening</i>	\$ 122.0		
		<i>SR-84 Expressway Widening (Pigeon Pass to Jack London)</i>	\$ 10.0		
		<b>Sub-total</b>	<b>\$ 132.00</b>		
	I-580 Improvements	<i>I-580/I-680 Interchange improvements</i>	\$ 20.0		
		<i>I-580 Local Interchange Improvement Program: Central County I-580 spot intersection improvements; Interchange improvements - Greenville, Vasco, Isabel Avenue (Phase 2)</i>	\$ 28.0		
		<b>Sub-total</b>	<b>\$ 48.00</b>		
	I-680 Improvements	<i>I-680 HOT/HOV Lane from Route 84 to Alcosta</i>	\$ 60.00		
		<b>Sub-total</b>	<b>\$ 60.00</b>		
	I-880 Improvements	<i>I-880 NB HOV/HOT Extension from A St. to Hegenberger</i>	\$ 20.0		
		<i>I-880 Broadway Jackson Interchange and circulation improvements</i>	\$ 75.0		
		<i>Whipple Road Interchange improvements</i>	\$ 60.0		
		<i>I-880 Industrial Boulevard Interchange improvements</i>	\$ 44.0		
		<i>I-880 Local Access and Safety improvements: Interchange improvements - Winton Avenue; 23rd/29th St. Oakland; 42nd Street/High Street; Route 262 (Mission) improvements and grade separation</i>	\$ 85.0		
		<b>Sub-total</b>	<b>\$ 284.00</b>		
Highway Capital Projects	<b>Sub-total</b>	<b>\$ 600.00</b>	88.7%	7.8%	
Freight & Economic Development	<i>Freight and economic development program</i>	\$ 76.60	11.3%	1.0%	
	<b>TOTAL</b>	<b>\$ 676.60</b>	<b>100.0%</b>	<b>8.8%</b>	

<sup>5</sup> Funding for capital projects in this category may also be used for improvements on other freight or highway projects of significance in the county.



**FIGURE 5. SUMMARY OF NEW MEASURE FUNDING (2013-42), BIKE/PED, LAND USE, AND TECHNOLOGY<sup>6</sup>**

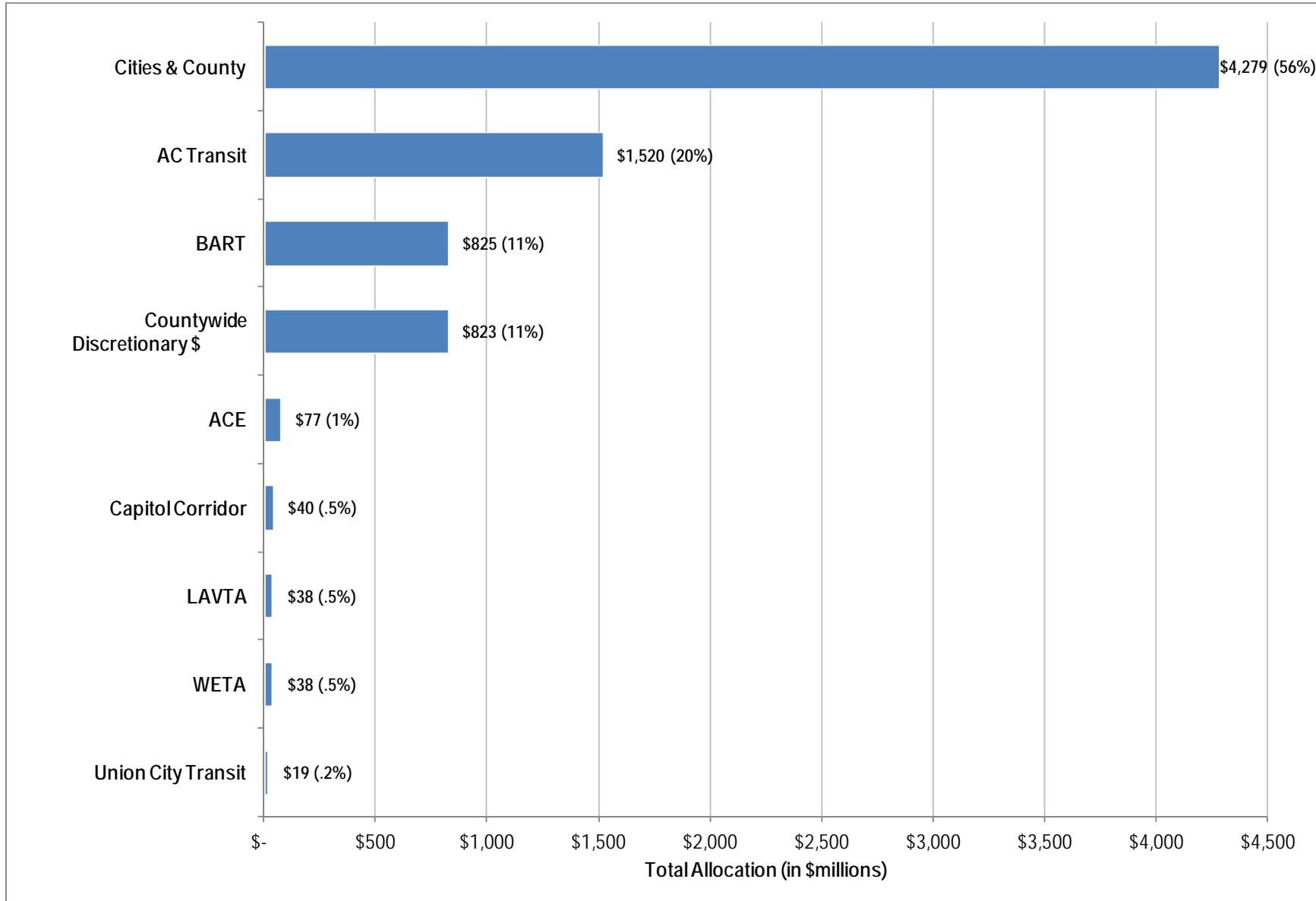
Mode	Investment Category	Project/Program	\$ Amount (millions)	% of Modal Funds	% of Total Funds
Bicycle and Pedestrian (8%)	Bicycle and Pedestrian Infrastructure & Safety	<i>Gap Closure on Three Major Trails: Iron Horse, Bay Trail and East Bay Greenway/UPRR Corridor</i>	\$ 264.00	40.8%	3.4%
		<i>Bike and Pedestrian direct allocation to Cities and County</i>	\$ 229.79	35.5%	3.0%
		<i>Bike and Pedestrian grant program for regional projects and trail maintenance</i>	\$ 153.19	23.7%	2.0%
	<b>TOTAL</b>		\$ 646.98	100.0%	8.4%
Sustainable Land Use & Transportation (7%)	Priority Development Area (PDA) / Transit-oriented Development (TOD) Infrastructure Investments <sup>7</sup>	<b>North County</b>	\$ 198.50		
		<i>Coliseum/Oakland Airport BART; West Oakland PDA/TOD Transit Enhancements; MacArthur BART PDA/TOD Transit Enhancements; Eastmont Transit Center PDA Transit Enhancements; Lake Merritt Specific Plan Implementation; Broadway Valdez Specific Plan transit access; 19th St TOD; Ashby BART TOD and Station Capacity Expansion; Downtown Berkeley Transit Center and BART Plaza and Transit Area Improvements</i>			
		<b>Central County</b>	\$ 69.00		
		<i>Downtown San Leandro TOD; Bay Fair BART Transit Village; San Leandro City Streetscape</i>			
		<b>South County</b>	\$ 22.50		
		<i>BART Warm Springs West Side Access Improvements; Fremont Boulevard Streetscape; Union City Intermodal Infrastructure Improvements; Dumbarton TOD Infrastructure Improvements</i>			
		<b>East County</b>	\$ 10.0		
		<i>West Dublin and Downtown Dublin TOD</i>			
	<b>Sub-total</b>	\$ 300.00	56.6%	3.9%	
Sustainable Transportation Linkages Program	<i>Sustainable Transportation Linkages Program</i>	\$ 229.79	43.4%	3.0%	
<b>TOTAL</b>		\$ 529.79	100.0%	6.9%	
Technology (1%)	Technology, Innovation, and Development	<i>Technology, Innovation, and Development program</i>	\$ 76.60	100.0%	1.0%

<sup>6</sup> All allocations for bike and pedestrian funding are based on county population share. All population numbers from 2010 Census. Allocations may change in future based on changes in demographics.

<sup>7</sup> Funding for projects in this category may also be used for improvements on other PDA or TOD projects of significance in the county.



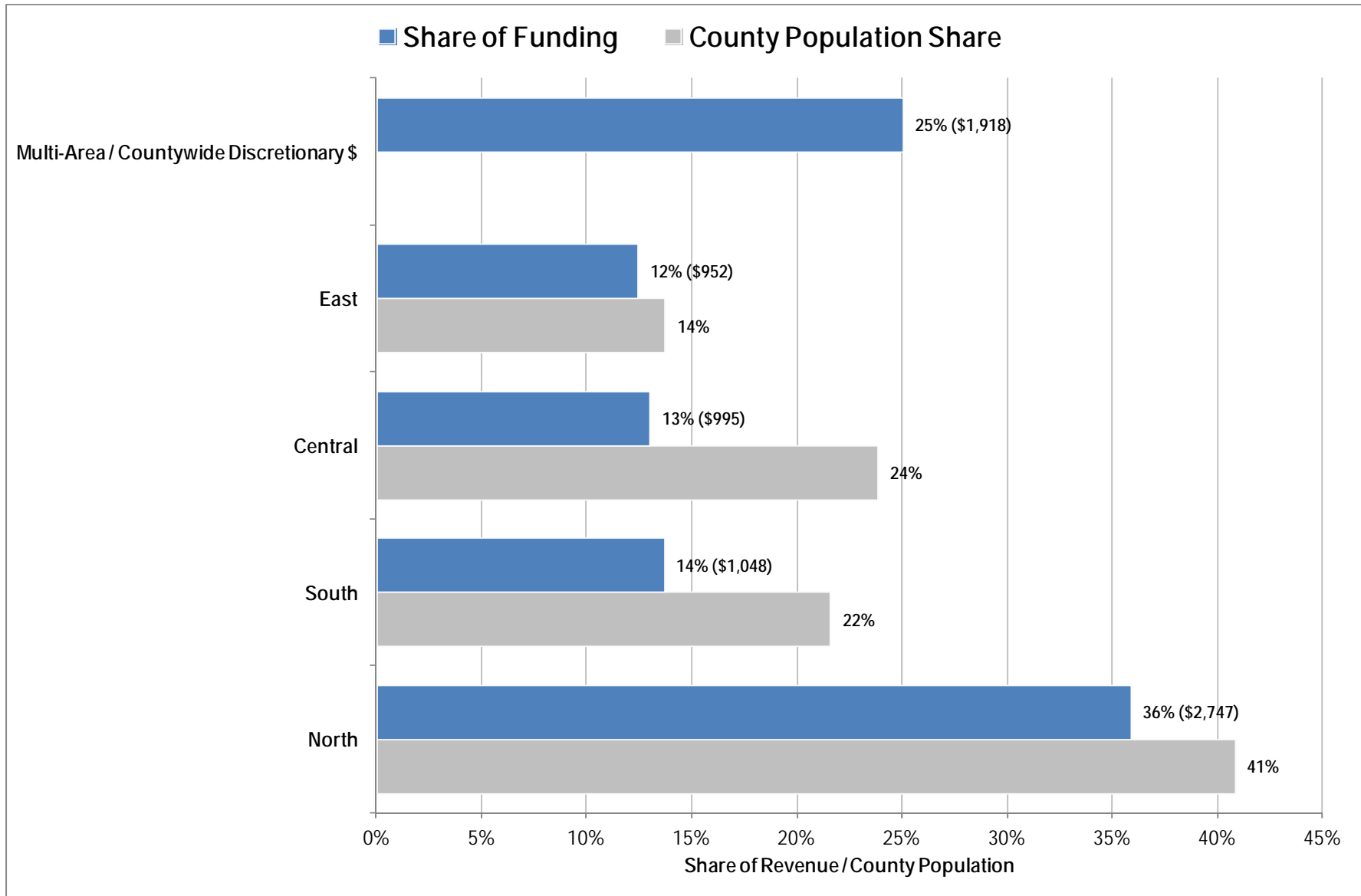
**FIGURE 6. TOTAL NEW MEASURE FUNDING (2013-42), BY AGENCY<sup>8</sup>**



<sup>8</sup> "Countywide Discretionary \$" includes Transit Innovative Grant, TOD/PDA, Technology, Freight / Economic Development, and Paratransit Gap Grant programs to be allocated in the future.



**FIGURE 7. SHARE OF TOTAL NEW FUNDING (2013-42), BY PLANNING AREA<sup>9</sup>**



<sup>9</sup> "Multi-Area / Countywide Discretionary \$" includes Transit Innovative Grant, East Bay Paratransit, Paratransit Gap Grant, TOD/PDA, Technology, and Freight / Economic Development programs to be allocated in the future.

**REVENUE COMPARISON IN FY 2013-14:**

**MEASURE B VS. MEASURE B + “AUGMENT AND EXTEND” SALES  
TAX MEASURE**

**FIGURE 8. SINGLE YEAR PROGRAM TOTAL (FY 2013-14): EXISTING MEASURE B VS. EXISTING MEASURE B + NEW ½ CENT TAX PROGRAMMATIC SPENDING ONLY**

	A	B	C	D	E	F	G	H	I
	Program	Current 1/2 Cent			New 1/2 Cent			Total \$ (millions)	% Increase
		Recipient	%	\$ (millions)	Recipient	%	\$ (millions)		
A	Mass Transit: Operations, Maintenance, and Safety	MASS TRANSIT TOTAL	21.92%	\$ 23.53	MASS TRANSIT TOTAL	20.00%	\$ 21.36	\$ 44.89	91%
B	Local Streets and Roads	LS & R TOTAL	22.34%	\$ 23.98	LS & R TOTAL	20.00%	\$ 21.36	\$ 45.34	89%
C	Specialized Transportation for Seniors and Persons with Disabilities	SPECIALIZED TOTAL	10.45%	\$ 11.22	SPECIALIZED TOTAL	10.00%	\$ 10.68	\$ 21.90	95%
D	Bicycle and Pedestrian Safety	BIKE AND PED TOTAL	5.00%	\$ 5.37	BIKE AND PED TOTAL	5.00%	\$ 5.34	\$ 10.71	99%
E	Sustainable Transportation and Local Land Use Linkages (currently Transit Center Development)	Grant funds to encourage development near transit centers.	0.19%	\$ 0.20	Grant funds for PDA/TOD infrastructure and Trans. / Land Use	3.00%	\$ 3.20	\$ 3.41	1571%
F	Technology, Innovation and Development	N/A	0.00%	\$ -	Grant funds to encourage efficiency through development of new technologies and emerging projects	1.00%	\$ 1.07	\$ 1.07	N/A
G	Freight and Economic Development	N/A	0.00%	\$ -	Grant funds to implement projects that increase efficiency and environmental efficacy of goods movement	1.00%	\$ 1.07	\$ 1.07	N/A
<b>TOTALS</b>			<b>59.90%</b>	<b>\$ 64.31</b>		<b>60.00%</b>	<b>\$ 64.08</b>	<b>\$ 128.39</b>	<b>100%</b>

**FIGURE 9. LOCAL STREETS & ROADS PROGRAM DOLLARS IN FY 2013-14<sup>10</sup>**

	A	B	C	D	E	F	G	H	I
	Program	Current 1/2 Cent			New 1/2 Cent			Total \$ (millions)	% Increase
		Recipient	%	\$ (millions)	Recipient	%	\$ (millions)		
B	Local Streets and Roads	Alameda	22.34%	\$ 1.49	Alameda	20.00%	\$ 1.30	\$ 2.79	88%
		Albany		\$ 0.36	Albany		\$ 0.31	\$ 0.67	88%
		Berkeley		\$ 2.49	Berkeley		\$ 2.18	\$ 4.67	88%
		Dublin		\$ 0.35	Dublin		\$ 0.30	\$ 0.65	88%
		Emeryville		\$ 0.22	Emeryville		\$ 0.19	\$ 0.42	88%
		Fremont		\$ 1.92	Fremont		\$ 1.68	\$ 3.61	88%
		Hayward		\$ 1.88	Hayward		\$ 1.64	\$ 3.52	88%
		Livermore		\$ 0.84	Livermore		\$ 0.74	\$ 1.58	88%
		Newark		\$ 0.39	Newark		\$ 0.34	\$ 0.73	88%
		Oakland		\$ 8.88	Oakland		\$ 7.77	\$ 16.64	88%
		Piedmont		\$ 0.36	Piedmont		\$ 0.31	\$ 0.67	88%
		Pleasanton		\$ 0.67	Pleasanton		\$ 0.58	\$ 1.25	88%
		San Leandro		\$ 1.17	San Leandro		\$ 1.02	\$ 2.19	88%
		Union City		\$ 0.61	Union City		\$ 0.54	\$ 1.15	88%
		Alameda County		\$ 2.36	Alameda County		\$ 2.44	\$ 4.80	103%
	<b>LS &amp; R TOTAL</b>	<b>22.34%</b>	<b>\$ 23.98</b>	<b>LS &amp; R TOTAL</b>	<b>20.00%</b>	<b>\$ 21.36</b>	<b>\$ 45.34</b>	<b>89%</b>	

<sup>10</sup> All baseline revenue for existing Measure B and new measure is projected in YOE \$\$s. Revenue is minus admin fees (4.5% for current measure and 5% for new measure). All current Measure B calculations AND new allocations are based on existing Measure B methodology, which weights allocations by planning area FIRST and THEN allocates based 50% on population share and 50% on road miles. All population data from 2010 Census. Road mile data from "2009 Maintained Mileage Estimates by Jurisdiction." Allocations may change in future based on changes in demographics and road miles.

**FIGURE 10. TRANSIT & SPECIALIZED TRANSIT PROGRAM DOLLARS IN FY 2013-14<sup>11</sup>**

	A	B	C	D	E	F	G	H	I
	Program	Current 1/2 Cent			New 1/2 Cent			Total \$ (millions)	% Increase
		Recipient	%	\$ (millions)	Recipient	%	\$ (millions)		
A	Mass Transit: Operations, Maintenance, and Safety	AC Transit	17.29%	\$ 18.56	AC Transit	15.00%	\$ 16.02	\$ 34.58	86%
		ACE	2.12%	\$ 2.28	ACE	1.00%	\$ 1.07	\$ 3.34	47%
		Alameda Ferries	0.78%	\$ 0.84	WETA	0.50%	\$ 0.53	\$ 1.37	64%
		Express Bus Countywide	0.70%	\$ 0.75	Innovative Project Grants, including potential youth transit passes	2.75%	\$ 2.94	\$ 3.69	391%
		LAVTA	0.69%	\$ 0.74	LAVTA	0.50%	\$ 0.53	\$ 1.27	72%
		Union City Transit	0.34%	\$ 0.37	Union City Transit	0.25%	\$ 0.27	\$ 0.63	73%
		<b>MASS TRANSIT TOTAL</b>	<b>21.92%</b>	<b>\$ 23.53</b>	<b>MASS TRANSIT TOTAL</b>	<b>20.00%</b>	<b>\$ 21.36</b>	<b>\$ 44.89</b>	<b>91%</b>
C	Specialized Transportation for Seniors and Persons with Disabilities	Non-Mandated (to Planning Areas)	3.39%	\$ 3.64	Non Mandated (to Planning Areas)	3.00%	\$ 3.20	\$ 6.84	88%
		East Bay Paratransit - AC Transit	4.14%	\$ 4.44	East Bay Paratransit - AC Transit	4.50%	\$ 4.81	\$ 9.25	108%
		East Bay Paratransit - BART	1.49%	\$ 1.60	East Bay Paratransit - BART	1.50%	\$ 1.60	\$ 3.20	100%
		Coordination and Gap Grants	1.43%	\$ 1.54	Coordination and Gap Grants	1.00%	\$ 1.07	\$ 2.60	70%
		<b>SPECIALIZED TOTAL</b>	<b>10.45%</b>	<b>\$ 11.22</b>	<b>SPECIALIZED TOTAL</b>	<b>10.00%</b>	<b>\$ 10.68</b>	<b>\$ 21.90</b>	<b>95%</b>

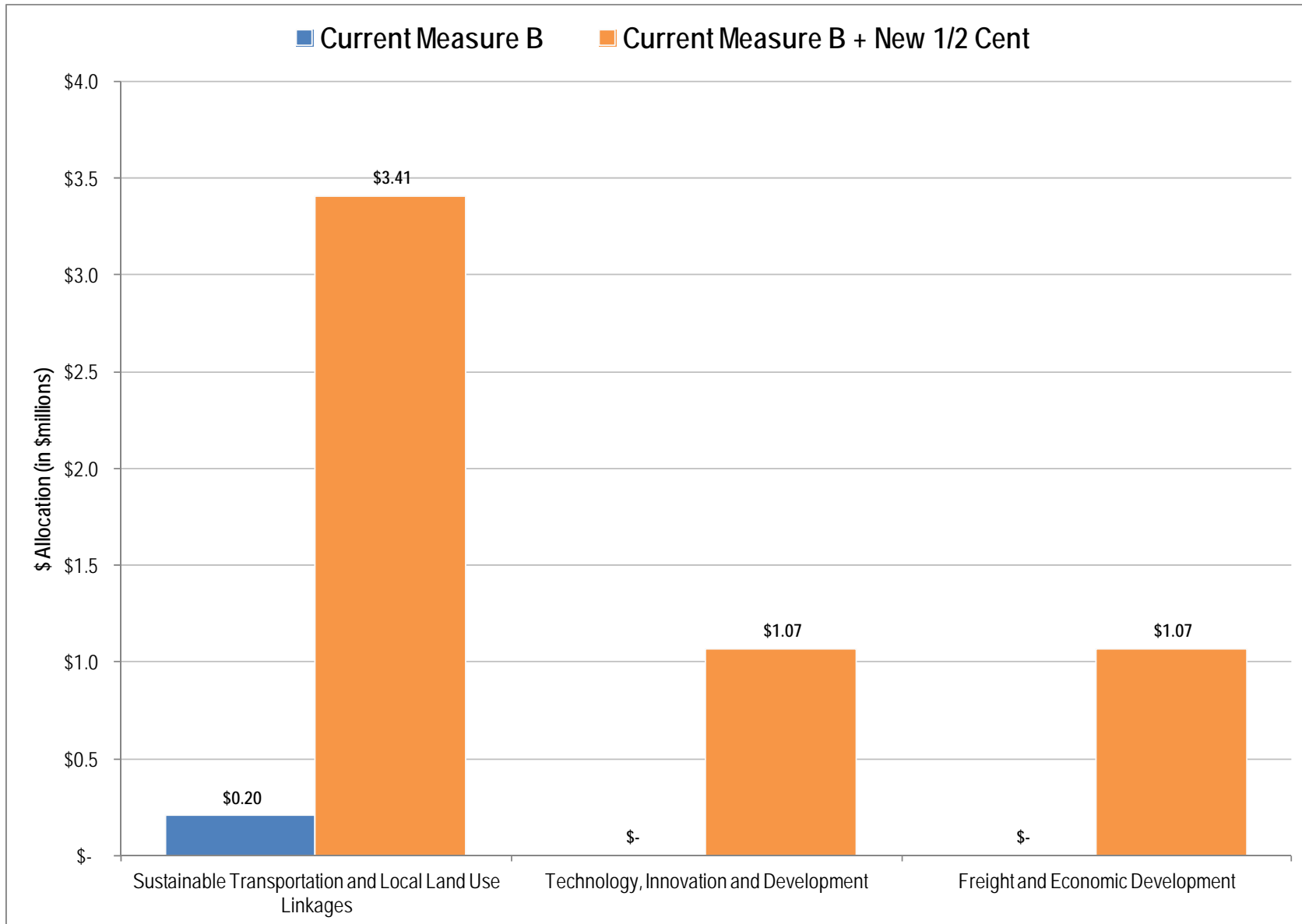
<sup>11</sup> All baseline revenue for existing Measure B and new measure is projected in YOY \$. Revenue is minus admin fees (4.5% for current measure and 5% for new measure). All current Measure B calculations based on existing Measure B methodology and % splits. All calculations for new measure based on proposed % splits for transit.

**FIGURE 11. BIKE AND PEDESTRIAN PROGRAM DOLLARS IN FY 2013-14<sup>12</sup>**

	A	B	C	D	E	F	G	H	I
	Program	Current 1/2 Cent			New 1/2 Cent			Total \$ (millions)	% Increase
		Recipient	%	\$ (millions)	Recipient	%	\$ (millions)		
D	Bicycle and Pedestrian Safety	Alameda	3.75%	\$ 0.20	Alameda	3.00%	\$ 0.16	\$ 0.35	80%
		Albany		\$ 0.05	Albany		\$ 0.04	\$ 0.09	80%
		Berkeley		\$ 0.30	Berkeley		\$ 0.24	\$ 0.54	80%
		Dublin		\$ 0.12	Dublin		\$ 0.10	\$ 0.22	80%
		Emeryville		\$ 0.03	Emeryville		\$ 0.02	\$ 0.05	80%
		Fremont		\$ 0.57	Fremont		\$ 0.45	\$ 1.02	80%
		Hayward		\$ 0.38	Hayward		\$ 0.31	\$ 0.69	80%
		Livermore		\$ 0.22	Livermore		\$ 0.17	\$ 0.39	80%
		Newark		\$ 0.11	Newark		\$ 0.09	\$ 0.20	80%
		Oakland		\$ 1.04	Oakland		\$ 0.83	\$ 1.87	80%
		Piedmont		\$ 0.03	Piedmont		\$ 0.02	\$ 0.05	80%
		Pleasanton		\$ 0.19	Pleasanton		\$ 0.15	\$ 0.34	80%
		San Leandro		\$ 0.23	San Leandro		\$ 0.18	\$ 0.41	80%
		Union City		\$ 0.19	Union City		\$ 0.15	\$ 0.33	80%
		Alameda County		\$ 0.38	Alameda County		\$ 0.30	\$ 0.68	80%
		Cities & County Sub-total		\$ 4.03	Cities & County Sub-total		\$ 3.20	\$ 7.23	80%
		Regional planning / projects grants		1.25%	\$ 1.34		Regional planning / projects grants (1% for trails maint.)	2.00%	\$ 2.14
<b>BIKE AND PED TOTAL</b>	<b>5.00%</b>	<b>\$ 5.37</b>	<b>BIKE AND PED TOTAL</b>	<b>5.00%</b>	<b>\$ 5.34</b>	<b>\$ 10.71</b>	<b>99%</b>		

<sup>12</sup> All baseline revenue for existing Measure B and new measure is projected in YOY \$. Revenue is minus admin fees (4.5% for current measure and 5% for new measure). All allocations by jurisdiction for both current and new measure are based on population share of county. All population numbers from 2010 Census. Allocations may change in future based on changes in demographics.

**FIGURE 12. LAND USE, TOD, AND PDA PROGRAM DOLLARS IN FY 2013-14<sup>13</sup>**



<sup>13</sup> All baseline revenue for existing Measure B and new measure is projected in YOY \$. Revenue is minus admin fees (4.5% for current measure and 5% for new measure).