

# MEASURE I

# Working for the County Mountains



## San Bernardino County's half-cent transportation sales tax

### Measure I Revenue, The First 14 Years

■ 1990-91:	\$1,009,361
■ 1991-92:	\$884,549
■ 1992-93:	\$872,827
■ 1993-94:	\$830,123
■ 1994-95:	\$847,142
■ 1995-96:	\$917,030
■ 1996-97:	\$977,668
■ 1997-98:	\$1,001,707
■ 1998-99:	\$1,027,305
■ 1999-00:	\$1,142,989
■ 2000-01:	\$1,340,862
■ 2001-02:	\$1,349,924
■ 2002-03:	\$1,429,776
■ 2003-04:	\$1,372,637
<b>Total:</b>	<b>\$15,003,900</b>

Figures include interest income and gains/losses on securities.

“Providing a strong transportation system is necessary to protect our quality of life and to secure the ongoing economic strength of San Bernardino County. Revenue from Measure I allows our county to continually improve regional and local streets and enhance public transportation.”

-- Dennis Hansberger, San Bernardino County Supervisor  
Member, SANBAG Board of Directors

Adopted by San Bernardino County voters in 1989, Measure I is a major source of revenue for transportation improvements in the county's unincorporated areas in the San Bernardino Mountains. This 20-year half-cent sales tax has provided more than \$15 million for these areas during the first 14 years. Local officials make decisions about the allocation of these funds. In the mountains, 65 percent of the funds are designated for regional highways and major streets, 30 percent goes toward local streets and roads and five percent is used to offset Mountain Area Regional Transit Authority fares for elderly and disabled passengers. Measure I clearly is working for the county mountains!

### Measure I and the Mountains: Progress in Transportation

Of the Measure I funds received each year by the San Bernardino County mountain areas, **65 percent** is used for improvements to streets that function as major arteries in the region. Some of these regional arterial projects have included:

- Improvements to Lake Gregory Drive, 1992-1994 (\$1,456,761)
- Improvements to Valley of the Falls, Cottage Grove, Brookside, Crest Forest, Hook Creek, Peninsula, Green Valley Lake, Arrowbear, Cougar, Garden, Paradise, Barton, Stanfield Cutoff and others, 2001-04 (\$1,337,995)
- Reconstruction and guardrail installation on Maple Lane, 2003 (\$886,868)
- Widening, intersection improvements, asphalt to Division Drive, 1993-2003 (\$829,347)
- Improvements to North Bay Drive, 1993-1997, 2002-04 (\$648,897)
- Redesign interchange, asphalt overlay of Baldwin Lake Road, 1992-1998 (\$468,297)
- Improvements to Grass Valley Road, 1992-1997, 2003 (\$381,469)

The mountains area spends **30 percent** of their Measure I funds for improvements to local streets and roads. Selected local projects are:

- Improvements to West Shore, Cedar Mountain, Villa Grove, Chateau, Maple, Bowl, Pine, Brookside, Van Dusen, Potomac, Rainier, Delle, Calgary, Angels Camp, Live Oak, Potomac, Sugarloaf and Klamath, 2001-2004 (\$1,713,436)
- Widening and asphalt overlay on State Lane 1993-1994 (\$369,391)
- Drainage and other improvements to Edelweiss Drive, 1992-1996 (\$355,072)
- Realignment and asphalt overlay of Bear Springs Road, 1997-2000 (\$162,449)
- Resurfacing of various streets, 2003-2004 (\$154,964)

The remaining **five percent** of Measure I funds are designated for public transit. The county mountain areas support the Mountain Area Regional Transit Authority with funding for operations, which allows elderly and disabled passengers to ride at lower rates. During the past 14 years, these contributions totaled \$712,366.



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