

MEASURE I

Working for the County Valley Area



San Bernardino County's half-cent transportation sales tax

Measure I Revenue, The First 14 Years Local Streets, Roads Only

■ 1990-91:	\$1,351,215
■ 1991-92:	\$1,123,882
■ 1992-93:	\$1,002,590
■ 1993-94:	\$976,127
■ 1994-95:	\$1,009,321
■ 1995-96:	\$1,032,288
■ 1996-97:	\$1,074,241
■ 1997-98:	\$1,178,637
■ 1998-99:	\$1,250,776
■ 1999-00:	\$1,430,315
■ 2000-01:	\$1,653,175
■ 2001-02:	\$1,641,853
■ 2002-03:	\$1,688,859
■ 2003-04:	\$3,090,376
Total:	\$19,503,655

Figures include interest income, gains/losses on securities.

“The residents of San Bernardino County should be commended for recognizing the traffic crisis and their forward thinking in approving Measure I in 1989. Could you imagine the gridlock if Measure I had not been passed?”

*Paul Biane, San Bernardino County Supervisor
Past President, 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 valley area of the county. This 20-year half-cent sales tax has provided more than \$19 million for streets and roads in the unincorporated areas of the valley during the first 14 years. Local officials make decisions about the allocation of these funds.

Additional Measure I funds -- a total of \$768 million -- have been pooled by all of the cities and unincorporated areas in the valley region of San Bernardino County. These pooled funds support freeway improvements, Metrolink trains, Omnitrans subsidies for elderly and disabled riders, major streets that serve as transportation arteries, ridesharing programs, landscaping and traffic management. Measure I clearly is working for the County of San Bernardino!

Measure I and the County Valley: Progress in Transportation

Measure I funds received each year by San Bernardino County's unincorporated valley areas are designated for local streets and roads. Selected projects include:

- Rehabilitation of Barton Road, Maple Avenue, Mt. Baldy Road, 2nd Street, Citrus and others, 2003-2004 (\$3,463,022)
- Widening, drainage improvements and rehabilitation of Slover Avenue, 1993-2003 (\$2,931,470)
- Right of way acquisition, design and widening of Cedar Avenue between Bloomington Avenue and San Bernardino Avenue, 1993-1997 (\$1,356,164)
- Top asphalt coating, construction of turn lane, traffic signal construction and signal improvements to Valley Boulevard, 1994-2004 (\$975,087)
- Construction of turn lane on Reche Canyon Road from Westwood Street to Prado Lane, 1993-1999 (\$942,045)
- Rehabilitation of Cedar Avenue, 2002 (\$631,271)
- Construction of traffic signal at Crafton Avenue and Highway 38, 1996-1999 (\$478,195)
- Road improvements to San Bernardino, Cedar and Slover avenues, 1991-1992 (\$475,461)
- Construction and improvements to signals on Riverside Drive, 1993-2000 (\$472,957)
- Intersection and drainage improvements to Bon View Avenue, 1993-1995 (\$437,099)
- Drainage improvements to Yorba Avenue, 2002 (\$407,179)
- Rehabilitation, drainage improvements, and construction of various signals at Arrow Road, 2003-2004 (\$461,791)

Please see reverse side for information about projects funded by pooled Measure I revenue.



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SB Valley pools funds to support regional projects

Cities and unincorporated regions in the valley portion of San Bernardino County -- all areas except the deserts and mountains -- combine most of their Measure I funds for transportation projects that benefit all of the valley communities. Pooling

funds allows these communities to maximize their resources. Projects include freeways, Metrolink, Omnitrans, major streets, and traffic management/environmental efforts, such as congestion relief, landscaping and clean fuels.

Measure I Revenue, The First 13 Years SB Valley Pooled Projects

■ Freeways:	\$509,604,507
■ Major Streets:	\$110,800,157
■ Metrolink:	\$73,835,014
■ Omnitrans:	\$55,352,443
■ Traffic management/ environmental:	\$18,482,571
Total:	\$768,074,692

■ Freeway improvement projects

As the Inland Empire continues to grow, so does the need for efficient freeway systems. Measure I is the local funding source for building new freeways and widening existing routes. In most cases, Caltrans serves as a partner for these construction projects.

The largest freeway project funded by Measure I is the construction of State Route 210, also known as the Foothill Freeway, which will cover 28.2 miles between La Verne and San Bernardino. About 23 miles of the new freeway are in San Bernardino County. Twenty miles of the project between La Verne and Fontana opened to drivers in 2002. Construction of the last eight miles of Route 210 is underway in Rialto and San Bernardino, with completion expected in late 2007.

The Interstate 10 truck-climbing lane between Redlands and Yucaipa was completed in June 2005. Under construction now is the widening of Interstate 10 in Redlands.

Other major projects have included:

- Widening and adding carpool lanes to 10 miles of State Route 60 between the Los Angeles County line and Interstate 15. This was completed in 1997.
- Building the new State Route 71 in Chino and Chino Hills, which transformed a two-lane highway to eight lanes of efficient freeway. State Route 71 opened to drivers in 1997.
- Constructing 9.9 miles of carpool lanes on Interstate 10 through Montclair and Upland. These carpool lanes opened in 2000.

Coming soon ...

Upcoming Measure I projects are the widening of six miles of I-215 in San Bernardino; and environmental analysis for the widening of four miles of I-215 in Colton and Grand Terrace. Construction of a new westbound lane on I-10 in Yucaipa and Redlands also is being studied.

■ Omnitrans support

Measure I provides discounts to Omnitrans seniors and riders with disabilities. Passengers on fixed routes receive a five-cent fare reduction, and those using Yucaipa's Dial-a-Ride service receive a 25-cent discount. Measure I funds also subsidize fares and operating expenses for the curbside Access service for disabled users.

■ Metrolink train service

The passage of Measure I in 1989 laid the tracks for the Metrolink commuter rail service. Metrolink serves San Bernardino County and Southern California by providing reliable, fast, clean transportation to jobs and entertainment centers.

Measure I funded the purchase of railroad right-of-way, track rights, station construction, track and signal improvements and locomotive and passenger cars. Ongoing operational costs are funded by fares.

The San Bernardino-Los Angeles line opened in October 1992, and the Inland Empire-Orange County line began operating in October 1995.

■ Traffic management/environmental enhancement activities

Measure I supports several programs to manage traffic and improve the local environment. These include a countywide Congestion Management Program to track and reduce freeway and street congestion, traffic forecasting and development of non-potable water sources to irrigate freeway landscaping. To improve air quality, Measure I also funds traffic signal synchronization planning for the network of major arterial streets, rideshare incentives and clean fuel vehicle programs.

■ Arterial streets

Arterial streets are those that function as major thoroughfares or "arteries" for the region. Measure I funds support needed widening and bridge improvements on these streets.

Examples of streets improved by Measure I are: Beryl, Milliken and Haven in Rancho Cucamonga; Riverside and Easton in Rialto; Benson, Campus and Mountain in Upland; Pepper in Colton; Sierra in Fontana; Euclid in Chino; Baseline in Highland; Butterfield in Chino Hills; Monte Vista in Montclair; and E Street in San Bernardino.