

# MEASURE I

# Working for the County Mountains



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

### Measure I Revenue, The First 17 Years

■ 1990-91:	\$898,283
■ 1991-92:	\$1,502,326
■ 1992-93:	\$1,155,253
■ 1993-94:	\$873,765
■ 1994-95:	\$976,395
■ 1995-96:	\$958,891
■ 1996-97:	\$1,002,163
■ 1997-98:	\$1,193,799
■ 1998-99:	\$1,027,305
■ 1999-00:	\$1,142,989
■ 2000-01:	\$1,350,477
■ 2001-02:	\$1,602,698
■ 2002-03:	\$1,531,862
■ 2003-04:	\$1,372,637
■ 2004-05:	\$1,638,644
■ 2005-06:	\$1,800,704
■ 2006-07:	\$1,982,363
<b>Total:</b>	<b>\$22,010,554</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.”**

*-- Neil Derry, 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 \$22 million for these areas during the first 17 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

**O**f the Measure I funds received each year by the San Bernardino County mountain areas, **95 percent** is used for improvements to streets and roads that function as major arteries in the region, as well as local city projects. Some of these projects include:

- Improvements to Lake Gregory Drive, 1992-94, 2006 (\$2,921,772)
- Reconstruction and guardrail installation on Maple Lane, 2000-03 (\$909,127)
- Improvements to Division and SH-18 intersection, 1999-2002 (\$608,253)
- Redesign interchange and asphalt overlay of Baldwin Lake Road, 1992-98 (\$468,297)
- Resurfacing of Sheadoah Drive, 2005-06 (\$392,901)
- Pave Bowles Road, 2006-07 (\$389,184)
- Improvements to Grass Valley Road, 1992-97, 2003 (\$381,469)
- Resurfacing of North Bay Road, 2002-03 (\$374,644)
- Drainage improvements to Hook Creek, 2005-06 (\$369,599)
- Widening and asphalt overlay on State Lane 1993-94 (\$369,391)
- Drainage and other improvements to Edelweiss Drive, 1992-96 (\$355,072)
- Resurfacing of Holcomb Drive, 2006-07 (\$198,095)
- Resurfacing of West Shore Road, 2000-01 (\$172,781)
- Resurfacing of Van Dusen Canyon, 2002-03 (\$169,448)
- Realignment and asphalt overlay of Bear Springs Road, 1997-2000 (\$162,449)
- Improvements to Green Valley Lake Road, 2002-03 (\$78,383)

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 17 years, these contributions totaled \$922,254.



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