

# MEASURE I

# Working for the City of San Bernardino



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

### Measure I Revenue, The First 17 Years Local Streets, Roads Only

■ 1990-91:	\$1,426,808
■ 1991-92:	\$1,294,489
■ 1992-93:	\$1,328,921
■ 1993-94:	\$1,339,285
■ 1994-95:	\$1,423,801
■ 1995-96:	\$1,586,440
■ 1996-97:	\$1,682,148
■ 1997-98:	\$1,826,535
■ 1998-99:	\$1,893,187
■ 1999-00:	\$2,087,304
■ 2000-01:	\$2,285,541
■ 2001-02:	\$2,302,534
■ 2002-03:	\$2,339,239
■ 2003-04:	\$2,668,354
■ 2004-05:	\$3,096,369
■ 2005-06:	\$3,515,434
■ 2006-07:	\$3,430,098
<b>Total:</b>	<b>\$35,526,487</b>

Figures include interest income and gains/losses on securities.

*"Measure I funding is enabling us to implement solutions to our congestion problems at a much faster pace than if we would have to wait for funding from our federal or state partners. The reauthorization of Measure I shows that San Bernardino residents are willing and able to help themselves!"*

*-- Patrick Morris, Mayor  
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 City of San Bernardino. This 20-year half-cent sales tax has provided more than \$35 million for San Bernardino's streets and roads during the first 17 years. Local officials make decisions about the allocation of these funds.

Additional Measure I funds -- a total of \$1 billion -- 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 City of San Bernardino!

### Measure I and San Bernardino: Progress in Transportation

**M**easure I funds received each year by the City of San Bernardino are designated for local streets and roads. Some of these projects include:

- Citywide street resurfacing, pavement rehabilitation, safety improvements and disabled access, 1991-2007 (\$15,599,442)
- Widening and improvements to South E Street, 1991-94, 2005 (\$5,169,794)
- Construction of Campus Parkway, Kendal Drive to Northpark Boulevard, 2005-07 (\$2,979,696)
- Widening and signal installation at Kendall Drive, 1995-2005 (\$804,102)
- Preliminary engineering, grading, paving signal installation and construction of State Street, 1997-2004, 2006-07 (\$750,112)
- Widening of bridge at Rialto Avenue and Twin Creek, 1997-2000, 2005 (\$669,514)
- Pavement rehabilitation on Mill Street, 1997-2000 (\$583,638)
- Pavement rehabilitation of Highland Avenue

- between Route 259 and Waterman Avenue, 1999-2001 (\$551,163)
- Improvements to Tippecanoe Avenue, 1992-1994, 2005-06 (\$493,703)
- Grade separation bridge at Mt. Vernon over BNSF yard and Palm Avenue over BNSF yard, 2004-07 (\$368,795)
- Rehabilitation of E Street between Orange Show Road and Mill Street, 1998 (\$324,886)
- Design, reconstruction and rehabilitation of Commercial Drive, 2002-03 (\$323,313)
- Widening and improvements at Metrolink rail crossings, 2003 (\$315,687)
- Widen Palm Avenue at BNSF Railroad, 2005-06 (\$289,326)
- Removal of sandbag wall and placement of barrier at Mountain Avenue, 2001 (\$179,620)
- Realign Viaduct Blvd. between 2nd and 3rd Streets, 2006-07 (\$92,594)

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



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