

# MEASURE I

## Working for the City of Colton



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

#### Measure I Revenue, The First 18 Years Local Streets, Roads Only

■ 1990-91:	\$342,471
■ 1991-92:	\$311,619
■ 1992-93:	\$314,662
■ 1993-94:	\$317,429
■ 1994-95:	\$354,622
■ 1995-96:	\$387,874
■ 1996-97:	\$418,392
■ 1997-98:	\$456,583
■ 1998-99:	\$481,403
■ 1999-00:	\$553,591
■ 2000-01:	\$607,435
■ 2001-02:	\$627,295
■ 2002-03:	\$644,231
■ 2003-04:	\$601,179
■ 2004-05:	\$821,487
■ 2005-06:	\$892,406
■ 2006-07:	\$915,549
■ 2007-08:	\$809,055

Total: \$9,857,283

Figures include interest income, gains/losses on securities.

“Reconstructing and maintaining streets, widening roads, improving traffic signals and enhancing traffic flow are transportation priorities for the City of Colton. Measure I has provided the revenue needed for these important projects, which greatly enhance economic development and betterment of the quality of life for our residents.”

-- Kelly Chastain, 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 Colton. This 20-year half-cent sales tax has provided nearly \$10 million for Colton's streets and roads during the first 18 years. Local officials make decisions about the allocation of these funds.

Additional Measure I funds -- a total of \$1.3 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 Colton!

### Measure I and Colton: Progress in Transportation

Measure I funds received each year by the City of Colton are designated for local streets and roads. Projects include:

- Ongoing street maintenance efforts, including paving, rehabilitation and concrete overlay, slurry seal, 1991-2000, 2004-08 (\$5,305,416)
- Widening, landscaping and paving of Reche Canyon Road, 1995-99, 2003-08 (\$740,587)
- Extension, improvements and construction of curb, gutter and sidewalks of Center St., 2006-07 (\$378,746)
- Rehabilitation, repair and widening of Mt. Vernon Avenue, 1995, 2002-04, 2006-08 (\$340,327)
- Widening, and engineering design of Washington Street between Bluff Road and Cooley Street, 2004-05 (\$273,564)
- Cooley Ranch bike lane infrastructure improvements, 2003-04 (\$90,680)
- Reconstruction, traffic signal installation, construction of median divider and signal interconnection of La Cadena Drive, 1993-96 (\$66,514)
- Construction of Colton Bike Lane, 2006-08 (\$64,956)
- Improvements to curb and gutters on Fifth Street, 1991 (\$13,684)
- Reconstruction of M Street between 6th Street and Congress, 1996 (\$13,223)
- Improvements to Rancho Avenue, 1995 (\$10,495)
- Replacement of Barton Road Bridge, 2001 (\$4,588)
- Widening of Pepper Avenue, 1993-95 (\$3,798)
- Four-way traffic signal installation, Mt. Vernon Avenue at Interstate 10, eastbound ramp, 2002 (\$2,278)

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 18 Years SB Valley Pooled Projects

■ Freeways:	\$741,940,035
■ Major Streets:	\$161,315,435
■ Metrolink:	\$107,497,388
■ Omnitrans:	\$80,588,364
■ Traffic management/ environmental:	\$26,909,024

**Total:** \$1,118,250,246

### ■ 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 covers 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 SR-210, in Rialto and San Bernardino, was completed in mid-2007.

The widening of I-215 between I-10 and SR-210, in San Bernardino, began in 2007. Widening of this six-mile stretch of freeway will include removal of fast-lane entrances and exits, as well as connector ramps from northbound I-215 to westbound SR-210 and eastbound SR-210 to southbound I-215.

The Interstate 10 truck-climbing lane between Redlands and Yucaipa was completed in June 2005. In late 2007 construction was completed on 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 ...

Other Measure I projects include the widening of four miles of I-215 in Colton and Grand Terrace and construction of a new westbound lane on I-10 in Yucaipa and Redlands.

### ■ 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.