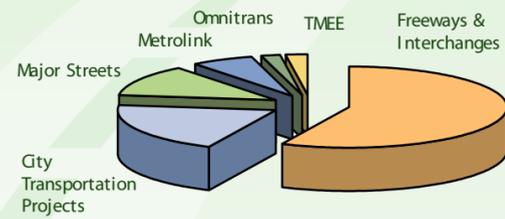


## Measure I: Local Money for Local Projects

Measure I funds are distributed differently in the San Bernardino Valley region and the Mountain-Desert region to meet the unique transportation challenges of each area. In each region, the funds are distributed so that they best meet the concerns, desires, and needs of local residents.

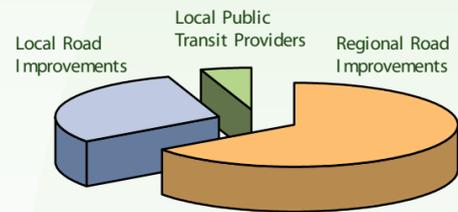
### San Bernardino Valley Expenditure Plan

Measure I funds are spent primarily on freeways and interchanges, city transportation projects and major streets. Smaller amounts go to support Metrolink, Omnitrans, and other traffic management and environmental enhancements (TMEE).



### Mountain-Desert Expenditure Plan

Measure I funds are spent primarily on regional and local road improvement projects. A smaller amount goes to support local public transit providers in the mountain and desert communities to help defray operating expenses. This provides reduced fares for elderly and disabled riders.



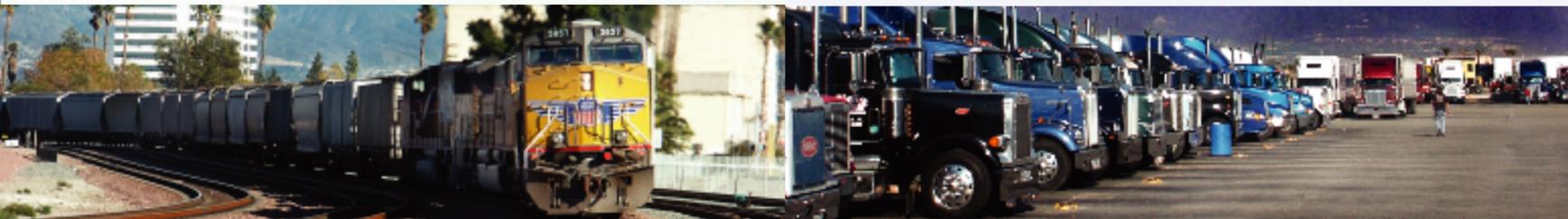
## Did You Know...

There are many transportation challenges facing San Bernardino County in the near future. Here are just a few of them:

- 1 San Bernardino County has grown 20% in the last 10 years. State gasoline tax revenue for transportation has declined, in relation to the number of miles driven.
- 2 Over the next two decades, the amount of cargo transported through San Bernardino County by truck and rail is expected to triple. Although government dollars are being used to improve the ports, there are no federal funds available to offset the impact of goods movement on area roadways.
- 3 The newly completed Alameda Corridor provides an efficient, below-ground rail route through south Los Angeles. In San Bernardino County, the corridor uses existing rail routes. There is limited state and local funding for improving rail crossings — at least \$500 million is needed for San Bernardino County's rail crossings alone.
- 4 Nearly 80% of full-time employees commute solo (one person per vehicle). Commute times in San Bernardino County are among the longest in the country: 37% spend between one and four hours per day commuting.



## Progress in Transportation: Measure I



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## About Measure I

Measure I is the half-cent sales tax collected throughout San Bernardino County for transportation improvements.

Forward thinking San Bernardino County voters approved Measure I in November 1989, ensuring that necessary transportation projects would have the funds to be implemented countywide. The measure expires in 2010.

The half-cent per dollar generated by this "self help" sales tax has kept San Bernardino County moving forward in spite of the current statewide transportation funding shortage.

Measure I will generate an estimated \$1.8 billion for transportation improvements in San Bernardino County throughout its 20-year lifespan.

## SANBAG: Cooperation in Transportation

San Bernardino Associated Governments, known as SANBAG, is the council of governments and transportation agency for San Bernardino County. SANBAG is responsible for cooperative regional planning and furthering an efficient multi-modal transportation system countywide. SANBAG also works with Caltrans and cities countywide to deliver transportation projects.

SANBAG manages Measure I revenue by:

- Managing the funding, design and construction of major transportation projects
- Ensuring that funds are used only for transportation projects



## Measure I: Progress for the Mountain/Desert Region

Measure I revenue generated within the Mountain/Desert region is returned to each city. The funds are then allocated according to five-year plans created by local representatives. These plans address local and regional transportation needs, as well as public transit.

So far, Measure I funds have played a crucial role in the completion of many local projects, including:

- Expanding freeway interchanges
- Repaving local roads
- Installing needed traffic signals
- Reconstructing busy intersections
- Paving roads that were previously unpaved
- Other improvements, such as grading, street widening and drainage improvements
- Supporting local public transit services
- Providing funds to match state and federal transportation dollars



"The growth of San Bernardino County and declining gas tax revenues make the funding of transportation projects a huge challenge. Without Measure I, major transportation improvements in our county just wouldn't be possible."

— Norm King  
Executive Director  
San Bernardino Associated Governments

## Measure I: New Ways to Travel in the San Bernardino Valley

Measure I has played a critical role in a wide range of transportation programs in the San Bernardino Valley. The revenue generated by Measure I has helped build new freeways, widen existing freeways, provide commuter train service, expand bus service and create programs to promote ride-sharing. Measure I also has been used to improve many local streets, intersections and train crossings. It's difficult to imagine what local traffic congestion would be like without the support of Measure I.

Specifically, Measure I has provided necessary funding for the following projects:

- New State Route 210, the Foothill Freeway
- New State Route 71, the Chino Valley Freeway
- Metrolink train service
- State Route 60, widening and carpool lanes
- Interstate 10, carpool lanes and new interchanges
- Construction of State Route 210 bridges on several local streets through the cities of Upland, Rancho Cucamonga, Fontana, Rialto and San Bernardino
- Other local street improvements such as widening, adding signals, grading and landscaping
- Omnitrans bus service
- Interstate 10 truck-climbing lane, Redlands and Yucaipa
- Interstate 10 widening, Redlands
- Interstate 215 widening, San Bernardino

## The Future: Keeping San Bernardino County Moving Forward

It is almost certain that the population and amount of traffic in San Bernardino County will increase in the coming decades. With major improvements at the ports of Long Beach and Los Angeles nearing completion, it is also a safe bet that the amount of truck and rail traffic through the county will increase dramatically.

At the same time, the percentage of federal and state funds budgeted for transportation is clearly decreasing. Budget shortfalls and shifting priorities have had the unfortunate effect of reducing gasoline tax funding for transportation, in relation to the number of miles driven. These downward trends in funding show no signs of reversal.

This funding shortage makes the Measure I sales tax more important than ever, and is SANBAG's most significant source of investment funds. While Measure I will continue to produce revenue for necessary transportation improvements in the near future, it has a limited life-span. The Measure will expire in 2010 unless San Bernardino County residents vote to extend it.

### Projects of the Future

If Measure I is renewed, here are some of the projects the measure may fund:

- Expanded Metrolink service
- New transportation corridors between San Bernardino and Riverside counties
- More local street improvements
- Continued freeway widening projects
- Ongoing public transit enhancements
- More improvements to major streets and roads



## Measuring Success: A Sampling of Measure I Projects

