



# Staff Report

**CITY OF UPLAND**  
"The City of Gracious Living"

DATE: March 23, 2026  
TO: MAYOR AND CITY COUNCIL  
FROM: MICHAEL BLAY, CITY MANAGER  
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SUBJECT: CONSIDERATION OF A RESOLUTION APPROVING THE MEASURE I CONTINUATION  
EXPENDITURE PLAN DEVELOPED BY THE SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY

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## RECOMMENDED ACTION:

It is recommended that the City Council adopt a Resolution approving the Measure I Continuation Expenditure Plan developed by the San Bernardino County Transportation Authority.

## GOAL STATEMENT

The proposed action supports the City's goal of continuing to maintain and improve the city's public roadway facilities.

## BACKGROUND

Measure I is a one-half of one percent transactions and use tax originally approved by San Bernardino County voters in 1989 and renewed in 2004. The measure provides dedicated funding for transportation improvements throughout the County and is currently set to expire on April 1, 2040.

## ISSUES AND ANALYSIS

The San Bernardino County Transportation Authority (SBCTA) is proposing a continuation of Measure I beyond 2040, which is anticipated to be placed before voters on the November 3, 2026 ballot. If approved by voters, the continuation would maintain the existing one-half of one percent sales tax rate without increasing taxes and is estimated to generate approximately \$7.5 billion over its first 30 years. Revenues would remain within San Bernardino County and would continue to be dedicated exclusively to transportation-related purposes.

The proposed Expenditure Plan allocates revenues by percentage and geographic subarea. The City of Upland is located within the San Bernardino Valley Subarea, where funds would be allocated as follows: twenty-five percent (25%) for Local Mobility, fifty percent (50%) for Regional Mobility, and twenty-five percent (25%) for Operations. Local Mobility funds are distributed directly to jurisdictions based upon population and may be used for street rehabilitation, pothole repair, sidewalks, bicycle facilities, grade separations, and related improvements. Jurisdictions must adopt an annually updated Five-Year Plan to receive funds, and five percent (5%) must initially be reserved for active transportation projects.

Regional Mobility funds support major regional projects such as freeway and interchange improvements, rail capital and rehabilitation, congestion management, and relayed system enhancements, with expenditures determined by the SBCTA Board based on recommendations from local representatives. Operations funds support transit and mobility services, including bus and rail operations, senior and specialized transportation services, rideshare programs, and first/last mile connections. Additionally, three percent (3%) of total countywide revenue is reserved for Interregional Mobility projects addressing key corridors, goods movement, and emergency and disaster response infrastructure.

The Expenditure Plan includes return-to-source provisions, annual local audits, biennial SBCTA audits, and continued oversight by an Independent Taxpayer Oversight Committee. Pursuant to Public Utilities Code Section 180206, the Expenditure Plan must be approved by the County Board of Supervisors and a majority of the cities representing a majority of the incorporated population in order to place the measure before voters. Participating jurisdictions are being asked to consider the Resolution in advance of the deadlines necessary to place the measure on the November 2026 ballot.

**ENVIRONMENTAL DETERMINATION**

There is no environmental impact for approving the Measure I Continuation Expenditure Plan. Future projects funded by the Plan are typically exempt from CEQA as the resultant work falls under CEQA Categorical Exemption pursuant to State CEQA Guidelines Section 15301 Class 1 (Existing Facilities) and Section 15302 Class 2 (Replacement or Reconstruction).

**FISCAL IMPACTS**

There is no fiscal impact associated with this action.

**ALTERNATIVES**

Provide alternative direction to staff.

**CEQA:** Not a Project