



## Local Measure T - Medida Local T

**T**

### TRANSPORTATION SALES TAX RENEWAL

#### BALLOT QUESTION

To keep local streets, highways, and infrastructure in good repair; fix potholes, pave/ maintain local streets; improve highway safety and 9-1-1 emergency vehicle access; retrofit older bridges/ overpasses; complete other transportation projects; and qualify for \$600,000,000 in State/ Federal matching funds, shall an ordinance be adopted continuing Madera County's voter- approved ½¢ sales tax without increasing the tax rate, renewing \$20,000,000 annually until ended by voters, with citizen oversight/ independent audits and all money staying local?

Yes

No





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### FULL TEXT OF BOND MEASURE T

#### BEFORE THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY ORDINANCE NO. 2022-01

**WHEREAS**, since 1990, transportation improvements in Madera County have been supported by a ½ cent sales tax, currently known as Measure T, which has funded many important transportation improvements that have been completed or are in progress in communities throughout Madera County; and

**WHEREAS**, Measure T has funded highway and interchange upgrades, road repair and improvements, public transit, bike and pedestrian safety and other programs to relieve traffic congestion, improve air quality, and provide safe and affordable transportation options for all residents throughout Madera County; and

**WHEREAS**, Measure T provides approximately over \$12 million per year in locally controlled funding for local transportation projects and has allowed the County to leverage over \$226 million in state and federal matching funds to make priority repairs and transportation improvements to meet Madera County's transportation needs; and

**WHEREAS**, Measure T provides local control by directly funding transportation improvements in the City of Chowchilla, City of Madera, and communities throughout unincorporated Madera County; and

**WHEREAS**, keeping roads and highways in good condition and enhancing mobility helps protect public safety by allowing police, firefighters, and ambulances to respond quickly to emergencies and ensuring first responders are not stuck in traffic or slowed-down by failing infrastructure; and

**WHEREAS**, public transit is a lifeline for senior citizens and people with disabilities that depend on affordable buses, paratransit and dial-a-ride to get to doctor's appointments, the grocery store, and to remain independent when they cannot drive; and

**WHEREAS**, Madera County's transportation system is the backbone of our regional economy, allowing local farmers and businesses to move produce and products to market, creating good jobs for local residents; and

**WHEREAS**, since it was approved by voters, Measure T has required a clear system of accountability, including a Citizen's Oversight Committee and annual independent audits to ensure that the money from the measure has been spent appropriately and in accordance with the voter-approved expenditure plan; and

**WHEREAS**, in the past 30 years, Madera County's population has nearly doubled, and experts forecast that it will continue to grow at a fast rate requiring continued investment in local highways, interchanges, and major streets to keep up with this growth, enhance mobility, and protect local quality of life; and

**WHEREAS**, Measure T was approved with a 20-year expiration date and this funding will soon expire unless renewed by voters; and

**WHEREAS**, if Measure T funding expires, City of Chowchilla, City of Madera, and Madera County will lose a major source of funding for fixing potholes, paving and maintaining streets and roads, reducing enhancing mobility, improving highway interchanges, retrofitting older bridges and overpasses, improving highway safety,





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providing students with safe routes to schools, keeping public transit affordable and improving bicycle and pedestrian safety; and

**WHEREAS**, if Measure T funding expires, Madera County will not have the local matching funds needed to compete for an estimated \$600 million in State and Federal transportation funding and those funds would go to other communities like Los Angeles and San Francisco; and

**WHEREAS**, the Madera County 2006 Transportation Authority (the "Authority") desires to submit to the voters at the General Municipal Election on November 8, 2022, a ballot measure to consider adopting a proposed ordinance to renew Measure T ("Measure T Renewal"); and

**WHEREAS**, renewing Measure T without increasing the tax rate will continue locally controlled funding for transportation repairs and improvements; and

**WHEREAS**, renewing Measure T until ended by a vote of the electorate will ensure such funding for as long as voters desire to complete all the projects contemplated by the measure renewal; and

**WHEREAS**, essential purchases like food and groceries are exempt from the Measure T ½ cent sales tax, helping to ensure the cost is not a burden to those on fixed or limited incomes; and

**WHEREAS**, the Measure T ½ cent sales tax is paid by both residents and visitors shopping in Madera County, including visitors traveling to and from Yosemite, to ensure all users of local roads and transportation infrastructure contribute; and

**WHEREAS**, a measure to renew Measure T funding will continue to require strict fiscal accountability protections including a Citizen's Oversight Committee, annual independent audits and public disclosure of all spending; and

**WHEREAS**, if Measure T is renewed, by law, all of the money must stay in Madera County for local transportation improvements only and cannot be taken away by the State or used for other purposes; and

**WHEREAS**, California Public Utilities Code Section 180201 provides that after approval of a proposed retail transactions and use ordinance by the Authority the proposed tax ordinances must be approved by a two-thirds majority vote of the electors at a special election; and

**WHEREAS**, the Authority wishes to have the voters consider the Measure T Renewal at a General Municipal Election to be held on November 8, 2022, with the renewal tax to commence following expiration of the current tax; and

**NOW THEREFORE, THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY ORDAINS AS FOLLOWS:**

**NOW THEREFORE, THE PEOPLE OF THE COUNTY OF MADERA ORDAIN AS FOLLOWS:**





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### **SECTION 1**

**Purpose and Intent.** The purpose of this Ordinance is to implement State law allowing the voters to decide upon a one-half of one percent (1/2%) county wide transaction and use tax to be used to finance street, road, highway, public transit, and transportation improvements within the incorporated and unincorporated areas of Madera County, California, as further described in this Ordinance.

### **SECTION 2**

**Countywide Transaction, and Use Tax.** There is hereby imposed in the incorporated and unincorporated territory of the County of Madera (“the territory of the Authority”), a transaction and use tax at the rate of one-half of one percent (1/2%) in addition to any existing or future authorized state or local sales tax or transaction and use tax, in accordance with Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, and as authorized by Section 180206 of the Public Utilities Code.

### **SECTION 3**

**Use of Tax Proceeds.** Proceeds of the tax imposed by this Ordinance shall be deposited into the appropriate fund of the Madera County 2006 Transportation Authority and shall be used for the following purposes and projects, as described more particularly in the 2022 Measure T Renewal Investment Plan, dated July 20, 2022, and prepared by the Madera County Transportation Authority (“Investment Plan”), which is incorporated herein by this reference as though fully set forth herein, and as that Investment Plan may be amended from time to time pursuant to applicable law:

- A. The revenue from the transaction and use tax shall be allocated by the Authority as follows: for street, road, highway, public transit, clean air, new technology, and other transportation-related improvements within the incorporated and unincorporated areas of Madera County; for all purposes related to such improvements, including, but not limited to, administration of the transaction and use tax, legal actions relating to the transaction and use tax, planning, design, engineering, environmental review, and construction. The revenue from the transaction and use tax shall also be used to reimburse the County of Madera for the County’s costs in conducting an election called by the Board of Supervisors regarding the imposition of the transaction and use tax.
- B. The Authority shall annually divide the transactions and use tax revenues among the incorporated cities located within the County of Madera, and with the County of Madera (except for those funds allocated to the Major Routes, Access and Safety Improvements Program). The division of funds shall be on the basis of the percentage of total County population residing within the jurisdiction of the respective incorporated cities and within the unincorporated areas of the County of Madera. For purposes of calculating these percentages, the Authority shall rely on the then-current population figures furnished by the State Department of Finance.

The governing bodies of the respective cities, and of the County of Madera, shall designate the particular application of funds allocated to their jurisdiction, for street, road, highway, public transit and other transportation related improvement programs, purposes, and projects, subject





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to the approval of the Authority, as reflected in the 2022 Measure T Renewal Investment Plan Implementing Guidelines.

C. Funds allocated for street, road, highway, public transit, and other transportation-related improvement programs, purposes, and projects shall be allocated according to the following formula:

(1) 62.5 percent - Community & Neighborhood Streets & Road Program to be allocated as follows:

35% of the Measure funding will be allocated to the Local and Neighborhood Street Maintenance & Pothole Repairs Subprogram for "Fix-It-First" activities and programs. Projects include pothole repair, asphalt overlay, and other road maintenance activities.

15% of the Measure funding will be allocated to the Community & Neighborhood Streets and Roads Subprogram for needs that each of the cities and Madera County can allocate to other street and road improvements (including Maintenance Districts).

12.5% of the Measure funding will be allocated to the Local Flexibility Subprogram for transportation needs including local streets and roads, rehabilitating aged local systems and other local street and road improvements, safe routes to school improvements, pedestrian, bicycle, and trail improvements, enhanced public transit improvements, and/or other transportation improvements so that they can address their own individual transportation needs over the life of the Measure.

(2) 25 percent - Major Routes, Access and Safety Improvements Program to be allocated for improvements on major corridors, interchange modifications, and other improvement projects along State Highways, and major arterials throughout the County. These projects will enhance connections within the urban area and access between the cities and rural communities.

(3) 4 percent - Public Transit Program to be allocated to transit systems and services throughout the County, including Chowchilla Transit, Madera Transit, and Madera County Connection.

(4) 4 percent - Safe Routes to School and Pedestrian and Bike Safety Program will be allocated for improvements, including bicycle, pedestrian, and trail projects, safe routes to school, access for people with disabilities, and other safety-related improvements.

(5) 3 percent - Clean Air and New Technology Program for clean transportation projects and programs and other projects that will improve air quality, address climate change, and improve health.

(6) 1.5 percent - Administration and Planning Program for administration and planning activities of the Authority and Madera County Transportation Commission.





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- D. Transactions and use tax revenues, once divided as set forth in Section 3, Paragraph C, herein, shall thereafter be segregated into separate funds for each of the respective entities: the incorporated cities located within the County of Madera, and the unincorporated areas of the County of Madera.

### **SECTION 4**

**Collection of Tax.** The Authority shall contract with the California Department of Tax and Fee Administration to perform all functions incidental to the administration and operation of this Ordinance, including collection of the additional transaction and use tax imposed by this Ordinance.

### **SECTION 5**

**Effective and Operative Dates.** This Ordinance shall become operative, if approved by a two-thirds majority vote of the electors, on the first day of the first calendar quarter commencing more than 110 days after the adoption of this Ordinance. The provisions of this Ordinance pertaining to the collection of transactions and use taxes will become effective, and such taxes will begin being collected on April 1, 2027.

### **SECTION 6**

**Term.** The provisions of this Ordinance pertaining to collection of the transactions and use tax shall be in force and in effect until terminated by a vote of the electors. This Ordinance may be terminated earlier by a majority vote of the Authority members, if the members determine, following a public hearing, that the purposes of the tax have been fulfilled and that an earlier termination is in the public interest and there are no obligations outstanding.

Notwithstanding that this Ordinance, including the transaction and use tax, may be terminated by voters or the Authority as provided herein, the transaction and use tax or any portion of it, if permitted, shall continue in effect until all contractual obligations related to it are fulfilled. Nothing contained in this Ordinance, including termination of the transactions and use tax, shall permit or be deemed or construed to allow an impairment of any contract for the issuance of bonds or other indebtedness (or alter or affect any provision, condition or covenant in any contract for the issuance of bonds or other indebtedness, or affect or impair any rights, powers or remedies thereunder), it being the intent hereof that the provisions of any such contract shall each continue in full force and effect, with the transaction and use tax continuing in effect until such contractual obligations are paid and such covenants are no longer in effect.

### **SECTION 7**

**Appropriation Limit.** The maximum annual appropriation limit for the Authority is \$30,000,000 (Thirty Million Dollars), subject to adjustment or increase as provided by law.

### **SECTION 8**

**Implementation.** Upon approval of this Ordinance by two-thirds majority of the voters, the Authority





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may adopt policies and take such other action for the implementation of the one-half of one percent (1/2%) transaction and use tax authorized by this Ordinance.

### **SECTION 9**

**Bonds.** The Authority is hereby authorized to issue bonds to finance expenditures to carry out the purposes of this transactions and use tax, in accordance with the terms and conditions specified in California Public Utilities Code Section 180250 *et. seq.*, successor legislation and/or as permitted by applicable law. Bonds are authorized in the maximum amount permitted by law to fund the projects authorized in the Investment Plan. Bonds, bond anticipation notes or other indebtedness may be issued prior to collection of the tax to fund projects secured or paid in whole or in part, as the case may be, by future bonds, tax revenues, other available revenues and/or capitalized interest to the extent permitted by applicable law.

### **SECTION 10**

**Interpretation.** This Ordinance is to be interpreted to accomplish, among other purposes, the following:

- A. To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Section 7285.9 of Part 1.7 of Division 2 which authorizes the Authority to adopt this tax ordinance which shall be operative if a two-thirds majority of the electors voting on the measure vote to approve the imposition of the tax at an election called for that purpose.
- B. To adopt a retail transactions and use tax Ordinance that incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar that those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.
- C. To adopt a retail transactions and use tax Ordinance that imposes a tax and provides a measure therefore that can be administered and collected by the California Department of Tax and Fee Administration in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the California Department of Tax and Fee Administration in administering and collecting the California State Sales and Use Taxes.
- D. To adopt a retail transactions and use tax Ordinance that can be administered in a manner that will be, to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes, and at the same time, minimize the burden of record keeping upon persons subject to taxation under the provisions of this Ordinance.

### **SECTION 11**

**Contract with State.** Prior to the operative date of this Ordinance, the Authority shall contract with the California Department of Tax and Fee Administration to perform all functions incident to the administration and





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operation of this transactions and use tax Ordinance, provided that if the Authority shall not have contracted with the California Department of Tax and Fee Administration prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of the contract.

### **SECTION 12**

**Transactions Tax Rate.** For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of the Authority (i.e. Madera County, including the incorporated cities and the unincorporated area of the County) at the rate of one-half of one percent (1/2%) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail on and after the operative date of this Ordinance.

### **SECTION 13**

**Place of Sale.** For the purposes of this Ordinance, all retail sales are consummated at the place of business of the retailer (seller) unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. Gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the California Department of Tax and Fee Administration.

### **SECTION 14**

**Use Tax Rate.** An excise tax is hereby imposed on the storage, use or other consumption, in the incorporated and unincorporated territory of the County (i.e. the territory of the Authority), of tangible personal property purchased from any retailer on and after the operative date of this Ordinance, for storage, use, or other consumption at the rate of one-half of one percent (1/2%) of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

### **SECTION 15**

**Adoption of Provisions of State Law.** All of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this Ordinance as though fully set forth herein, except as otherwise provided in this Ordinance and except as such provisions are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code.

### **SECTION 16**

**Limitations on Adoption of State Law and Collection of Use Taxes.** In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:







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- A. Wherever the State of California is named or referred to as the taxing agency, the name of the Authority shall be substituted therefor. There shall be no such substitution made, however, when:
- (1) The word "State" is used as part of the title of the State Controller, State Treasurer, State Treasury, or the Constitution of the State of California.
  - (2) The result of that substitution would require action to be taken by or against the Authority or any agency, officer, or employee thereof rather than by or against the California Department of Tax and Fee Administration, in performing the functions incident to the administration or operation of this Ordinance.
  - (3) In those sections, including, but not necessarily limited to, sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:
    - (a) Provide an exemption from this tax with respect to certain sales, storage, use, or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use, or other consumption remain subject to tax by the State under provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or
    - (b) Impose this tax with respect to certain sales, storage, use, or other consumption of tangible personal property which would not be subject to tax by the state under the provisions of that code;
  - (4) Appearing in Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797, or 6828 of the Revenue and Taxation Code.
- B. The words "Authority's territory" or "Madera County" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 of the Revenue and Taxation Code and in the definition of that phrase in Section 6203.
- C. "A retailer engaged in business in the Authority" shall also include any retailer that, in the preceding calendar year or the current calendar year, has total combined sales of tangible personal property in this state or for delivery in the State by the retailer and all persons related to the retailer that exceeds five hundred thousand dollars (\$500,000). For purposes of this section, a person is related to another person if both persons are related to each other pursuant to Section 267(b) of Title 26 of the United States Code and the regulations thereunder.

### **SECTION 17**

**Permit Not Required.** If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional seller's permit shall not be required by this Ordinance.





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### **SECTION 18**

#### Exemptions and Exclusions.

- A. There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.
- B. There are exempted from the computation of the amount of the transactions tax the gross receipts from:
- (1) Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the county of Madera in which sale is made directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.
  - (2) Sales of property to be used outside the incorporated and unincorporated territory of the Authority which is shipped to a point outside the territory of the Authority, pursuant to the contract of sales, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For purposes of this paragraph, delivery to a point outside the territory of the Authority shall be satisfied:
    - (a) With respect to vehicles (other than commercial vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code), aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Chapter (commencing with Section 9840) of Division 3.5 of the Vehicle Code by registration to an address outside the territory of the Authority and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, the buyer's principal place of residence; and
    - (b) With respect to commercial vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, by registration to a place of business outside the territory of the Authority and a declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.
  - (3) The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.





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- (4) A lease of tangible personal property which is a continuing sale of such property for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this Ordinance.
  - (5) For the purposes of subsections (3) and (4) of this section, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract of lease upon notice, whether or not such right is exercised.
- C. There is exempted from the use tax imposed by this Ordinance the storage, use, or other consumption in the territory of the Authority of tangible personal property:
- (1) The gross receipts from the sale of which have been subject to a transactions tax under any state administered transactions and use tax Ordinance.
  - (2) Other than fuel or petroleum products, purchased by operators of aircraft, and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Section 6366 and 6366.1 of the Revenue and Taxation Code.
  - (3) If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this Ordinance.
  - (4) If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this Ordinance.
  - (5) For the purposes of subsections (3) and (4) of this section, storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.
  - (6) Except as provided in subsection (7) of this section, a retailer engaged in business in the territory of the Authority shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the territory of the Authority or participates within the territory of the Authority in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the canvasser, solicitor, subsidiary, or person in the territory of the Authority under the authority of the retailer.





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- (7) “Retailer engaged in business in the Authority” shall also include any retailer of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Chapter 2 (commencing with Section 9840) of Division 3.5 of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licensed the vehicle, aircraft, or vessel at an address in the territory of the Authority.
- D. Any person subject to use tax under this Ordinance may credit against that tax any transactions tax or reimbursement for a transactions tax paid to a district imposing, or retailer liable for, a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use, or other consumption of which is subject to the use tax.

### **SECTION 19**

**Amendments.** All amendments subsequent to the effective date of this Ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 of Division 2 of the Revenue and Taxation Code, all amendments to Part 1.6 of Division 2 of the Revenue and Taxation Code, and all amendments to Division 19 of the Public Utilities Code shall automatically become a part of this Ordinance; provided, however, that no such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

### **SECTION 20**

**Enjoining Collection Prohibited.** No injunction, writ of mandate or other legal or equitable process shall issue in any suit, action, or proceeding in any court against the State or the Authority, or against any officer of the State or the Authority, to prevent or enjoin the collection under this Ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

### **SECTION 21**

**Accountability Measures.** Pursuant to and in compliance with the provisions of Government Code Section 50075.1, the Authority hereby establishes the following accountability measures pertaining to the levy of the Special Tax described in Section 2 this Ordinance:

- (i) Such Special Tax shall be levied for the specific purposes set forth in Sections 1 and 3 hereof.
- (ii) The proceeds of the levy of such Special Tax shall be applied only to the specific purposes set forth in Section 1 and 3 hereof.
- (iii) The Authority shall establish an account or accounts into which the proceeds of such Special Tax shall be deposited.
- (iv) The Executive Director and/or Chief Fiscal Officer shall annually file a report with the





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Board as required pursuant to Government Code Section 50075.3.

## SECTION 22

**Severability.** If any section, part, clause, or phrase of this Ordinance is for any reason field invalid or unconstitutional, the remaining portions shall not be affected but shall remain in full force and effect.

\* \* \* \* \*

The foregoing Ordinance was Passed and Adopted by the Madera County 2006 Transportation Authority this 20<sup>th</sup> day of July, 2022, and August 5, 2022, by the following vote:

	7/20/22	8/5/22
Commissioner Wheeler	<u>Yes</u>	<u>Yes</u>
Commissioner Palmer	<u>Yes</u>	<u>Yes</u>
Commissioner Gallegos	<u>Yes</u>	<u>Yes</u>
Commissioner Rodriguez	<u>Yes</u>	<u>Absent</u>
Commissioner Frazier	<u>Yes</u>	<u>Absent</u>
Commissioner Poythress	<u>Yes</u>	<u>Yes</u>
Commissioner Gonzalez (alt.)	<u>-----</u>	<u>Yes</u>

\_\_\_\_\_  
Chair, Madera County 2006  
Transportation Authority

Attest:

By: \_\_\_\_\_  
Secretary of the Authority

Approved as to Legal Form:

By: \_\_\_\_\_  
Authority Counsel

The foregoing Ordinance was adopted by the people of County of Madera by a vote on \_\_\_\_\_ as provided in the Certification of the Election by the [County Clerk].





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### IMPARTIAL ANALYSIS BY COUNTY COUNSEL OF THE MADERA COUNTY 2006 TRANSPORTATION AUTHORITY MEASURE T RENEWAL

California law permits the Madera County 2006 Transportation Authority (“Authority”) to impose a retail transactions and use tax (commonly called a “sales tax”) in the territory of the Authority, which includes both the unincorporated territory of Madera County and the cities of Madera and Chowchilla. Such a tax must first be approved by two-thirds of the voters voting in an election.

Since 1990, transportation improvements in Madera County have been supported by a one-half cent (.5%) sales tax, currently known as Measure T, which was approved by the voters in 2006. Measure T went into effect in 2007 and is set to expire March 31, 2027. If approved, this Measure would extend the existing tax until ended by voters. There is no increase in the amount of the tax.

Passage of this Measure adopts the 2022 Measure T Renewal Investment Plan (“Plan”). State law requires the Authority to state the specific purposes for which the sales tax proceeds will be used, and the Authority must spend the proceeds of the tax only for these purposes. The stated purposes of the proposed tax are: for street, road, highway, public transit, clean air, new technology, and other transportation-related improvements within the incorporated and unincorporated areas of Madera County; for all purposes related to such improvements, including, but not limited to administration of the transactions and use tax, legal actions relating to the transactions and use tax, planning, design, engineering, environmental review, and construction; and to reimburse the County of Madera for its costs in conducting the election regarding imposition of the tax.

The Measure requires the Authority to annually publish a written report detailing how the revenues have been spent and the progress in implementing the transportation improvement projects in the Plan. The Measure will continue to require fiscal accountability protections including a Citizens’ Oversight Committee, annual independent audits, and public disclosure of all spending.

A “yes” vote is a vote to authorize continuation of an existing special sales tax of one-half cent (.5%) operative until terminated by voters.

A “no” vote is a vote not to authorize the special sales tax.

The Measure is placed on the ballot by the Madera County 2006 Transportation Authority.

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Regina A. Garza  
Madera County Counsel





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## Argument in Favor of Measure T

**Vote YES on T to renew local transportation funding in Madera County without increasing taxes.**

For over 30 years Madera County communities have depended on Measure T for repairing potholes, roads, sidewalks, bridges, and highways.

Measure T **improves safety for drivers, pedestrians, bicyclists, and students** traveling to and from school. It **reduces traffic congestion** and helps seniors and people with disabilities remain independent.

Measure T helped Madera County qualify for \$226,000,000 in state and federal matching funds that would otherwise have gone to other communities like Los Angeles and San Francisco.

Measure T **is now set to expire**. Voting **YES on T** renews this funding **without increasing taxes**.

Without Measure T, Madera County loses \$12,000,000 in annual transportation funding and becomes **dependent on Sacramento and Washington DC for road improvements**.

**Vote Yes on T to:**

- Fix potholes and keep local streets, highways, and infrastructure in good repair
- Pave and maintain local streets and roads
- Improve traffic flow and safety
- Provide students with safe routes to school
- Keep transit affordable for students, seniors, veterans, and the disabled

**Measure T requires strict accountability:**

- An independent citizens' oversight committee, annual audits, and public spending disclosure ensure funds are used properly
- All funds must stay here in Madera County for local transportation improvements only
- No funds can be taken by the State
- Essential purchases like groceries and prescription medicine are exempt from sales tax so the cost isn't a burden to those on fixed or limited incomes

Madera County's population has nearly doubled over 30 years. YES on T provides the roads and highways needed to **prevent traffic, protect our quality of life**, and ensure firefighters, paramedics, and police officers can **respond quickly to 9-1-1 emergencies**.

Yes on T brings **\$600,000,000 in state and federal transportation matching funds** to Madera County instead of going to other communities.

Vote **Yes on T** to support local transportation **without increasing taxes**.

/s/Rhonda Salisbury, CEO, Southern Yosemite Visitors Bureau  
 /s/Sally Moreno, Madera County District Attorney  
 /s/Davindar Mahil, CFO Creekside Farming Company  
 /s/Max Rodriguez, Former Member of the Board of Supervisors County of Madera  
 /s/Matthew A. Watson, Assistant Fire Chief

## Rebuttal to the Argument in Favor of Measure T

The politicians and special interests behind this forever tax are using deceptive language designed to fool voters.

1. They claim Measure T is "now set to expire." Fact: it won't end for another five years.
2. Their ballot language says the new tax would last "until ended by voters." Fact: that means forever.
3. They promise their new tax "helps seniors and people with disabilities remain independent." Fact: they don't fund the paratransit system necessary to serve people who can no longer drive.

Their forever tax is unfair to taxpayers.

1. By removing the 20-year sunset clause and creating a forever tax, the government seeks to place an unfair, undue burden on taxpayers.
2. To end it a substantial percentage of Madera County registered voters would have to certify a ballot measure to overturn it. That will never happen!
3. Bonding projects now spends future money, leaving nothing but a future request to raise taxes again.

Their spending plan is unbalanced.

1. A huge portion is slated for highway improvements. We already pay very high state and federal gas taxes for that.
2. Local roads will continue to be mostly ignored.
3. Tax dollars paid-in must be returned to existing neighborhood streets, not paid out as \$375 million in major road subsidies for new growth areas.

Madera County deserves better transportation planning and government transparency. Fortunately, we have time to get this right. Let's work together on a community-based proposal for 2024.

**Vote NO** on the Measure T forever tax.

/s/Tony Ward, Madera Oversight Coalition  
 /s/Bruce Gray, Madera Oversight Coalition





## Local Measure T - Medida Local T

### Argument Against Measure T

Vote No on Measure T! Let's work together as a community to get it right in 2024.

The current Measure T sales tax doesn't expire until 2027. Why have Madera County politicians rushed it to the ballot? They want to borrow money now against future revenue and keep on borrowing by making the tax permanent without an expiration date. This new proposal removes Measure T's 20-year sunset clause. Making it a "forever tax" eliminates Madera County voters' ability to keep this government agency in check and have a direct say in how our transportation tax dollars are spent.

The current Measure T spending plan has morphed from a voter-approved, 21-page list of projects in 2006 to a 55-page wish list with no voter check-in required for major changes as was originally promised and approved by voters. That safeguard was removed in 2013 without voter approval.

Each valley, foothill, and mountain community has special needs that must be addressed through voter-driven input to a countywide master plan.

We have time to get Measure T right. Taxpayers' voices must be heard, and our priorities reflected in the spending plan. That is not the case with this measure. Backroom deals and private negotiations have shaped it, not the public. Millions are slated for loosely defined spending programs best described as a political slush fund.

We can and must do better. We need a revised Measure T extension with a sunset clause and a revamped transportation commission whose priorities reflect the entire county. We must VOTE NO and work to restore Measure T to its original purpose as a "for the people" measure, bringing voters a proposal worth supporting in 2024.

/s/Holly Houston  
/s/Dan Metz  
/s/Marc Sobel  
/s/John Pero

### Rebuttal to the Argument Against Measure T

Even the opponents agree **Measure T is good for Madera County** and deserves to be renewed. Since 1990, Measure T has provided locally controlled funding to **fix potholes, repair roads and improve driver, pedestrian and bicyclist safety**. This funding is now set to expire.

Voting **YES on T** renews local transportation funding **without increasing taxes**. This funding **cannot be taken away by the State** or diverted to other uses.

The opponents claim we should work together to get this right. We agree because **that is exactly how Measure T was created**. It is the result of a year of work by a community steering committee of Madera County residents and organizations including, leaders from local businesses, agriculture, the City of Madera, the City of Chowchilla, the mountain communities, healthcare leaders, education leaders and more.

**YES on T** ensures **local control, fiscal accountability** and **puts voters in control**:

- Measure T can be **repealed by local voters at any time** if local transportation funding is no longer needed
- Measure T **requires independent citizen oversight**, including regular opportunities to revisit priorities and uses for funding
- Measure T **improves roads throughout Madera County**, including rural roads, ag roads, highways, interchanges and city and neighborhood streets

Waiting to renew Measure T only delays urgent road repairs and improvements. Waiting risks Madera County missing out on its fair share of **millions in state and federal matching funds that would go to other communities**.

Join respected residents and leaders from across Madera County who agree that **YES on T is the right solution to fix potholes and maintain our roads – without increasing taxes**.

/s/Bernie McGoldrick, McGoldrick & McGoldrick Attorneys at Law  
/s/Julia O'Kane, Citizen  
/s/Monte Pistoresi, Owner Pistoresi Ambulance Service  
/s/Debi Bray, CEO, Madera Chamber of Commerce  
/s/Diana Palmer, Councilmember-Chowchilla

