

## Measure E: Is it equitable?

*This is the second of a three-part series by the Lamorinda Weekly focusing on Orinda's ballot Measure E, which comes to a vote on June 5. It calls for floating a \$58.6 million bond to fix the city's deteriorating roads, drainage and water pipes.*

*In this interview with Mayor Steve Glazer, we focus on those taxpayers who have recently purchased property in the city, and will therefore be paying higher taxation amounts to pay the bond back, should it pass. In our next issue – the final part of the series before the election – we will focus on how the measure might affect prospective Orinda buyers.*

*The first part of the series, which targeted long-time homeowners, can be read at [www.LamorindaWeekly.com](http://www.LamorindaWeekly.com).*

**By Chris Lavin**

**Q:** If Measure E should pass, younger families who have recently moved to the city will be footing most of the bill to pay back the bond, won't they?

**Glazer:** Technically, that is correct. We have a significant amount of our housing stock turning over every year, so theoretically, as those homes sell and the prices go up, new residents will be paying more than those who have owned their home for decades.

**Q:** Why didn't the council decide to go with a parcel tax that would have been equally shared by all Orinda homeowners?

**Glazer:** A parcel tax wouldn't have raised enough money fast enough unless the amount was extremely high. And you have to remember that repairs made two years from now, or even one year – if we continue to ignore some of our worst spots – those places will be much more expensive to repair.

**Q:** So floating a bond, basically, is a pay-as-you-go plan?

**Glazer:** That's right. The cost is lower today than it will be in the future. And you have to remember that you're paying right now in more car repairs and

other damages.

**Q:** Because new homeowners will be paying more because of their higher assessed valuations, will they get priority for their roads?

**Glazer:** No. Every public road in Orinda is eligible for maintenance and restoration. We have already put together a Citizen's Oversight Committee to review the priorities and to advise the city council on what those priorities should be. Those will be public meetings. And all of Orinda benefits from repairs to our major roads.

**Q:** So exactly how much will it be?

**Glazer:** In the early years of the bond, the cost will be \$15 per \$100,000 of valuation annually. The average cost of the bond over its life will be \$30 per \$100,000. That means that a homeowner with an assessed valuation of \$200,000 will be paying about \$38 per year, with the cost gradually going up to \$60 per year. Someone who just bought a home for \$1.5 million would be paying \$285 in the early years, and \$450 per year.

**Q:** Some new homeowners seem to believe it's un-

fair that they will be paying more than people who have been using the roads for years and years. What do you say to them?

**Glazer:** Well, I would say that you have to look at property values, for long-time owners and new buyers alike. Long-time owners risk having their property values go down because a prospective buyer can't use the road, while newer owners might have seen their purchase price lower because of the same thing.

**Q:** Where do people go to get answers to questions we haven't covered here?

**Glazer:** We have a Frequently Asked Questions page at [www.fixorindaroads.com](http://www.fixorindaroads.com).

Next up: A focus on those thinking of buying in Orinda, and how Measure E could affect them.

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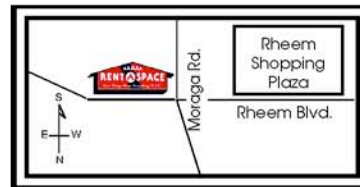


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