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City of Orinda Measure L: Five Questions Answered

By Victor Ryerson funds to continue its work of repairing the city's roads and storm Lamorinda Weekly has compiled drains, appears on the June 7 Presidential Primary Election Ballot. It reached the ballot at breakneck raised by its readers. speed after the City Council estab-

ing, considered various funding options, and surveyed voters to find the one that would be most acceptable. The result is a bond measure that will raise \$25 million to pay for continued work toward comple- this annual tax will terminate. The tion of the project after the current city estimates that the annual tax funding is exhausted.

quickly that an extensive public tion after the sale of the last series L money be devoted to repairing or information effort could not be ac- of bonds, to a high of \$21.47 per complished before the election. The \$100,000 of assessed valuation ballots have already been deliv- during other periods. These rates ered, and many voters are already are estimates, and they would not

easure L, Orinda's latest revoting by mail. In an effort to disbe applied to the market value of have to be used for repair of Orinporting of expenditures by the city quest for voter approval of pel any misconceptions about what the measure would do if it passes, the following list of questions and answers that have commonly been

www.lamorindaweekly.com

Q: How much will it cost me if lished the need for additional fund- Measure L passes?

A: Principal and interest on the bonds will be paid by levying an additional ad valorem property tax on all taxable property within the city. Once the bonds are repaid, requirement will vary from \$20.41 The measure took form so per \$100,000 of assessed valua-

properties that are taxed.

Q: Will the funds raised by this measure be sufficient to complete Orinda's road repair project?

A: No. The council debated whether to seek all of the remaining funding necessary to complete the work by proposing a single measure, and decided that such an approach would not likely be acceptable to voters. Passage of another measure will be necessary to complete the job, and funding of the completed work will have to be identified as well.

Q: Could some of the Measure maintaining Orinda's troubled private roads, which comprise about 30 percent of the city's total?

A: No. All of the money would or account; and annual public re-

da's public roads and drains. Quite manager to the City Council. simply, public money cannot lawfully be used to repair private roads. Unless a privately owned road has been dedicated to public use, and the dedication has been accepted by the city or its predecessor (the county), the responsibility for repairing and maintaining the private road is that of the owner(s).

O: Can any of the funds be diverted to other public uses?

A: No. There will be accountsources for ongoing maintenance ability safeguards to insure that the bond funds are used for their intended purpose. These include review of expenditures by the Orinda the public on the use; depositing the bond proceeds in a special fund

Q: Can the necessary road repairs and maintenance be completed with existing funds and funding sources?

A: No. No matter how far they are stretched, existing resources are simply inadequate to do the job. Based upon public demand, the Orinda City Council has determined that all of Orinda's roads must be improved to a level considered good to excellent, and that they should be kept that way. Existing funding is insufficient to make all of the necessary improvements, and repaired roads would deteriorate at a faster rate than they could Citizens' Infrastructure Oversight be maintained without ongoing Commission, which will report to funding, eventually resulting in the same problems that have required development of Orinda's current

Proposed Half-Cent Sales Tax Increase Would Benefit Local Transportation

By Sora O'Doherty

Authority Ross Chittenden outlined 42 percent of a proposed half-cent the benefits of CCTA's proposed sales tax hike would be dedicated Transportation Expenditure Plan to local transportation programs

hief deputy director of the (TEP) at the May 3 Orinda City Contra Costa Transportation Council meeting, stating that 40 to

administered by Contra Costa's cit-transportation Measures C and J. ies, such as improving eastbound access to Highway 24 from Orinda. munity outreach efforts, CCTA de-This is a higher level than was de-

As a result of extensive comtermined that Contra Costa residents voted to local programs by earlier have six transportation priorities: improve bus service. ... continued A8

extend and improve BART; repair roads; protect the environment; encourage transportation alternatives; relieve and smooth traffic flow; and

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& pool.

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