

RESOLUTION 87-61(s)

CITY OF HOMER
HOMER, ALASKA

A RESOLUTION OF THE CITY OF HOMER, ALASKA
ADOPTING THE HOMER ACCELERATED ROADS PROGRAM
AND ESTABLISHING NECESSARY CRITERIA.

WHEREAS, the City Council has determined that reconstruction of streets and related utilities is an urgent need within the City of Homer; and

WHEREAS, the availability of state revenues to finance street reconstruction is limited and may not be available in the near future; and

WHEREAS, the City has been working to develop a locally funded road capital improvement program as outlined in Groups I-IV prepared by the Public Works Department; and

WHEREAS, the funding source of such a program is anticipated to be a combination of dedicated sales tax as authorized in Ordinance 87-19 and assessments against adjacent benefitted property owners.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Homer that the Homer Accelerated Roads Program is hereby adopted and consists of the following criteria:

1. The Homer Accelerated Roads Program is a combined local funding source of dedicated sales tax and assessments to upgrade approximately 39.44 miles of city streets at an estimated cost of \$24,812,886;
2. The intent of the program is to reconstruct local substandard city roads and/or upgrade existing city roads thereby reducing maintenance cost, improving access, increasing property values and improving the quality of life;
3. The program will utilize an additional dedicated city sales tax not to exceed three quarters of one percent (3/4%) supplemented with assessments against adjacent benefitted properties;
4. A three quarters of one percent (3/4%) dedicated sales tax can be expected to generate \$450,000 annually and will be collected for up to twenty years to participate in funding the accelerated roads program;

5. Alaska Statute Section 29.45.670 provides that an increase in the rate of levy of a sales tax approved by an ordinance does not take affect until ratified by a majority of the voters at an election;

6. The road improvements will be financed on a combined pay as you go basis as well as sale of revenue bonds in a fifty/fifty ratio. There may be future bonds sales as revenues increase;

7. The attached schedule of street improvements and cost developed by the Public Works department dated August, 1987 consisting of Groups I-IV as shown on the attached charts and map constitute the Homer Accelerated Roads Program and are hereby incorporated as if contained within this resolution. State maintained roads (Group V) are not part of this program;

8. The City will not accept a street for full-time maintenance until it meets city standards and is shown on the official maintenance map (Ordinance 85-14 adopted July 1, 1985);

9. Prior to street reconstruction, necessary related water and sewer improvements should be encouraged whenever possible;

10. Abutting property owners will share the cost of upgrading a street to residential standards by paying \$20 per front foot for gravel and \$11 per front foot for paving standards. The City will pay all costs for any additional improvements required when deemed necessary by the City;

11. Right-of-way acquisitions and sidewalk construction shall constitute a project cost and be eligible for 75% property owner share and 25% City cost sharing;

12. The City will attempt to obtain long term financing for up to twenty years for the private share of funding;

13. All projects will be authorized only after a public hearing to ensure public participation in the process;

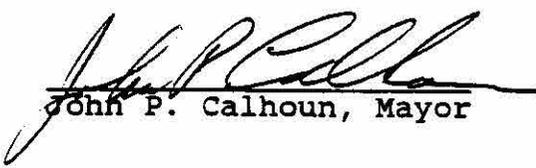
14. The following criteria may be considered for qualifying reconstruction/utility improvements;

- a. Life safety and traffic flow;
- b. Correct deficiencies of existing systems;
- c. System wide basis versus local needs;
- d. Complete traffic circulation pattern;
- e. Encourage economic development;
- f. Correct drainage problems;
- g. Reduce maintenance cost;
- h. Built to city standards prior to acceptance for maintenance;
- i. First come, first served;
- j. Projects with property owner participation are higher priority than those funded 100% by the City;
- k. Reconstruction is a higher priority than new construction projects;
- l. Property owner contribute through an LID process by paying \$20 per front foot for gravel and \$11 per front foot for paving standards of the cost of a residential standard street and the City pays all costs for additional improvements;
- m. City share can apply to related utilities, paving and/or reconstruction of roads identified in Groups I through IV;
- n. City share of road money is prorated proportionally between Groups I through IV;
- o. Other factors deemed appropriate by the City Council.

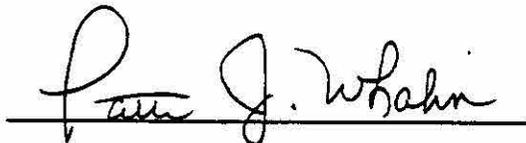
15. Corner lots in the rural and urban residential districts are exempt from a double front footage assessment and the total assessed frontage shall not exceed the longest side of the lot.

DATED at Homer, Alaska this 24th day of August, 1987.

CITY OF HOMER


John P. Calhoun, Mayor

ATTEST:


Paul J. Whelan