

CITY OF HOMER
HOMER, ALASKA

RESOLUTION 88-47

A RESOLUTION OF THE CITY OF HOMER, ALASKA
AMENDING THE HOMER ACCELERATED ROADS PROGRAM
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 a combination of dedicated sales tax as authorized in Ordinance 87-19 and assessments against adjacent benefitted property owners; and

WHEREAS, from time to time it is necessary to modify and clarify the criteria established in Resolution 87-61(s) pertaining to the road program.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Homer that the Homer Accelerated Roads Program as described in Resolution 87-61(s) is hereby repealed and replaced by the following criteria contained in this resolution which is hereby adopted:

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 nonexisting water and sewer improvements should be encouraged whenever possible;
10. Water and sewer utility extensions necessary to extend the utilities short distances beyond a construction area will be paid for by the program. Water and sewer utility relocations directly caused by reconstruction will be paid for by the Accelerated Roads Program. Water and sewer utility upgrades necessary for future capacity that are done concurrently with reconstruction and/or paving will be paid for by the utility(s) fund;
11. 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. The City will pay all costs for any additional improvements required when deemed necessary by the City. Other improvements requested by the benefitted property owners will be paid by those same property owners;

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. Reconstruction is a higher priority than new construction projects;
- k. Property owner contribute through an LID process by paying \$20 per front foot for gravel and \$11 per front foot for paving cost of a residential standard street and the City pays all costs for additional improvements deemed necessary;
- l. City share can apply to related utilities, sidewalks, street lighting, drainage, paving and or reconstruction of roads identified in Groups I through IV;
- m. City share of road money is prorated proportionally between Groups I through IV;
- n. 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;

16. Through lots having a frontage on two parallel streets, or flag lots having a frontage on two perpendicular streets, are exempt from a double front footage assessment unless actually accessing the lot from both streets either prior to or after reconstruction and/or paving;

17. This program does not include paving driveway aprons except to match existing driveway pavement;

18. Interest, if any, generated from this program will remain with the program funds;
19. Reconstruction will be to city standards;
20. Additional right-of-way required will be paid by this program at no additional cost to abutting property owners;
21. The \$20/\$11 split in the front foot assessment stands unless there is 100% agreement on a revised formula for a specific project or the amount is adjusted by the City Council;
22. The criteria for the Homer Accelerated Roads Program shall be reviewed annually by the Homer City Council.

DATED at Homer, Alaska this 9th day of May, 1988.

CITY OF HOMER

John P. Calhoun, Mayor

ATTEST:

Patti J. Whalin, City Clerk