TRANSPORTATION ADVISORY COMMITTEE
491 E. PIONEER AVE.
HOMER, ALASKA

MARCH 1, 2010
TUESDAY, AT 5:30
CITY HALL COUNCIL CHAMBERS

SPECIAL MEETING AGENDA

1. **CALL TO ORDER**

2. **APPROVAL OF AGENDA**

3. **PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA**

4. **RECONSIDERATION**

5. **APPROVAL OF MINUTES**
   A. Regular Meeting Synopsis of November 16, 2010 Page 1

6. **VISITORS/PRESENTATIONS**
   A. Committee Member Highland - "Taking Turns" a 4 ½ minute video by Gary Lauder

7. **STAFF & COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS**

8. **PUBLIC HEARING**

9. **PENDING BUSINESS**
   A. Update on Homer Coordinated Transportation Plan Page 7

10. **NEW BUSINESS**
    A. Annual HART Policy Review Page 11
    B. Update on stoplight/roundabout at Main St. and Pioneer Ave. Page

11. **INFORMATIONAL MATERIALS**
    A. Memorandum from Deputy City Clerk Jacobsen Re: 2011 Term Expirations Page 23
    B. Certificate of Appointment for Caroline Venuti Page 25

12. **COMMENTS OF THE AUDIENCE**
13. **COMMENTS OF THE STAFF**
14. **COMMENTS OF THE COUNCILMEMBER**
15. **COMMENTS OF THE CHAIR**
16. **COMMENTS OF THE COMMITTEE MEMBERS**
17. **ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR MAY 17, 2011** at 5:30 p.m. in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

TRANSPORTATION ADVISORY COMMITTEE
MEETING SYNOPSIS
NOVEMBER 16, 2010

UNAPPROVED

Session 10-03, a Regular Meeting of the Transportation Advisory Committee was called to order by Chair Roberts at 5:55 p.m. on November 16, 2010 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

COMMITTEE MEMBERS:	Highland, Roberts, Smith
ABSENT:	Velsko
STAFF:	Public Works Director Meyer Deputy City Clerk Jacobsen

APPROVAL OF AGENDA

The agenda was approved by consensus of the Committee.

PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA

Josh Cooper, owner of Kostas Taxi and Limousine Services, commented that he has been attending the Homer Coordinated Transportation (HCT) meetings and expressed concerns about the CARTS group in Kenai coming to Homer to operate. He feels that if the program moves forward in that way it would negatively affect the local cab companies. He thinks CARTS is a good program but thinks it could be facilitated through the local cab companies. He explained that he is very interested in acquiring a wheel chair accessible van because it is a service that needs to be provided here. Mr. Cooper explained to the Committee that his company regularly answers calls at all hours from people in wheelchairs because for many that is their only means of transportation. He and his drivers have to assist or lift people from their chairs into the cab and then load the wheel chairs. He noted instances of people with electric wheelchairs and the batteries have died on the sidewalk. Sometimes the owner of the chair will make arrangement to deal with it but other times they load those as well and they weigh hundreds of pounds. He feels it is a service that would benefit the community, that there may be funding through programs to get a wheel chair van, but that it could be facilitated locally through the cab companies.

Micheal Neece, city resident and Economic Development Advisory Commission member, commented that he is participating in the HTC meetings. A priority that was discussed at the last meeting was about making vans available to the cab companies here. They also talked about developing a public transportation system to get folks from Anchor Point and the McNeil areas in to town. That was something that was discussed with the City's Global Warming Task Force. He wants to work with the groups to help keep it in the community and address our unique needs. He commended Mr. Cooper on the good work he has done since buying the business, the difference is night and day. Mr. Neece recognized the importance of getting transportation to move people in and out of town and his priority is the care we give the people who need it.

There was discussion between the Committee and the speakers about cost and issues with transportation between outlying areas and what is in the works currently. Mr. Neece said he has discussed ideas with Homer Tours for a shuttle. He noted at the last HCT meeting there was discussion that there is funding for a wheel chair van and it could be outfitted in 90 days, but he didn't have any information on cost.

TRANSPORTATION ADVISORY COMMITTEE
MEETING SYNOPSIS
NOVEMBER 16, 2010

RECONSIDERATION

No items were scheduled for reconsideration.

APPROVAL OF MINUTES

A. Regular Meeting Synopsis of August 17, 2010

The Synopsis was approved by consensus of the Committee.

VISITORS

There were no visitors scheduled.

STAFF & COUNCIL REPORT/COMMITTEE REPORTS/BOROUGH REPORTS

Public Works Director Meyer had no report but would answer any questions from the group. Ms. Highland said she heard rumor of a road being built on Bishops Beach burm to allow access for equipment coming in for silt removal in Beluga Slough. Public Works Director Meyer said he is not aware of that rumor. He explained the process that has been used previously involved land owners in the area, the City, and agencies have worked together in the process and land owners have provided access.

Councilmember Roberts commented that Council approved the CIP and legislative priorities appreciated the TAC's input on projects. They are currently working on the budget and hope to complete it on December 13th. She encouraged the Committee members to comment if they have areas they are interested in.

PUBLIC HEARING

There were no public hearings scheduled.

PENDING BUSINESS

There was no pending business scheduled.

NEW BUSINESS

A. Update on CARTS

The Committee briefly discussed how to proceed on CARTS.

Mr. Smith pointed out that this is a good opportunity for the area but right now it still seems like a bit of a moving target.

Ms. Highland noted the information in the packet suggests CARTS would acquire vans and lease them, but neither Mr. Cooper nor Mr. Neece were aware of this. She wonders how to get clarification on that.

Councilmember Roberts responded that the HCT group is having a meeting December 1 and after that there may be some clearer direction.

The Committee agreed that they should be involved when it is time to make a recommendation but it seems like there are still some issues that need to be worked out.
Mr. Cooper noted that using a voucher system would assure the cab companies involvement in the program and would work well here, but an issue is finding a non profit organization to facilitate the distribution of vouchers.

B. 2011 Meeting Schedule

SMITH/HIGHLAND MOVED TO APPROVE THE 2011 MEETING SCHEDULE.

There was brief discussion whether amending the schedule would help with attendance in the summer, but it was agreed that this schedule was good.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

INFORMATIONAL ITEMS

A. Resolution 10-78(A) Adopting the 2011-2016 Capital Improvement Plan and Establishing Capital Project Legislative Priorities for Fiscal Year 2012

Ms. Highland noted the cost of an alternate water source and questioned whether the City addressing leaks in the water system would alleviate the need for an alternate water source. Public Works Director Meyer noted that generally when leaky pipes are discovered they are fixed rather quickly. There are areas on the spit where water is bled off the system and doing this is not uncommon in Alaska because of freeze protection and water quality issues. The harbor is always perceived to have a lot of water usage and there are plans to try to formalize a water system on the floats. He explained the purpose of bleeding the system is to keep the mains fresh. When looking at cost, the water its self is free; the water comes from the sky and into the reservoir. The real cost is in the infrastructure between the reservoir and the end of the spit, including 50 miles of pipeline, pump stations, storage tanks, PRV stations, and those things. They result in a $100 million worth of improvements that make up the fixed costs associated with providing water to the community. Those costs don't go away even if we cut back on consumption.

Ms. Highland commented her concern is the cost of damming up another ecosystem to establish another water sources when she sees waste of the water source we have. There are things that could be done that the town may buy in to. There are so many ways that the water is wasted. Councilmember Roberts suggested Ms. Highland contact Councilmember Howard who has plans to propose some water savings issues for citizens.

Public Works Director Meyer added that from a conservation perspective cutting back on water usage doesn't change our fixed cost, but may impact how long into the future we can go without developing another water source. He explained that the new water treatment plant has a filtration system that is more efficient than the one used before. The old system used 30 to 40% of the water that was produced just too back wash filters, and therefore not available for the peak demand in the summer. The last performance test with the membrane filters in the new system used 8% for the back wash, increasing the capacity 25 to 30%. Implementing conservation methods can make the existing watershed work for us a lot longer.

Mr. Smith noted that the leaky pipes issue is there, but it is sewer pipes where there is an infiltration problem with some of the old pipes. It is an issue that has been and is still being addressed.

COMMENTS OF THE AUDIENCE

Micheal Neece commented that he just remembered that the HTC has to have their proposal at their December 1 and it would be nice to have some form of support from the City. Councilmember Roberts suggested he contact the Clerk's office if they need to be included on the next Council agenda for a resolution of support.

COMMENTS OF THE STAFF

There were no staff comments.

COMMENTS OF THE COUNCILMEMBER

Councilmember Roberts noted that the committee has vacant seats and encouraged anyone interested in the transportation issues to apply. She asked that the next agenda include CARTS as pending business, the transportation budget and roundabout.

COMMENTS OF THE CHAIR

See Councilmember Comments

COMMENTS OF THE COMMITTEE MEMBERS

Ms. Highland said she would like to have discussion at the next meeting of where we want Homer to go transportation wise. She also suggested having information about Gary Lauder's common sense, low budget idea "take turns". Instead of a stop sign or stop light it is a sign that says take turns. It puts it back on the people. She gets frustrated with the light system when she sits at Lake Street and the light is red and there is no traffic in either direction. In the winter she would like to see it as a three way stop light or something similar to keep traffic going.

Mr. Smith commented that the Committee has talked about where Homer wants to go and the transportation plan was developed to meet those goals. The modeled extensions are what were proposed for Homer's future and so far there has been zero movement on accomplishing those goals.

There was discussion that it is a 20 year plan that was recently adopted and it may be premature to get into it now.

ADJOURN

There being no more business to come before the Committee the meeting adjourned at 7:16 p.m. The next regular meeting is scheduled for February 15, 2010 at 5:30 p.m. in the City Hall Cowles Council Chambers.

_____
MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

Approved: _____

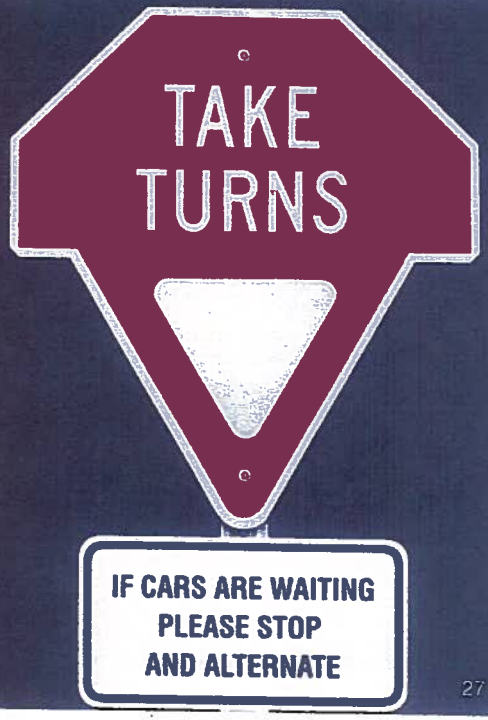
"The good news is that I will typically not waste people's time." -Gary

Gary Lauder

Traffic tinkerer

What's the best way to keep automobile traffic moving calmly and rationally through an intersection?

He is the co-creator of the Aspen Institute's Socrates Society, a venture capitalist since 1985, investing in some 60 private companies, Managing Partner of Lauder Partners Silicon Valley-based VC firm, chair of ActiveVideo Networks- a developer of interactive television technology for cable, and dorectpr at Promptu, MediaFriends and ShotSpotter. Gary challenges the common American solution to traffic flow.



Summary Homer's Coordinated Transportation Projects

January 6th, 2011 Public Meeting

This project works with Central Area Rural Transportation System (CARTS) and representatives from local human service agencies and business to expand transportation options for the Homer area.

The following are some specifics about the projects:

- **CARTS is the Lead Agency for transportation for the Kenai Peninsula**
- **CARTS can access State and Federal transportation funds to purchase capital (vehicles) and operations (purchasing rides)**
- **Both need matching funds**
- **There are 3 general projects for FY 12 (beginning July 1, 2011):**
    - **Continue ILC's subsidized voucher transportation program for elderly and people with disabilities. This program has operated for 10 years and works with local cab companies to make rides affordable and serves an estimated 125 individuals.**
    - **Obtain 2 all-wheel drive, ADA approved mini-vans to be used by the cab companies. CARTS will request the van, then lease to the cab companies. In turn, the cab company will operate, maintain, insure, fuel and license the vehicle.**
    - **Expand ILC's subsidized voucher transportation program to the general public in the Homer area.**
- **Homer human service agencies are successfully purchasing services for their clientele from Kachecab and Kostas Cab**
- **This project intends to pool and coordinate the purchase of services as match to leverage general transportation funds for the public. Agencies will purchase vouchers/tokens from ~~The Project Manager~~.** Facilitator —
    - **The Center estimates $30,000 in purchase, SPH estimates $15,000 in purchase, DOL estimates $6200 in purchase and DVR, SVT, Chugachmiut have voiced verbal commitments to this project.**
    - **This means about $50,000 of general transit money could be leveraged.**
- **Boundaries for transportation include Land's End-south, Gear Shed-east, junction of East Hill, Skyline Dr. and Diamond Ridge, junction of West Hill and Diamond Ridge, and Shell Station past Bay Crest-north.**
- **Rides will be purchased for $7 by agency and business. They can purchase a block of rides, or rides for a certain person. Agencies can purchase rides as they do now from**

the cab company. They will just purchase from The Project Manager. Agencies can determine whether they charge their clientele for the rides or not.

- **For the general public, rides will be purchased for $3 from The Project Manager by the rider and reimbursed to the cab company at $7.**
- **The Project Manager has yet to be determined, but we need a neutral, centralized entity to sell the vouchers/tokens (Chamber? City? Library?)**
- **CARTS needs to submit the grant by January 31, 2011.**
- **Resolution from the City of Homer is necessary.**

Why should your agency commit?

- **You can have more purchasing power with the group.**
- **The rides may be cheaper for you to buy.**
- **It's the right thing to do.**
- **You can help your friends and neighbors.**
- **You can help the environment.**
- **It's part of a bigger plan to increase transportation options for people living in the outlying areas. We hope to develop shuttle options from East End and Anchor Point areas.**

CITY OF HOMER
HOMER, ALASKA

Roberts

RESOLUTION 11-021

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, IN SUPPORT OF THE HOMER COORDINATED TRANSPORTATION PROGRAM.

WHEREAS, The Central Area Rural Transportation System (CARTS) is the lead agency for transportation for the Kenai Peninsula; and

WHEREAS, CARTS can access State and Federal transportation funds to purchase capital (vehicles) and operations (purchasing rides); and

WHEREAS, As an area wide transportation system, CARTS can pool and coordinate the purchase of services as a match to leverage general transportation funds for the public.

WHEREAS, Representatives from local human service agencies and businesses, in conjunction with CARTS, are working to expand transportation options for Homer; and

WHEREAS, Homer human service agencies and local businesses are successfully purchasing ride services for their clientele from local taxi cab companies; and

WHEREAS, It is anticipated transportation options will increase for people living in the outlying areas; and

NOW, THEREFORE, BE IT RESOLVED that the Homer City Council supports the Homer Coordinated Transportation Program.

PASSED AND ADOPTED by the Homer City Council this 15th day of February, 2011.

CITY OF HOMER

JAMES C. HORNADAY, MAYOR

ATTEST:

JO JOHNSON, CMC, CITY CLERK

Fiscal Note: N/A

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To: Transportation Advisory Committee
From: Julie Engebretsen, Planning Technician
Date: February 11, 2011
Subject: Review of the HART program

Requested Action from the TAC: Review the Homer Accelerated Roads and Trails Program (HART) and forward any recommendations to the City Council.

Review of HART program
Once a year, the City Council reviews the HART program. This memo is a brief introduction for TAC members who are not familiar with the program.

Things to know:
HART is a voter approved program that levies a ¾ of 1% sales tax to pay for road and trail construction. Currently, 90% of that sales tax goes into a roads account, and 10% into a separate trails account.

Property owners may petition for road or trail upgrades through a cost sharing program. The City pays a portion of the costs with the money raised by the sales tax. The City may also construct roads and trails that are of value to the whole community, without levying an assessment on adjacent properties.

Requested Action: Review the HART program and forward any recommendations to the City Council.

H.A.R.T. POLICY MANUAL

Homer Accelerated Roads and Trails Program

Adopted September 10, 2007

Produced & Distributed by the City Clerk's Office — 2/19/2008 — rt

H.A.R.T. POLICY MANUAL
(HOMER ACCELERATED ROADS AND TRAILS PROGRAM)

TABLE OF CONTENTS

February 2008

I. PURPOSE and INTENT

1. The H.A.R.T. is a combined local funding source of dedicated sales tax and assessments to upgrade city streets, new city streets and new city non-motorized trails.(Ordinance 06-42(S); Resolution 88-47 #1)

2. The intent of the program is to reconstruct local substandard city roads and/or upgrade existing city roads, construct new city streets and non motorized trails, thereby reducing maintenance cost, improving access, increasing property values and improving the quality of life. (Ordinance 06-42(S); Resolution 88-47 #2)

3. Reconstruction and new construction shall be to City Standards. (Ordinance 06-42(S) Resolution 88-47 #19)

4. The City will not accept a street for full time maintenance until it meets city standards and is shown on the official maintenance map.[1] (Ordinance 85-14 07/01/85; Resolution 88-47 #8)

5. When practical, the intent of the program is to preclude the destruction of existing property improvements in built up areas. (Resolution 88-77(A), be it further Resolved clause.)

6. State maintained roads are not part of this program. (Resolution 88-47 #7)

7. The criteria for the H.A.R.T. shall be reviewed annually by the Transportation Advisory Committee, with recommendations reported to the Homer City Council. (Resolution 88-47 #22)

8. Annexed roads are included as newly eligible roads, as listed on the Official Road Maintenance Map. (Resolution 03-116, 08/25/03)

9. New roads shall be listed on the Official Road Maintenance Map. (Resolution 07-82)

10. New trails shall be listed on a map in the City Clerk's Office. (Resolution 07-82)

II. DEFINITIONS

A. Sidewalk- the term "sidewalk" means a pedestrian facility associated with a road and generally within a street right of way. (Resolution 07-82)

B. Trail – a pedestrian facility detached from a road, or not within a street right of way. (Resolution 07-82)

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[1] 1.Clerk's Note: Done by Ordinance

III. QUALIFYING CRITERIA

A. Roads

The schedule of street improvements and costs developed by the Public Works Department August 87, consisting of Groups I-IV and the annexed roads of the City boundary amendment of Ordinance 02-08(A) and as noted on the Official Road Maintenance Map, are hereby incorporated. (Resolution 05-70, 06/13/05; Ordinance 02-23(A), 06/10/02; Ordinance 02-08(A), 04/08/03; Resolution 03-116, 08/25/03)

Amendments to the schedule can be accomplished only by Council action and are limited to additions to the schedule due to revision of the street map or transfer of state rights-of-ways to the City.

All projects will be authorized only after a public hearing to insure public participation in the process. (Resolution 88-47 #13)

1. The following criteria may be considered for roads qualifying for reconstruction/utility improvements: (Resolution 88-47 #14, Resolution 87-61(S))

a. Life, safety and traffic flow (Resolution 87-61(S), Resolution 88-47);
b. Correct deficiencies of existing systems (Resolution 87-61(S), Resolution 88-47);
c. System wide basis versus local needs (Resolution 87-61(S), Resolution 88-47);
d. Complete traffic circulation pattern (Resolution 87-61(S), Resolution 88-47);
e. Encourage economic development (Resolution 87-61(S), Resolution 88-47);
f. Correct drainage problems (Resolution 87-61(S), Resolution 88-47);
g. Reduce maintenance cost (Resolution 87-61(S), Resolution 88-47);
h. Built to city standards prior to acceptance for maintenance (Resolution 61(S), Resolution 88-47);
i. Reconstruction is a higher priority than new construction projects (Resolution 87-61(S), Resolution 88-47);
j. Property owner contribution through LID process by paying $30 per front foot for gravel and $17 per front foot for paving cost of a residential standard street and the city pays all costs for additional improvements deemed necessary (Resolution 87-61(S); Resolution 88-47, Resolution 94-50; Resolution 95-97)
k. City share can apply to related utilities, sidewalks, street lighting, drainage, paving and/or reconstruction of roads identified on the road maintenance map. (Resolution 88-47, Resolution 04-41(A).);
l. Other factors deemed appropriate by the City Council. (Resolution 87-61(S, Resolution 88-47))

2. The following criteria may be considered for new local roads in addition to applicable criteria in 1:

a. Connectivity to existing road(s), for example completes a traffic pattern.
b. Arterials or thoroughfares;
c. Existing utilities;
d. Contributing funds such as property owner assessments, loans, grants, etc;
e. Level of need. (Resolution 07-82)

B. Trails

New local non motorized trails shall be prioritized according to the following:

a. Project is listed in the HNMTTP or furthers a stated goal of that plan;
b. Solves a safety concern;
c. Creates connectivity to existing trail(s), completes pattern or provides access to a point of interest;
d. Protects an established trail;
e. Creates or improves a trailhead;
f. Has significant scenic or aesthetic value;
g. Existence or potential for contributing funds;
h. Property owner participation. (Resolution 07-82)

IV. FINANCING and ASSESSMENTS

1. The program will utilize an additional dedicated City sales tax not to exceed three quarters of one percent (¾%) supplemental with assessments against adjacent benefited properties. (Ordinance 06-42, Resolution 87-61(S), Resolution 88-47 #3).

2. A three quarters of one percent (¾) dedicated sales tax and will be collected for up to twenty years expiring December 31, 2007 and reauthorizing up to an additional twenty years expiring December 31, 2027 to participate in funding the accelerated roads and trails program (Ordinance 06-42, Resolution 87-61(S), Resolution 88-47 #4). Reauthorized twenty additional years at the October 3, 2006 election (Resolution 06-145(S)) to expire December 31, 2027. Ten percent of the annual revenue shall be used for trail projects.

3. 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 bond sales as revenues increase. (Resolution 87-47 #6)

4. The City will attempt to obtain long term financing for up to ten years for the private share of funding. (Resolution 88-74 #12, bond change Ordinance 89-17, regarding ten years financing.)

5. Interest, if any, generated from the program will remain with the program funds. (Resolution 88-47 #18)

6. Abutting property owners will share the cost of upgrading a street to residential standards by paying $30 per front foot for gravel and $17 per front foot for paving.[2] (Resolution 87-61(S), Resolution 88-47, Resolution 94-50, Resolution 95-97)

7. The City will pay all costs for any additional improvements required when deemed necessary by the City. Other improvements requested by the benefited property owners will be paid by those same property owners. (Resolution 88-47 #11)

8. The $30/$17 split in 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. (Resolution 87-61(S), Resolution 88-47; #21; Resolution 95-97)

9. Road Reconstruction assessment payment date, penalty and interest shall be set as soon as the reconstruction project has been accepted by the Public Works Department regardless if the LID/Assessment district wherein reconstruction has been completed is also scheduled for paving as part of the same LID/Assessment District. Paving assessment payment date, penalty and interest will be set as soon as the paving project has been accepted by the Public Works Department. HCC 17.04.070--110. (Resolution 96-73)

10. New Local Roads may be constructed by 100% program funds when the construction thereof benefits the entire City or when the City owns the property wherein the road is to be constructed. The Road to be constructed must meet the qualifying criteria and be recommended by the Transportation Advisory Committee to the City Council. This expenditure must be approved via Ordinance with justification noted within the body of the Ordinance. Whenever possible, New Local Roads will be constructed using the LID process HCC 17.04 and the assessment methodology as noted in item 6. and 8. (Resolution 07-82)

11. HART funds may be used to leverage outside funds for New Local Roads and Trails. (Resolution 07-82)

12. New Local Trails may be constructed using 100% program funds and follow the procedures listed in item 10. (Resolution 07-82)

13. Sidewalks shall be paid for out of road funds, and trails shall be paid for out of the 10% allocated to trails. (Resolution 07-82)

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[2] Danview/Svedlund and Sabrina/Mark White are grandfathered in at the $20/$11 split per Council action. (Resolution 94-52)

V. UTILITIES

1. Prior to street reconstruction, necessary related non existing water and sewer improvements shall be encouraged whenever possible. (Resolution 88-47 #9)

2. Water and Sewer utility extensions necessary to extend the utilities short distances beyond a construction area will be paid for by the program. (Resolution. 88-47 #10)

3. Water and sewer utility relocations directly caused by reconstruction will be paid for by the Accelerated Roads Program. (Resolution. 88-47 #10)

4. 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 (a) fund. (Resolution 88-47 #10)

5. The City shall recover from the property owner the cost of construction of City-provided sewer and water service connections by including the cost of construction of such connections in the service connection fee established under HCC Chapter 14.13. (Resolution. 88-47)

6. Cost of installing stub-outs would be a necessary expense to anyone building on lots requiring sewer and/or water service. Sewer and/or Water funds or other public money was provided to pay the cost of these stub-outs because of the benefit of a quality finished road and the use of stub-outs benefit only those particular lots. Costs will be recouped from benefiting property owners through deferred assessments. The Planning Clerk and Finance Department will maintain a listing of these deferred sewer and/or water service connection fees.

7. Whenever practical street lights shall be included in the construction of new local roads and shall be paid by HART funds. Property owners participating in a road reconstruction and/or paving LID may request street lights. If the project is deemed feasible the property owners shall be assessed for the installation of the street lights on an equal share per parcel methodology. Property owner approval of the street light assessment shall follow the process in HCC 17.04. Once constructed, the City will absorb the utility billing for the street light(s). (Resolution 07-82)

VI. SPECIAL PROVISIONS

1. Additional right-of-way required will be paid by this program, at no additional cost to abutting property owners. (Resolution 88-47 #20)

2. Corner lots are exempt from a double front footage assessment and the total assessed frontage shall not exceed the longest side of the lot. Reconstruction assessments apply to

reconstruction and paving. Corner lot agreement is required after 10/25/94. (Resolution 87-61(S) #15; Resolution. 88-47 #15, Resolution 91-68, Ordinance 94-16(A))

3. 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 Deferred Assessment Agreement Required pursuant to HCC 17.04.160. (Resolution 88-47 #16)

4. This program includes paving driveway aprons on contracts funded by H.A.R.P. (Resolution 88-47 #17; Resolution 91-48)

5. When at all practical, the center line of rights-of-way will be the established road center line. Where impractical, the center line may be shifted to mitigate improvement encroachments of high cost hillside excavation. (Resolution 88-77(A))

6. In established neighborhoods, where improvements such as housing, carports, lawns or landscaping have been constructed near the right-of-way line and ditching would seriously impact these improvements, alternates to open ditching may be considered. These alternates may include gently sloping ditches back to the lawn, trench drains, standard or rolled curbs and gutter or any other sound engineering practices. The cost of these alternates will be born by the road program unless the residents elect to participate in the curb, gutter and sidewalk programs. (Resolution 88-77(A))

7. Pedestrian amenities shall be included in all new road projects unless exempted by the City Council. (Resolution. 04-41(A))

8. Exempting Certain Lands that will not be Developed due to Conservation Easements or Owned by Organizations that Conserve Land for Public Purpose and/or Habitat Protection from the Homer Accelerated Roads Program and the Homer Accelerated Water and Sewer Program Assessment District Assessments on a Case by Case Basis and that Each Program Shall be Amended to Include this Exemption under Special Provisions. (Resolution 05-50(A).)

9. New Subdivisions may not participate in HART for the construction of subdivision roads or trails.

a. Exception: To encourage trail connectivity, the Subdivider will be required to pay a prorated share of the project cost not to exceed 75% of the cost of public trail construction. (Resolution 07-82)

10. HART funds may be used in accordance with Title 11.04.05. If a development includes a segment of an arterial or collector street as shown on the Master Plan, the

developer shall construct the streets on the alignment adopted in the Master Roads and Streets Plan, and conforming to the respective classification. The developer shall be required to construct the street to a twenty-eight-foot width in accordance with the minimum requirements of a local residential street; provided, however, that the City may, upon direction of the City Council, elect to require construction to the full standards and pay to the developer the cost difference between the required street and the proposed street. (Resolution 07-82)

VII. TRAIL PRIORITIZING CRITERIA AND PLANNING GUIDELINES

A. Trail Prioritizing. The TAC and Parks and Recreation Advisory Commission will review the trail priority list during the annual review of the HART. The list will be presented in a memorandum from staff, and will contain a mix of large and small projects. Generally it will include up to five trail projects that staff has reviewed and found ready for preliminary work. Trails on this list are planned for construction in the near term (one to three year timeframe). Staff will actively work to prepare those projects for construction. (Resolution 07-82)

B. Trail Planning Guidelines

Trail design shall take into account at minimum the following:

1. Use context sensitive design when locating and planning trails to take advantage of scenic resources.

2. Respect the character of trails based on function, setting, and expectation of accessibility.

3. Evaluate the soils, drainage, wetlands, Tsunami zone, flood plain, stream setbacks, historical resources, visual resources, topography, existing and potential land use, zoning and land ownership.

4. Where estimated costs, operating costs and outside funding availability are considerations and important criteria, care should be used to ensure that important trails are not eliminated solely using cost as a determinant.

5. Multi-use trails are encouraged. Design of the trail should include consideration of compatible uses such as pedestrians and bicycles.

6. All trails should be designed to recognize the requirements of ADA standards and guidelines. (Resolution 07-82)

Office of the City Clerk

Jo Johnson, CMC, City Clerk
Melissa Jacobsen, CMC, Deputy City Clerk II
Renee Krause, CMC, Deputy City Clerk I

491 E. Pioneer Avenue
Homer, Alaska 99603
(907) 235-3130
(907) 235-8121
ext: 2224, 2226, or 2227
Fax: (907) 235-3143
Email: clerk@ci.homer.ak.us

MEMORANDUM

To: Transportation Advisory Committee

From: Melissa Jacobsen, CMC, Deputy City Clerk

Date: February 1, 2011

Subject: 2011 Term Expirations

The TAC terms for Committee members John Velsko and Steve Smith will expire on April 1st.

Those members need to advise the City Clerk's office in writing whether or not they want to request re-appointment by the Mayor. Notification may be emailed to clerk@ci.homer.ak.us It is important to let us know timely so there is not a lapse in terms, and if you do not wish to be re-appointed the City Clerk can advertise an open seat.

The deadline for notification is Tuesday, March 15, 2011.

City of Homer

Homer, Alaska

Mayor's Certificate of Appointment

Greetings

Be It Known That

Caroline Venuti

Has been appointed to

serve as

"Committee Member"

on the

"Transportation Advisory Committee"

This reappointment is made because of your dedication to the cause of good government, your contributions to your community and your willingness to serve your fellow man.

In Witness whereof I hereunto set my hand this 13th day of December, 2010.

James C. Hornaday, Mayor

Attest:

Jo Johnson, CMC, City Clerk