



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

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Memorandum

TO: Mayor Zak and Homer City Council
FROM: Katie Koester, City Manager
DATE: February 17, 2017
SUBJECT: City Manager's Report – February 27, 2017

Hickerson Cemetery

Council requested additional information on the budget for Hickerson Cemetery expansion as it related to the \$1,000 per plot increase implemented in 2016. The City Council approved \$200,000 in the FY2016 budget for a phased expansion of Hickerson Cemetery (full expansion budget is \$328,000). At the same time, Council approved an increase from \$200 per plot to \$1,000 per plot to cover the capital cost of the development of the Cemetery. Since then, there has been substantial public input regarding the design of the cemetery resulting in additional landscaping, urn burial plots and consideration of future needs such as a walking path, equipment storage shed, and snow storage. While this has increased the visual appeal of the Cemetery, it results in less plots (106 2x5 burial plots and 60 2x2 urn plots) available for sale. At \$1,000 a plot the maximum amount the City will recoup on the project is \$166,000. Nevertheless, this is the first time the City has offered plots specifically for the interment of urns and Council could consider a separate and reduced fee for those plots. The City does allow burials 2 deep in one plot. As a point of comparison, burial plots at the Soldotna cemetery are anywhere from \$750-\$1,000 and urns are \$400. Wasilla charges \$1,000.

If Council would like to amend the cost of burial plots and add a separate price for urn interment, you would do so by Resolution amending the fee schedule. As a matter of course, the fee schedule is amended annually with the budget cycle. The Clerk's office is working on additional rules for managing the Cemetery. For example, when someone purchases a plot we currently deed it to the individual in perpetuity. This means there could be families who have made other burial plans with reserved plots. These, and other recommendations, will be made by the Clerk's office which would be a good time to re-assess the cost of burial plots.

Boat House Pavilion Grant

I am pleased to announce that the Rasmuson Foundation recently awarded the City a Tier 1 grant to support construction of the Boat House Pavilion. The \$20,000 award for purchasing construction materials brings the project's fundraising to within \$5,000 of the project's overall \$230,000 goal.

Public Safety Communication Grant Applications

Homer Police Department recently submitted grant applications to the FY2017 Alaska State Homeland Security Program for three projects related to upgrading the City's radio communication system. These requests (to replace four repeaters, the emergency dispatch radio and HPD's mobile radio system) are part of the on-going process of completing communication system upgrades required because the system is aging out of manufacturer's support and will soon be out of compliance with new FCC regulations. Last year this grant program funded upgrades to two system components.

Finance Director Hired

I am pleased to announce the City has hired Elizabeth Walton as the next City of Homer Finance Director. Elizabeth is coming from Fairbanks where she works for the Department of Transportation & Public Facilities for the State of Alaska as an Accountant II. Elizabeth has also worked for the State's Department of Health & Social Services and the Department of Revenue. Elizabeth has a B.B.A in Finance, a B.B.A. in Accounting, as well as an M.B.A in Capital Markets. Elizabeth's first day is March 20th. Please welcome her to the City of Homer team when you see her at Council meetings.

Barge Mooring/Haul-Out Repair Facility

Last week, the City responded to a request from the Kenai Peninsula Economic Development District for shovel-ready projects that benefit the operation and performance of the transportation network and the regional and national economy for submission to the Trump Administration. Staff submitted a combined Barge Mooring/Haul-Out Repair Facility project description, which ranked first out of the four priority projects for the Kenai Peninsula. Shirley Kelly, Alaska EDR for the Economic Development Administration then forwarded a list of these Alaska projects to the Trump Administration, providing background on Alaska's infrastructure funding needs.

Bryan Hawkins has communicated the combined scope of the project to the State of Alaska, which was approved, and I will share the project with Lisa Murkowski's office when we submit information on the City of Homer's Federal Priority projects.

Enc:

Letter of Support for Homer Senior Citizen's Adult Day Services Program grant applications
Barge Mooring/ Haul-Out Repair Facility write up.



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February 28, 2017

Nancy Brooks
Grant Administrator
State of Alaska Health and Human Services
PO Box 110650
Juneau, AK 99811-0650

Dear Ms. Brooks,

I am writing to express the City of Homer's support for the Homer Senior Citizen's grant for Adult Day Service Program.

Homer Senior Citizens, Inc. provides services that are vital to the health of our community including meals, adult day services, independent housing, transportation and assisted living. The program enables participants to remain in a home or community based setting reducing long-term care costs. In particular, the Adult Day Services assists seniors by providing safe and engaging social activities so that their family/caregivers can remain working during the day.

In closing, the City of Homer encourages your support of a vital program to our community, Adult Day Services offered by the Homer Senior Center.

Sincerely,

Katie Koester
City Manager
907-435-3102



Homer Barge Mooring/Haul-Out Repair Facility

- **Project sponsor:** City of Homer, Alaska
- **Project description:** Project provides facility for barge mooring and marine vessel repairs dedicated to supporting the marine transportation system in central and western Alaska.

Construction consists of installation of 6 steel pile mooring dolphins with navigation lighting, dead-men anchoring and stern anchoring system for 4-6 barges. Vessel repair facility includes wash down pad and water retention basin/water quality treatment improvements, paved work areas, drainage improvements, lighting, electrical service, haul-out winching equipment, fencing, and support building.

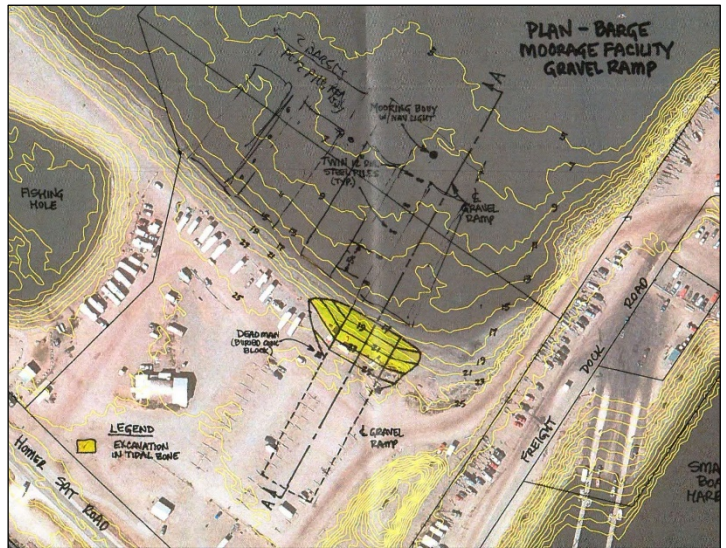
- **Estimated total investment necessary:** \$4,456,500
- **Current status/estimated date for start of construction and completion:**
Currently the project has a dedicated site, an approved Storm Water Pollution Prevention Plan, Best Management Practices and facility use agreements. 95% design will be reached by April 30, 2017
All federal, state & local permits acquired by May 15, 2017
Project bidding process complete by August 1, 2017
Construction Start – September 1, 2017
Construction Complete – June 30, 2018

- **Benefits to the operation and performance of the transportation network, and the regional and national economy:**

With more than 33,000 miles of coastline, the waters surrounding Alaska are a substantial transportation network and economic driver locally, regionally and nationally. And while the state is host to many vessels, Alaska largely lacks infrastructure to handle the marine industrial sector's (MIS) moorage and vessel maintenance demand. The Barge Mooring/Haul Out Repair Facility expands Alaska's capacity to meet current demands of the shipping, commercial fishing, resource development and service industries -- *and* support the fleet that will be taking advantage of emerging regional and national economic opportunities such as Cook Inlet the Cook Inlet Oil & Gas industry, a possible LNG export plant in Nikiski, and the opening of the Arctic for transportation and resource development.

Strategically located in Homer's Port & Harbor, the only ice-free deep water port in Cook Inlet, the facility benefits the performance of the MIS transportation network. Barges are a lifeline to the essential supplies needed for rural Alaskan communities to exist, and are critical support vessels for resource development operations around the State. These vessels, the workhorses of the fleet, are required by law to be inspected and maintained to standards set by the USCG. For the most part this fleet is used seasonally due to the ice conditions that occur in Western Alaska which means that they are wintering over while they wait for spring breakup. Currently there are very few haul out facilities in the State that can serve these very large vessels. Our plan provides secure moorage for up to six of these vessels and the ability to complete their required maintenance while wintering over. The repair facility will also be used by the region's large fleet of commercial fishing vessels.

Because of the lack of moorage space, large vessels are currently turned away from the harbor's basin; because of a lack of facilities, large vessels also have to travel long distances over open ocean to seek repairs which could otherwise be completed in Homer. Capturing more of this MIS activity (that often occurs out-of-state) provides many benefits. As more work is done locally, the local marine trades sector has greater opportunity to expand services, support a steady labor force and provide higher quality services more competitively. Availability of local repair services also delivers performance benefits to vessels operating in Alaska waters, saving significant time, fuel and other operating expense. An additional benefit is reducing the potential for costly emergency response, loss of life and property, and/or environmental contamination associated with impaired vessels travelling great distances to seek repairs.



Concept design for Barge Mooring/Haul-Out Repair Facility

- **Estimate of direct and indirect job creation and private sector investment generation:**

The facility will create 51 full time direct jobs when fully operational; it will create 102 indirect jobs (per a 2:1 shipyard benefits multiplier effect of direct jobs on indirect jobs.) It will generate private sector investment in tools, training and specialized equipment by the marine trades sector, in large marine vessel upgrades by vessel owners, and investment in additional transportation capacity for supplies such as steel, engine parts, electrical, fuel, hazardous materials disposal.