

**CITY OF HOMER
HOMER, ALASKA**

Mayor

RESOLUTION 25-007

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA STATING THE CITY'S INTENTION TO FORMALLY PARTNER WITH THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES IN LOCAL SPONSORSHIP OF A US ARMY CORPS OF ENGINEERS GENERAL INVESTIGATION TO ADDRESS HOMER SPIT COASTAL EROSION AND REQUESTING THE STATE OF ALASKA TO APPROPRIATE \$1,200,000 IN THE STATE FY2026 CAPITAL BUDGET AS THE STATE'S SHARE OF THE LOCAL SPONSOR MATCH REQUIREMENT OF \$1.5 MILLION.

WHEREAS, The Homer Spit is a 4.5-mile-long remnant glacial spit extending into Kachemak Bay that supports critical multimodal transportation infrastructure including Alaska Route 1, part of Alaska's multimodal freight network, the Alaska State Ferry System and US Marine Highways M-5 and M-11 through the Homer Port and Harbor facility, and the State-owned and operated Homer Airport; and

WHEREAS, The Homer Spit and the Homer Spit Road is a critical infrastructure corridor supporting the Homer Port and Harbor, State and Federal assets and the regional economy through essential recreational, commercial, industrial and residential activities, including cargo transportation for communities throughout southcentral and western Alaska; and

WHEREAS, The Homer Spit Road provides access to critical State and Federal infrastructure, including utilities and communications connections, fuel storage and US Coast Guard assets; and

WHEREAS, The Homer Spit is the region's commerce and transportation hub, and an economic anchor supporting essential recreational, commercial, industrial and residential activities, including:

- essential cargo deliveries to over 130 non-road connected communities and remote work sites throughout southcentral and Western Alaska;
- fishing vessels from nearly every fishery in the State;
- a vital marine trades service sector;
- a state, national and internationally acclaimed sport fishing, recreational and tourism destination; and
- food security through cargo deliveries, pilot services for freight headed to the Don Young Port of Alaska and access to subsistence and personal use fisheries; and

43 WHEREAS, The west side of the Homer Spit has been subject to severe coastal erosion,
44 which threatens the State-owned and maintained Homer Spit Road, the southern terminus of
45 the Sterling Highway; and
46

47 WHEREAS, Previous erosion mitigation efforts included the State of Alaska Department
48 of Transportation and Public Facilities joining with the United States Army Corps of Engineers
49 (USACE) and the City of Homer to complete a General Investigation which led to the installation
50 of 1,000 feet of rock revetment in 1992 and a subsequent 3,700 foot extension in 1998 to protect
51 the Sterling Highway from erosive forces; and
52

53 WHEREAS, In the twenty years since, stronger more frequent storm surge events
54 coupled with the absence of USACE-General-Investigation-recommended periodic beach
55 nourishment accelerated beach lowering adjacent to and further south of the rock revetments
56 at an alarming rate; and
57

58 WHEREAS, In that time, the Alaska Department of Transportation and Public Facilities
59 was required to armor the Sterling Highway south of the USACE revetment in two different
60 emergency revetment projects to further protect the Sterling Highway from erosion damage;
61 and
62

63 WHEREAS, Annual storm surge events continue to erode significant amounts of State
64 right-of-way, city land, utilities, commercial properties and undermining the existing rock
65 revetment and road bed, and periodically overtop the Sterling Highway; and
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67 WHEREAS, A November 16, 2024 ocean swell from a high tide storm surge event
68 overtopped the Sterling Highway, scoured the base of a section of the rock revetment and
69 collapsed one lane of the highway, spurring local and state disaster emergency declarations
70 and emergency road repairs costing millions of dollars; and
71

72 WHEREAS, Given the repetitiveness of expensive emergency revetment and road
73 repairs, the valuable resources already lost to erosion, the considerable Federal, State and
74 regional infrastructure still at-risk, and the State and regional economic importance of the
75 Homer Spit, there is the urgent need for a comprehensive, multi-agency mitigation and
76 stabilization plan for long-term Homer Spit resiliency; and
77

78 WHEREAS, Federal involvement in erosion mitigation planning brings valuable
79 expertise and federal resources to assist with the construction and long-term maintenance
80 phases of erosion mitigation; and
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82 WHEREAS, Federal involvement requires a USACE General Investigation; and
83

WHEREAS, The Alaska District of the USACE has requested Federal Funds for the Homer Spit Revetment General Investigation in its annual budget for many years, but needs local sponsors to leverage Federal funding for the new start General Investigation.

NOW, THEREFORE BE IT RESOLVED, The City of Homer, in recognition of the value of the Homer Spit to the local economy, transportation and quality of life, intends to formally partner with the State of Alaska and potential other affected stakeholders in the \$1.5M local sponsor match requirement for entering into a Federal Cost Share Agreement with the USACE for a General Investigation; and

BE IT FURTHER RESOLVED, The City of Homer urges the Alaska State Legislature to partner with the City of Homer as a local sponsor by appropriating \$1,200,000 in the State's FY26 Capital Budget toward the local sponsor match requirement for a USACE General Investigation study of Homer Spit erosion mitigation.

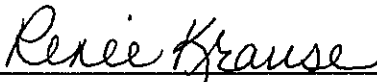
PASSED AND ADOPTED by the Homer City Council on this 27th day of January, 2025

CITY OF HOMER



RACHEL LORD, MAYOR

ATTEST:



RENEE KRAUSE, MMC, CITY CLERK
Fiscal Note: NA

