



**ASSEMBLY PUBLIC WORKS AND FACILITIES
COMMITTEE AGENDA**
September 29, 2025 at 12:10 PM

Zoom Webinar

<https://juneau.zoom.us/j/91849897300> or 1-669-900-6833 Webinar ID: 918 4989 7300

A. CALL TO ORDER

B. LAND ACKNOWLEDGEMENT

We would like to acknowledge that the City and Borough of Juneau is on Tlingit land and wish to honor the indigenous people of this land. For more than ten thousand years, Alaska Native people have been and continue to be integral to the well-being of our community. We are grateful to be in this place, a part of this community, and to honor the culture, traditions, and resilience of the Tlingit people. *Gunalchéesh!*

C. ROLL CALL

D. APPROVAL OF AGENDA

E. APPROVAL OF MINUTES

1. **September 8, 2025 Meeting Minutes (draft)**

F. AGENDA TOPICS

1. **Marine Park**
2. **Transit - Reduced Schedule for Holidays**
3. **Legislative Capital Priorities**

[The FY27 Legislative Capital Priorities materials will be added to the packet under Supplemental Materials prior to the Monday, September 29th, 2025 meeting.]

G. PWFC 2025 ASSEMBLY GOALS

1. **PWFC Milestones**

H. CONTRACTS DIVISION ACTIVITY REPORT

1. **September 3, 2025 to September 19, 2025**

I. NEXT MEETING DATE

1. **November 3, 2025 at 12:10 PM, Zoom & Assembly Chambers**

J. SUPPLEMENTAL MATERIALS

1. FY2027 Legislative Capital Priorities — DRAFT

K. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, e-mail: city.clerk@juneau.gov.



ASSEMBLY PUBLIC WORKS & FACILITIES

DRAFT - COMMITTEE MINUTES

September 8, 2025 at 12:10 PM

Assembly Chambers/Zoom Webinar

<https://juneau.zoom.us/j/91849897300> or 1-669-900-6833 Webinar ID: 918 4989 7300

A. CALL TO ORDER

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We would like to acknowledge that the City and Borough of Juneau is on Tlingit land and wish to honor the indigenous people of this land. For more than ten thousand years, Alaska Native people have been and continue to be integral to the well-being of our community. We are grateful to be in this place, a part of this community, and to honor the culture, traditions, and resilience of the Tlingit people. *Gunalchéesh!*

C. ROLL CALL

Members Present In-Person: Chair Hughes-Skandijs; Ms. Hall, Mr. Kelly

Members Absent: Mr. Smith

CBJ Staff Present: EPW Director Denise Koch, City Clerk Breckan Hendricks, Administrative Officer Rose Evans, Greg Smith, Contracts Administrator, Alexandra Pierce, Tourism Director, Scott Ciambor, CBJ Planning Manager, Joan O'Keefe, Executive Director of SAIL

D. APPROVAL OF AGENDA - The agenda was approved.

E. APPROVAL OF MINUTES

- 1. August 04, 2025 Meeting Minutes** - Approved with no changes.

F. AGENDA TOPICS

1. Transfer Request to Marine Park from Seawalk

Director Koch expressed that this item came before the committee previously and the Assembly sent it back here to continue the discussion.

Alexandra Pierce, Tourism Director, explained that at the Assembly Meeting, the mayor requested to cut some budget from this transfer request, so they have come up with a few options. She said that after doing some more scoping work on the project, the first option they came up with is to lower the cost to \$3 million, Option 2 is removing the clam shell stage covering, with a transfer of \$1.8 million, and Option 3 would be to remove the covered seating area, with a transfer of \$1.5 million. She expressed that in public consultation on this project, the public wanted to see performance space, so the stage was included, but it does not have to be covered. They also wanted to be able to eat in the park under a covered area.

Ms. Hall asked if there would be other covered seating for people to eat or if this would be the only covered area in the park.

Director Pierce explained that there are currently only two covered areas, the one for people to sit and eat and the clam shell stage covering. She said that if they removed the covered seating area, there would be no covered area for people to eat, but if they kept that and removed the clam shell stage covering, they will still have a covered area for people to eat but not a covered performance venue.

Ms. Hall inquired if there would still be tables in the vendor area if there was no covering.

Director Pierce responded that there is other seating in the park, but the seating area is designated for people to eat at.

Mr. Kelly asked if the survey was just from the community or if it also included visitors.

Director Pierce answered that they did an online community survey, but the project team also had two open house style events in the park when cruise ships were in and they got some good insights out of those as well.

Chair Hughes-Skandijs asked staff to characterize the discussion they had on this at the Assembly, as she was not able to attend.

Director Pierce responded that the discussion was mainly that \$3.5 million was too much, so they wanted to send it back.

Mr. Kelly inquired about the source of these funds.

Director Pierce answered that it is 100% funded by passenger fees and the transfer coming out of the Seawalk CIP is also funded by passenger fees.

Chair Hughes-Skandijs asked for a description of the “layer cake” with the layered seating and grass there now, and what percentage of the cost is getting out what is in there.

Director Pierce deferred to Hoffbauer on that. She added that she would characterize that the new elements piece is the more expensive piece in comparison to demolition.

Ms. Hall wondered if removing one of the coverings and not the other would cause any inefficiencies in not being able to build or order materials all at the same time.

Director Pierce felt that the savings outweigh the efficiency factor on this. She said this is a low bid contract, and whatever the Assembly decides to remove would be bid as alternative, so if bids come in low, they could have the opportunity to include them in the park.

Mr. Kelly commented that as he is considering the different options and trying to get a better idea of the anticipated use of this, as it was said that community members wanted this brought back to have community performances outside. He asked what the scope of those events might have been like.

Director Pierce answered that her memories of these events are from her childhood, but she believed it was more of a situation where a band would be playing and people would show up instead of a structured event. She noted there used to be amphitheater style sitting in there.

Mr. Kelly asked where they want to refer this to next.

Chair Hughes-Skandijs responded that we would be sending it back to the Assembly with a different price.

Mr. Kelly made the motion to forward Option 2 to the Full Assembly.

Mr. Kelly spoke to his motion, explaining that if they were going to remove any of the coverings, he wanted to preserve the covering that is going to be used over the people who are going to stay there the longest, so it would make the most sense to preserve the covering over the stage.

Ms. Hall objected to the motion, as she feels like the people who use it daily are the people having their lunch or waiting for their tour to start, and performers will only be there sporadically.

Chair Hughes-Skandijs also objected. She did not love how much the project cost, but her main concern was to make sure there are covered seating areas, as she lives across the park and sees people in the covered seating areas all day long and people sleep under them at night. She voiced that if she had to pick one to remove, she would probably pick the stage covering.

Mr. Kelly moved to withdraw his motion. He said that removing the covering for the stage would make the stage pretty useless, so he would prefer going with Option 1 if he cannot have Option 2.

Ms. Hall made the motion to forward Option 3, removing the clam shell covering, with the transfer amount of \$1.8 million to the Full Assembly, with the idea that it could be added back at some point in the future. She added that by doing this, it is her hope that the project will come in under bid and they can add back the covering for the stage.

Chair Hughes-Skandijs objected as well, as she likes Option 1, even though she does not like \$3 million, because she would like to have both coverings.

The motion failed.

Mr. Kelly moved that they forward Option 1 to the Full Assembly. He asked for unanimous consent.

Ms. Hall objected because the Assembly asked them to consider some options and only reducing the cost by \$500,000 would not meet the spirit of what they were asked to do.

Chair Hughes-Skandijs commented that she did not know if the Assembly felt \$3.5 million was way too much or just a little over budget. She appreciated Ms. Hall's concern.

Mr. Kelly inquired how the voting will work since they usually need at least three votes to pass something but they only have three members here.

Ms. Evans answered that it would take three votes to pass.

Chair Hughes-Skandijs suggested letting this motion fail and see if they can come up with something else.

The motion failed.

Mr. Kelly expressed that he would be okay with Ms. Hall's original motion if they had the possibility to add the stage covering if it goes under bid and if they had room to be more specific in requiring that as an option.

Director Pierce responded that if the contract plus the alternative comes in on or under budget, they would be able to build the stage covering, but if it comes in over budget, they would not.

Mr. Kelly moved to rescind action on Ms. Hall's motion. He asked for unanimous consent.

Ms. Hall moved again to forward Option 3, removing the clam shell covering, with the transfer amount of \$1.8 million, to the Assembly for consideration. She asked for unanimous consent.

The motion passed.

2. Juneau Coordinated Transportation Coalition

Director Koch noted that they have done this in the past. She stated there was only one applicant, but it requires buy-in from the Assembly in order to move the grant forward.

Ms. Hall moved to recommend a resolution supporting the SAIL Orca Replacement ADA Vehicle for the FY25 Human Services Transportation Service Grant for the November 17, 2025 Assembly Meeting. She asked for unanimous consent.

The motion passed.

G. PWFC 2025 ASSEMBLY GOALS

1. PWFC Milestones

Director Koch mentioned they have an RFP advertised for planning and design services for the CBJ Zero Waste Campus, which is related to the CDS they received for compost. She said it is not specific to selecting a compost operator, but more just about big picture planning and understanding the best place for all of the items if they were to build out a campus. She added that it closes on September 19th, and they have already had opportunity for questions from the contractor community and there seems to be interest.

Ms. Hall expressed that since she is newer on the committee, she requested to provide more information on this down the road.

Director Koch explained that they went to the Assembly and asked for approval to move forward on a contractor to look at capital costs for various disposal options, and the only ways to take care of their waste is to landfill it, do some sort of thermal solution, or ship it somewhere for them to do those things. She added that all of those options require a transfer station, so they talked about a transfer station and capital cost associated with it. She said the body was interested in getting comparative operational costs and they have continued with their contractor to do that work, with the hopes of having the conclusion of their work in the December/January timeframe. They will then come back with a full picture of the capital cost and the operational cost and what they would cost a resident.

Mr. Kelly voiced that he witnessed two little girls on a scooter trying to cross Egan at the Fred Meyer intersection. He said people crossing that intersection has become an added hazard, especially since the credit union has moved over there. He suggested adding public transportation there as a safety measure. He asked if that was something to discuss offline or bring to the committee.

Chair Hughes-Skandijs said they can talk about it offline and talk to Director Koch on if it is appropriate to bring CBJ's involvement in that project, as it is state involvement.

H. CONTRACTS DIVISION ACTIVITY REPORT

1. July 23, 2025 to September 3, 2025

I. NEXT MEETING DATE

1. September 29, 2025 at 12:10 PM, Zoom Only

J. ADJOURNMENT

The September 8, 2025 Public Works & Facilities Committee Meeting was adjourned at 12:54 p.m.



Office of the City Manager

155 Heritage Way

Juneau, Alaska 99801

PHONE: (907) 586-5240

FAX: (907) 586-5385

Alexandra.Pierce@juneau.gov

TO: Alicia Hughes-Skandijs Chair
Public Works and Facilities Committee

FROM: Alexandra Pierce, Visitor Industry Director and Lauren Verrelli, Acting Parks & Recreation Director

DATE: September 29, 2025

RE: Funds Transfer Request to the Marine Park CIP (P41-105) from the Waterfront Seawalk CIP (HP51-113) – Revised Action Requested

In June, staff requested the transfer of \$3,500,000 to the Marine Park CIP (P41-105). The additional funding was to cover the remaining balance needed for project costs. On September 8, the Public Works & Facilities Committee (PWFC) discussed options for reducing the project budget with updated information as presented below.

Maximum New Budget Shortfall	\$ 3,000,000
Budget Shortfall with Removal of Seated Area Covering* *Cantilever Tensioned Fabric Structure Design, Construction, Electrical and Lighting.	\$ 1,500,000
Budget Shortfall with Removal of Clamshell Covering** **Clamshell Tensioned Fabric Structure Design, Construction, Electrical and Lighting.	\$ 1,800,000

The PWFC recommended removing the clamshell covering over the performance space. At the full Assembly meeting on September 22, the Assembly referred the transfer back to the PWFC. Staff recommends that the COW discuss both versions of this transfer that have been introduced to the full Assembly, and requests that the PWFC forward both ordinances to the Committee of the Whole for consideration. This will allow the COW to make a recommendation on either the original or amended ordinance. Staff also recommends that the PWFC continue its discussion on both ordinances and make a recommendation to the COW with greater consensus. Previously, staff presented the Assembly with four options:

- Option 1: No changes, transfer amount - \$3 million
- Option 2: Remove seated area covering, transfer amount - \$1.5 million
- Option 3: Remove clamshell covering, transfer amount - \$1.8 million
- Option 4: Remove both coverings, transfer amount - \$0

As a reminder, CBJ staff held two public meetings and a survey with 1,102 responses. Public process outcomes and design drawings are available on the [project page](#). Performance space and seating were both key public process outcomes.

Action Requested

Staff recommend that the Public Works and Facilities Committee review, discuss, and forward a recommendation to the Assembly Committee of the Whole.

Presented by: The Manager
Introduced: July 28, 2025
Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2025-01(b)(E)

An Ordinance Transferring \$3,500,000 from CIP H51-113 Waterfront Seawalk to P41-105 Marine Park Improvements.

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Transfer of Appropriation. It is hereby ordered by the Assembly of the City and Borough of Juneau, Alaska, that \$3,500,000 be transferred:

From: CIP

H51-113	Waterfront Seawalk	(\$ 3,500,000)
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To: CIP

P41-105	Marine Park Improvements	\$ 3,500,000
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Section 3. Source of Funds.

State Marine Passenger Fees	\$ 3,500,000
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Section 4. Effective Date. This ordinance shall become effective upon adoption.

Adopted this _____ day of _____, 2025.

Beth A. Weldon, Mayor

Attest:

Breckan L. Hendricks, Municipal Clerk

Presented by: The Manager
Introduced: July 28, 2025
Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2025-01(b)(E)(b)

An Ordinance Transferring \$1,800,000 from CIP H51-113 Waterfront Seawalk to P41-105 Marine Park Improvements.

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Transfer of Appropriation. It is hereby ordered by the Assembly of the City and Borough of Juneau, Alaska, that \$1,800,000 be transferred:

From: CIP

H51-113	Waterfront Seawalk	(\$ 1,800,000)
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To: CIP

P41-105	Marine Park Improvements	\$ 1,800,000
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Section 3. Source of Funds.

State Marine Passenger Fees	\$ 1,800,000
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Section 4. Effective Date. This ordinance shall become effective upon adoption.

Adopted this _____ day of _____, 2025.

Beth A. Weldon, Mayor

Attest:

Breckan L. Hendricks, Municipal Clerk



DATE: September 23, 2025

TO: Alicia Hughes-Skandijs, Chair
Public Works and Facilities Committee

THROUGH: Denise Koch, Engineering and Public Works Director

FROM: Rich Ross, Capital Transit Superintendent

SUBJECT: Holiday Bus Service

Capital Transit and associated Capital AKcess paratransit do not operate on four major holidays: Independence Day, Thanksgiving Day, Christmas Day, and New Year's Day. For context, Anchorage People Mover does not run on 13 holidays, while Fairbanks MACS Transit has no service on 7 holidays.

Expanding service on any of these holidays comes with significant financial and operational considerations. Here are the three options, along with their associated approximate costs per holiday (i.e. OT costs for drivers and maintenance staff, bus operational costs (i.e. fuel & maintenance), and the costs for operating Capital AKcess paratransit which must be open on the same days that Capital Transit has service):

Full-Service (Core Service + Express Service): This would provide service from approximately 6 a.m. to midnight, requiring about 175 driver hours at a cost of \$26,896.03 per holiday.

Saturday-Level Core Service: This would provide service from approximately 7 a.m. to midnight, requiring about 112.5 driver hours at a cost of \$18,979.00 per holiday.

Sunday-Level Core Service: This would provide service from approximately 9 a.m. to 7 p.m., requiring about 74.5 driver hours at a cost of \$12,037.29 per holiday.

Feedback from informal conversations with drivers and maintenance staff indicates a general reluctance to add more holidays. Many maintenance employees chose to work for Capital Transit due to the favorable work-life balance, and there is a concern that adding more holiday service could negatively impact morale and potentially contribute to future staffing shortages. It is also important to note that adding service on Independence Day is not a viable option due to the disruption caused by the downtown and Douglas parades.

Anchorage – People Mover's schedule lists NO SERVICE on 13 holidays and ends Christmas Day service at 8pm. <https://www.muni.org/Departments/transit/PeopleMover/Pages/PeopleMoverCalendar.aspx>

Fairbanks – MACS's schedule lists NO SERVICE on 7 holidays. <https://www.fnsb.gov/349/Metropolitan-Area-Commuter-System-MACS>

Anchorage People Mover (No Service)	Fairbanks MACS Transit (No Service)
Martin Luther King Jr. Day	New Year's Day
Presidents' Day	Martin Luther King, Jr. Day
Seward's Day	Memorial Day
Memorial Day	Independence Day
Juneteenth	Labor Day
Independence Day	Thanksgiving Day
Labor Day	Christmas Day
Indigenous Peoples' Day	
Veterans Day	
Thanksgiving Day	
Day after Thanksgiving	
Christmas Day	
New Year's Day	

Anchorage – People Mover’s schedule lists NO SERVICE on 13 holidays and ends Christmas Day service at 8pm. <https://www.muni.org/Departments/transit/PeopleMover/Pages/PeopleMoverCalendar.aspx>

Fairbanks – MACS’s schedule lists NO SERVICE on 7 holidays. <https://www.fnsb.gov/349/Metropolitan-Area-Commuter-System-MACS>



**Engineering & Public Works
Department**
Marine View Building, Juneau, AK 99801
907-586-0800

MEMORANDUM

DATE: September 29, 2025
TO: CBJ Boards and Commissions
FROM: Denise Koch, Engineering and Public Works Director
THROUGH: CBJ Public Works and Facilities Committee
SUBJECT: DRAFT FY2027 CBJ Legislative Capital Priority List: Feedback Needed by October 24, 2025

The Engineering & Public Works Department requests your input on the draft fiscal year (FY) 2027 Legislative Capital Priority list by October 24, 2025. Please e-mail your requests to denise.koch@juneau.gov

The Legislative Capital Priorities list is not a direct funding request. It is a way to articulate larger or more complicated funding needs for major projects to the Legislature, the federal delegation, and the public. This list represents the CBJ Assembly's large-scale capital priorities for a given year.

All CBJ boards and commissions are invited to provide input on their **top two projects** that they would like to see on the list. They can submit formal support or input on existing projects and project priorities and/or nominate a new project(s). Input may also include recommendations to **remove** an existing project from this list. The information that your board or commission provides will be considered by the Assembly as they prioritize the list for the next fiscal year.

New this year – Gold Creek Flume: The Gold Creek Flume is a 2,080 ft flood control channel in downtown Juneau constructed in the 1950s by the US Army Corps of Engineers (USACE). The flume has exceeded the design life for concrete structures of its kind, and the structural integrity of the flume is rapidly deteriorating, with significant scouring and erosion, exposed rebar, and evidence of failing channel walls. CBJ Engineering & Public Works and USACE have identified that the flume structure requires complete rehabilitation and other improvements to increase structural resilience and allow for long-term maintenance. However, Juneau has not experienced the dry and warm conditions required to effectively repair the concrete channel for several years. A concrete dividing wall must be installed to channel the water away from the repairs so that the project may be completed in phases.

\$12M - \$15M is needed for project construction. CBJ currently has funding to begin planning and preliminary design in FY26.

Removed this year – Aurora Harbor Drive Down Float: This project is fully funded and under design. No further appropriation is required.

Guidelines and recommendations for input:

- A prioritized list is only useful if there is the discipline to keep it manageable and relevant. Please keep that in mind when making your recommendations.
- Please limit your recommendations to nominating and/or endorsing only your top two projects. This will make your input more actionable for the Assembly.
- If your body would like to propose a new project, please use the Legislative Priorities Project Nomination form linked here: <https://www.surveymonkey.com/r/HSTMPQV>
- To be eligible, a project needs to provide a capital asset with a life of more than 20 years and have a total project cost of over \$1 million (review the appendix of the draft list, 'Everything you wanted to know about the CBJ Legislative Capital Priorities' for more information).

FY2026

LEGISLATIVE

CAPITAL PRIORITIES



**March 2025
Adopted**



Table of Contents

Introduction	3
Legislative Capital Priorities Development Schedule	4
Legislative Capital Priorities List	5-6
Individual Project Details	7-25
APPENDIX	
Everything you wanted to know about the Legislative Capital Priorities List	26
CBJ Lists, Plans and Priorities Graphic	27

March 3, 2025

To The Honorable State and Federal Delegation:

This document presents the City and Borough of Juneau's (CBJ) Fiscal Year 2026 Legislative Capital Priority List. The Legislative priority list provides information on long range capital projects identified as priorities for the community of Juneau. Descriptions of projects include cost and schedule information, a designation of who will be responsible for operating and maintaining the infrastructure, and what goals the project is advancing.

The projects included in the Legislative Priority List were compiled with input from CBJ Boards and Commissions and City staff. The Legislative Priorities will be used to inform requests to State Legislature, Federal Delegation and granting agencies.

It is the intent of the CBJ to update the Legislative Capital Priority List annually to ensure the long-range capital improvement planning stays current, as well as to determine annual legislative priorities and assist with budget development. Please don't hesitate to reach out with any questions.

Sincerely,

Katie Koester
City Manager



Development Schedule



FY2026 Legislative Capital Priorities - City & Borough of Juneau

ACTION	FY26 TIMELINE
Prepare and distribute draft LCP to CBJ Boards, Commissions & advisory groups for review and input.	September 30, 2024
Input for new draft requested by	October 25, 2024
Presentations to Boards and Commissions:	Planning Commission Introduction: October 8, 2024
	Systemic Racism Review Committee (SRRC) Introduction: October 22, 2024
Administrative Review & Compilation	October/November 2024
SRRC 2nd Review (with input and new projects)	November 19, 2024*
PWFC for Review	December 2, 2024
Homework: Assembly Ranks Priorities	Due December 20, 2024
Finance Committee	January 8, 2025
Assembly Review (Leg Breakfast + COW)	January 23, 2025
Assembly Adoption	March 3, 2025
CAPSIS Deadline	February 24, 2025
Distribute Priorities	February-March 2025

*Meeting cancelled due to lack of quorum.

FY26 CBJ Legislative Capital Priority List

Rank	Project Name:	Purpose:	Amount Requested:	Goal:	Page #:
1	Glacial Outburst Flood Response, Mitigation & Preparedness	Varied	\$30M+	Public safety, disaster preparedness, affordable housing	7
2	Juneau Douglas North Crossing (JDNC)	Planning, permitting, project management	\$3M	Economic development, housing	8
3	Mendenhall Wastewater Treatment Plant Compliance: Fats, Oil, Grease & Grit Removal	Design, Construction	\$6.3M	Return the Mendenhall Wastewater Treatment Plant to permit compliance, reduce treatment costs, and extend the useful life of the plant.	9
4	Telephone Hill Redevelopment	Site work	\$2M	Prepare for redevelopment	10
5	Pederson Hill Housing Development	Development	\$1M	Increase workforce and market rate housing with further development of Pederson Hill Subdivision.	11
6	Bartlett Emergency Department (ED) Renovation/Expansion	Design, Engineering, Permitting	\$2M	Improve access to, and the quality of emergency medical care in the community.	12
7	Aak'w Village District Parking (formerly NSOB Parking Garage)	Partial Funding	\$30M	State/legislative parking, Aak'w Village District infill development	13
8	JSD Wide Security and Safety Upgrades	Procurement, Design, Construction	\$2M	Support and improve the security and safety of district facilities.	14
9	Lemon Creek Multimodal Path	Design, Engineering, Construction	\$12M	Advance long-term goal of a new non-motorized route	15
10	Statter Harbor Wave Attenuator (Formerly "Auke Bay New Breakwater")	Match Potential Federal Funding	\$5M	Increase moorage and renovate aging infrastructure; economic development	16

FY26 CBJ Legislative Capital Priority List

Rank	Project Name:	Purpose:	Amount Requested:	Goal:	Page #:
11	Aurora Harbor Drive Down Float	Public Safety, Disaster Preparedness	\$1.4M	Provide a safer, more efficient method for transporting goods and supplies directly between vessels to shore.	17
12	Shore Power at Dock 16B	Final design and construction	\$20M	Reduce emissions, improve air quality and economic development.	18
13	Eaglecrest Employee & Tourism Workforce Housing	Planning, Design, Site Preparation, Construction	\$12M	Increase recruitment and retention while helping to manage our growth in tourism	19
14	Capital Civic Center	Partial Funding	\$10M	Support convention and visitor economy	20
15	Jackie Renninger Park Development & Pipeline Skatepark Improvements	Design and Construction	\$7M	Provide access to parks and outdoor recreation services for Juneau's most underserved neighborhood.	21
16	Waterfront Juneau Douglas City Museum	Partial Funding	\$2M	Grow the arts in Juneau and expand the capital campus.	22
17	West Douglas Extension	Planning, Design, Construction	\$4M	Long term development support	23
18	North Douglas Boat Ramp Expansion	Planning, Research, Permitting	\$250K	Improve safety and expand boating access & transportation.	24
19	Off-Road Vehicle (ORV) Park Development	Design & Construction	\$5.7M	Reduce user conflicts and create new opportunities for outdoor recreation.	25

Glacial Outburst Flood Response, Mitigation & Preparedness



AMOUNT REQUESTED: \$30M +

AMOUNT SECURED: \$6.155M(CBJ)

TOTAL PROJECT COST: TBD

PROJECT DESCRIPTION & UPDATE: The Mendenhall Valley has experienced multiple years of record glacial lake outburst floods (GLOF) from Suicide Basin. The August 2024 event released 16 billion gallons of water over a short period of time causing widespread flooding, evacuations and damage to 290 homes. Scientists indicate that full basin releases, and continued catastrophic flooding, are likely. CBJ is considering all available short and long-term solutions to mitigate the potential widespread damage from future releases. While more information is required to determine estimated costs of the selected solutions, the funding need will be significant and ongoing.

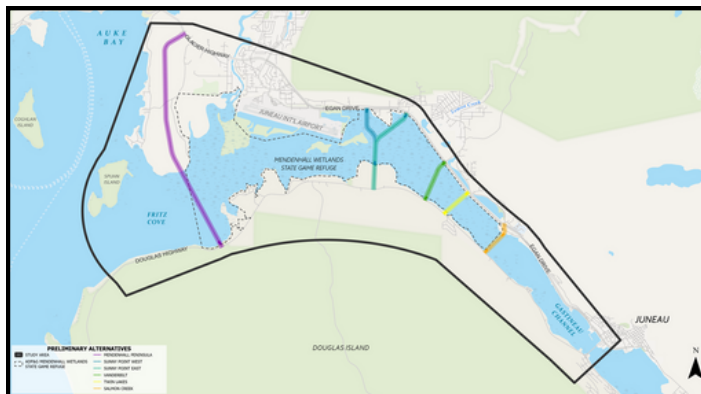
CBJ requested a USACE General Investigation (GI) to determine long-term, permanent mitigation solutions. This multi-year study requires a \$3M for local match, which the Assembly appropriated in Sept 2024. Federal funding to support the (GI) was approved in the American Relief Act of Dec 2024. The Assembly also appropriated \$1,055,000 for emergency flood mitigation funding leading up to and following the August 2024 flood event, as well as \$100,000 to update the outdated hydrologic and hydraulic flood inundation maps for the area. On October 21, 2024, the Assembly appropriated \$2M for the installation of flood levee barriers. USACE and CBJ Engineers anticipate the total cost of the multi-phase flood barrier resilience project could exceed \$27M.

TIMELINE: CBJ and our tribal and community partners are pursuing all available and applicable flood fighting and flood mitigation measures for implementation as soon as possible. This includes the project to update inundation mapping. Permanent solutions could require up to 7-10 years.

WHO WILL MAINTAIN AND OPERATE? TBD, depending on location and type of mitigation activity.

PROJECT GOAL: Public safety, disaster preparedness, affordable housing, economic development

Juneau Douglas North Crossing (JDNC)



AMOUNT REQUESTED: \$3M

AMOUNT SECURED: \$26.13M (\$2M for PEL; \$2.1M CBJ; \$7M CDS; \$16.454M USDOT RAISE)

ESTIMATED TOTAL PROJECT COST: \$300M-\$550M (Depending on alternative)

PROJECT DESCRIPTION & UPDATE:

The construction of a second crossing from mainland Juneau to Douglas Island has been a priority for the community since the early 1980s. This alternative access is crucial for enhancing safety and providing redundancy in the event the Juneau-Douglas bridge becomes impassable. Currently, if the bridge were to fail or become obstructed, Douglas Island residents would be stranded, emergency services would be hindered, and access to the local hospital would be cut off. Beyond safety, the proposed Juneau Douglas North Crossing will reduce travel times to North and West Douglas and improve access to larger tracts of land suitable for housing and development.

With support from Senator Murkowski, the City and Borough of Juneau (CBJ) received \$7 million in Congressionally Directed Spending (CDS) for FY23. These funds are being utilized to build on the ongoing analysis and public outreach efforts conducted through the Planning & Environmental Linkages (PEL) study. More information can be found at JDNorthCrossing.com.

Additionally, CBJ was awarded a 2023 USDOT RAISE grant of \$16.454 million, which will fund the project through the design phase. Once a preferred alternative is selected, CBJ plans to apply for Federal Highway construction funding. The requested \$3 million will be allocated for a funding gap caused by inflation that was not covered by previous funding sources.

PUBLIC PROCESS: Through the PEL process, which is nearing completion, the Alaska Department of Transportation & Public Facilities (DOT&PF), in collaboration with DOWL, has conducted numerous stakeholder and public meetings, surveys, and listening sessions to gather input on public sentiment and potential project alternatives. Updates on project status, alternatives, reports, and stakeholder meetings are available at JDNorthCrossing.com. Following the completion of the PEL process, the National Environmental Policy Act (NEPA) review will incorporate a comprehensive public engagement process as the preferred alternative is evaluated.

TIMELINE: The PEL study is anticipated to conclude by spring 2025 and then move into NEPA.

WHO WILL MAINTAIN AND OPERATE? Alaska DOT&PF

PROJECT GOAL: Community safety, housing, and economic development.

Mendenhall Wastewater Treatment Plant: Fats, Oil, Grease & Grit Removal



AMOUNT REQUESTED: \$6.3M

TOTAL PROJECT COST: \$6.3M

PROJECT DESCRIPTION & UPDATE:

Fats, Oils and Grease (FOG) requires special treatment, typically prior to the treatment basin. The foam from FOG degrades plant performance at the Mendenhall Treatment Plant. This project would install a grease collection vessel with a skimmer and vortex vessel to control incoming grease and finer grit. The Mendenhall Treatment Plant is currently operating under a Compliance Order by Consent with the State due to permit violations. Removing FOG before it disrupts the treatment process will assure more consistent plant performance. This project will design and construct the FOG and grit removal equipment.

TIMELINE: Once funding is secured, design and construction within 30 months.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: Permit compliance, reduce treatment costs, and extend the useful life of the plant.

Telephone Hill Redevelopment

AMOUNT REQUESTED: \$2M
AMOUNT SECURED: \$600,000
TOTAL PROJECT COST: (\$10M placeholder)



PROJECT DESCRIPTION & UPDATE: This project will prepare the roughly three acres of CBJ owned property in downtown Juneau which is adjacent to the State Office Building for redevelopment. This project will include removal of hazardous materials and environmental cleanup, potential demolition of existing structures, a redevelopment study, site preparation, utility and infrastructure upgrades, and re-subdivision. The outcome of this project will be independent buildable lots which are sized appropriately for redevelopment with infrastructure that can be utilized to maximize the density and the property will be redeveloped to meet the goals of the Assembly and the state capital.

PUBLIC PROCESS: In fall of 2023, the City held public meetings to encourage community dialog regarding this project, followed by an online community survey in Dec 2023. The CBJ funded and consultants completed a Telephone Hill Place Guide which provides direction on redevelopment of the property. The CBJ Assembly will continue to provide the public opportunities to comment on this project. There will be opportunities for public comment to the Planning Commission and to the Assembly during all phases of redevelopment. CBJ issued a Request for Information (RFI) in Dec 2024 to better understand development feasibility on Telephone Hill. The purpose of the RFI is to solicit input from qualified developers regarding potential incentives that could be offered from the CBJ to encourage and support the development of high-density, mixed-income housing in Downtown Juneau. Responses to this RFI are expected in February 2025. Additional project information is available at juneau.org/engineering-public-works/telephone-hill.

TIMELINE: An inventory of utilities, property and hazards is currently underway. The Telephone Hill Place Guide which provides direction on redevelopment of the property has been reviewed by the Assembly. The property is now partially vacated and CBJ is soliciting for the development concept proposals and construction partners.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: Redevelop over three (3) acres of high-density zoned property in the center of downtown Juneau for the highest use, including housing.

Pederson Hill Housing Development



AMOUNT REQUESTED: \$1M

AMOUNT SECURED: \$1.5M (1% Voter-Approved Sales Tax)

TOTAL PROJECT COST: \$5M-\$15M

PROJECT DESCRIPTION & UPDATE:

The requested funding will provide for the construction of a secondary access road to the Pederson Hill Subdivision. In the past year the Assembly agreed to work with the Tlingit Haida Regional Housing Authority (THRHA) to develop the remainder of Phase 1B and 1C. With that development underway any additional development will require a second access route for public safety and emergency response. This second access is an expensive requirement which needs to be funded before any future housing units can be planned on this CBJ property. This second access will make available up to 26 acres of CBJ owned property, which is zoned for 10 housing units per acre. Once this road is constructed the land will be available for development and disposal for housing. The Assembly has expressed interest in providing land to the US Coast Guard at this location for housing.

PUBLIC PROCESS:

There will be an opportunity for public comment to the Planning Commission during planning and to the Assembly during all phases of development.

TIMELINE: Design and alignment study have been funded and are underway. Initial results are expected in March 2025.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: Housing. Increase workforce and market rate housing with further development of the CBJ owned Pederson Hill Subdivision. Make CBJ owned property available for development and disposal.

Bartlett Emergency Department (ED) Renovation/Expansion



AMOUNT REQUESTED: \$2M

AMOUNT SECURED: \$4M (Bartlett Regional Hospital Reserves)

TOTAL PROJECT COST: \$10M-\$12M

PROJECT DESCRIPTION & UPDATE:

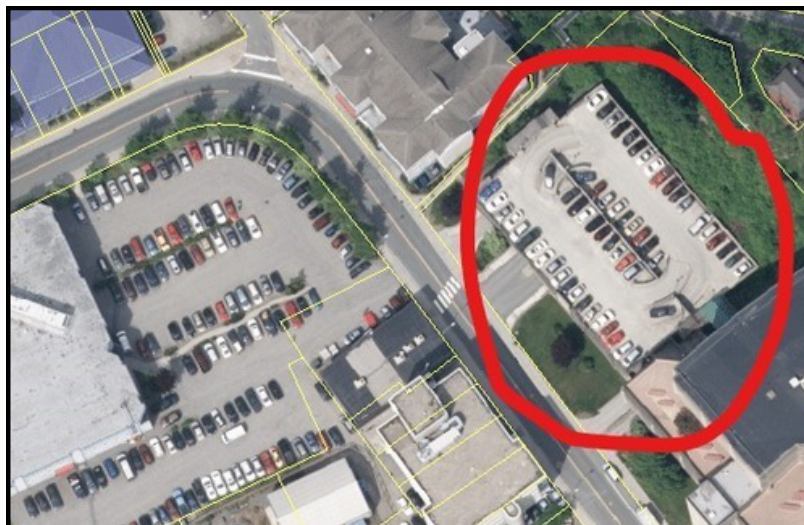
This project will expand the footprint of the existing ED, and renovate existing ED spaces, to improve patient access, patient flow, and patient and employee safety. Renovations will increase patient privacy, while mechanical and electrical upgrades will allow for new negative pressure exam space. Patients will have access to safer care, while improved space adjacencies will help ensure patients get to the appropriate level of care in a more efficient and timely manner. With other recent improvements in Bartlett's healthcare portfolio, including expanded behavioral health services and the additional of post-acute services, this project will improve medical care to the community across the healthcare continuum. This project is currently in the conceptual design stage with CBJ Engineering and Architects of Alaska. Bartlett has approximately \$4M set aside for this project, and Senator Murkowski added \$4M as Congressionally Designated Spending in the approved FY24 appropriation bill.

TIMELINE: Once funding is secured, design and construction completed within 18-24 months.

WHO WILL MAINTAIN AND OPERATE? Bartlett Regional Hospital

PROJECT GOAL: Improve access to, and the quality of emergency medical care in the community.

Aak'w Village District Parking (Formerly N. SOB)



AMOUNT REQUESTED: \$38M

AMOUNT SECURED: \$10M (\$5M SOA; \$5M CBJ Voter Approved Sales Tax)

TOTAL PROJECT COST: \$50M+

PROJECT DESCRIPTION & UPDATE: Building a garage with greater capacity would expand parking for State employees, the Legislature, and the Aak'w Village District, freeing up current parking lots for development and infill. This parking garage provides parking for the State of Alaska, just North of the State Office Building. The current garage was constructed in 1974 and in need of major repairs. The initial idea was to expand the garage to almost twice the size by adding several additional floors. However, the structural investigation found the structural members to be significantly smaller than shown in the available construction plans. Options to increase parking will be more expensive than originally projected.

PUBLIC PROCESS: This project was designated as a CBJ Legislative Priority in 2021, 2022, 2023 and 2024.

TIMELINE: Architect provided feasibility and cost estimate.

WHO WILL MAINTAIN AND OPERATE? TBD

PROJECT GOAL: State/Legislative parking, Aak'w Village District infill development.

Juneau School District–Wide Security & Safety Upgrades



AMOUNT REQUESTED: \$2M

TOTAL PROJECT COST: \$2M

PROJECT DESCRIPTION & UPDATE:

This project will upgrade security cameras, phone systems, secure entryways, brush clearing, perimeter lighting, emergency egress lighting, back-up generators, and secured property. This project will increase the Juneau School District’s security presence, which will help to deter vandalism, theft, and other criminal activities. The security and safety of our staff, students, and community is our main priority, and with this project upgrade, the District feels that it is taking the necessary steps to bring our facilities into the technology age. The Security Upgrade project is oriented around securing our entry ways and school sites by adding systems that would slow down or deter a person from entering such as in the case of a active shooter or critical incident.

PUBLIC PROCESS: Begin design within 3 months of available funding. 35% review (and 3% expenditure) 4 months from start; 65% review (and 5% expenditure); 9 months from start; construction begins 14 months from start (25% expenditure); construction completed 28 months from start (100% expenditure).

TIMELINE: A district-wide assessment will likely be completed in spring 2025. Once funding is secured, design and implementation would roll out over 18-36 months depending on facility recommendations.

WHO WILL MAINTAIN AND OPERATE? Juneau School District

PROJECT GOAL: Security and safety of district facilities.

Lemon Creek Multimodal Path



AMOUNT REQUESTED: \$12M
AMOUNT SECURED: \$2.23M
TOTAL PROJECT COST: \$15M

PROJECT DESCRIPTION & UPDATE:

The requested funding would construct a multimodal path in Lemon Creek that connects residents to schools, shopping, jobs and services. CBJ received a USDOT Reconnecting Communities planning grant for FY24 that will include robust public engagement, route selection and preliminary design. The Assembly has appropriated \$1.15M to advance design of the project as well as potential match for construction grant opportunities. The full route would connect the Glacier Highway / Vanderbilt intersection to Alaway Avenue and then on to Glacier Highway (near U-Haul). This would provide direct access to the two largest mobile home parks in the community.

CBJ also received FHWA FY23 Safe Streets for All (SS4A) supplemental planning funds for additional community planning and analysis of pedestrian, cyclist and motorist safety, and submitted an application for US EPA Community Change Grant funding to complete engineering, environmental review and construction of the first two phases of the project.

PUBLIC PROCESS: This project has been identified as a priority by the 2017 Lemon Creek Area Plan adopted into the Comprehensive Plan. Designated as the number one Legislative Capital Priority in 2021 and 2022, and the 8th priority in 2023 and 2024.

TIMELINE: FY25 (ongoing) route analysis, public outreach, planning and preliminary design. Once full funding is secured, 18-24 months for design and construction.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: Advance long term goal of a new non-motorized route, connect Lemon Creek to recreational opportunities in the wetlands.

Statter Harbor Wave Attenuator

(Formerly “Auke Bay New Breakwater”)



AMOUNT REQUESTED: \$5M

AMOUNT SECURED: \$1.8M (CBJ commitment)

TOTAL PROJECT COST: TBD (\$50M placeholder)

PROJECT DESCRIPTION & UPDATE:

The requested funding would allow for the preliminary planning and design phases, including permit acquisition. This opens the opportunity for the construction of a new breakwater at the end of Statter Harbor. The current facility has reached its useful life and needs to be replaced. The new facility would allow for more moorage and provide economic stimulus to the community. CBJ would be the local sponsor for the US Army Corps of Engineers, who is federally responsible for the feasibility analysis, design and construction of the breakwater. Local match is required under federal law and is available through Docks & Harbors. Senator Murkowski has added \$500K as Congressionally Designated Spending in the FY24 appropriation bill and is awaiting Congressional action. The US Army Corps of Engineering feasibility study kicked off in September 2024. This will be a three-year planning effort which requires federal funding each year. Senator Murkowski has submitted a \$600K CDS in the FY25 Budget to continue supporting the project. CBJ Docks & Harbors has sufficient in-house match.

PUBLIC PROCESS: Identified as a Legislative Priority for FY2023, FY2024 & FY2025.

TIMELINE: Once funding is secured, 3 year design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: Increase moorage and recapitalization of aging infrastructure.

Aurora Harbor Drive Down Float



Aurora Harbor (Photo by Yvonne Krumrey/KTOO)

AMOUNT REQUESTED: \$1.4M

AMOUNT SECURED: \$11.1 M MARAD PIDP Grant

TOTAL PROJECT COST: \$14M

PROJECT DESCRIPTION:

The project will build a drive down float and vehicle bridge, as well as incorporate two new 5-ton electric cranes, to serve the commercial fishing fleet and improve freight transportation. The facilities will improve safety, reduce overcrowding, and increase the efficiency of transporting goods between vessels and the road system. CBJ was awarded an FY24 MARAD PIDP grant for \$11.1M. Because the PIDP grant program requires a 20% non-federal match, Docks and Harbors is requesting \$1.4M in state funding to assist with the \$2.8M in match funding required.

PUBLIC PROCESS: The project has received broad support from community partners including commercial fishermen, fish processors, CCHITA and Douglas Indian Association.

TIMELINE: Currently in design, construction of the project is planned for completion in early 2026.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: Provide a safer, more efficient method for transporting goods and supplies directly between vessels to shore.

Shore Power at Dock 16B



AMOUNT REQUESTED: \$30-40M

AMOUNT SECURED: \$10M Marine Passenger Fees

TOTAL PROJECT COST: \$60-70M

PROJECT DESCRIPTION & UPDATE:

The project would provide the final design and construct the electrical infrastructure (substation, feeder cables, batteries, etc.) and shore power infrastructure (submarine cables, power connection floats, cable positioning devices) at the two CBJ-owned cruise ship docks. The electrical infrastructure could also service ground transportation as it transitions to electric vehicles. The project benefits the community by improving air quality and reducing noise pollution from cruise ships that connect to shore power while hoteling in port, and by upgrading the electrical infrastructure at Juneau's waterfront. The elimination of ship GHG emissions furthers the community's climate action goals of switching from fossil fuels to renewable hydropower as well as enables the cruise lines to better meet their sustainability goals. The project benefits the tourism sector of the community.

While the full project includes two docks, the amount requested this year with the amount secured would fund the completion of one dock. CBJ plans to pursue additional grant funding for the project. CBJ continues to pursue grant funding for construction and implementation.

TIMELINE: Preconstruction phase to be completed by 2025. Construction phase to be completed by 2027 pending availability of funding.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: Reduce emissions, improve air quality and economic development.

Eaglecrest Employee & Tourism Workforce Housing



AMOUNT REQUESTED: \$12M

TOTAL PROJECT COST: \$12M

PROJECT DESCRIPTION & UPDATE:

The project would develop onsite workforce housing to assist with recruitment and retention of summer and winter employees. Possibilities will exist for other summer tourism or service industry workers to be housed. As the labor market tightens and finding entry level service and ski area workers becomes increasingly difficult, the availability of housing will be critical to meeting our staffing needs. Affordable workforce housing located at Eaglecrest will help to attract the next generation of residents to Juneau and support the growth of the winter tourism economy so that it can support the conversion of summer tourism and service industry workers into more stable year around employment opportunities.

Northwind Architects was contracted to develop the designs and cost estimates for a 96 bedroom modular workforce housing unit that could be located and expanded upon at Eaglecrest. Site specific engineering will need to be performed using the current preliminary engineered design for the modular dormitory as a jumping off point.

TIMELINE: Once funding is secured, 18-24 month design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? Eaglecrest Ski Area

PROJECT GOAL: Increase recruitment and retention while helping to manage tourism growth in Juneau.

Capital Civic Center

AMOUNT REQUESTED: \$10M

AMOUNT SECURED: \$24.5M

TOTAL PROJECT COST: \$60M

PROJECT DESCRIPTION & UPDATE:

The Capital Civic Center will function as a multi-use civic and conference facility to enhance Juneau's prominence as a regional center for art, culture, and community engagement while attracting broad-based use and pride in Alaska's Capital City. Completion of the Capital Civic Center is envisioned in four phases. This project addresses Phases II only. The Capital Civic Center is envisioned as a multi-use civic and conference facility which will enhance Juneau's prominence as a regional center for art, cultural, and community engagement while attracting broad-based use and pride in Alaska's Capital City.

The completed Capital Civic Center consists of two phases. The first phase, completed in late 2023, renovated the existing ballrooms and installed new sound and HVAC systems. Phase II creates a stand-alone wing (joined to Centennial Hall by a shared lobby) that includes a community hall; a 299-seat theater with raked seating, state-of-the-art lighting and professional acoustics; a multi-use event space; and an art gallery.

Demolition of Juneau's former armory will offer additional parking and improved access.

The new facility will serve as an expanded center for emergencies, including shelter in the event of a natural or maritime disaster.

PUBLIC PROCESS: Conceptual studies and outreach for Centennial Hall were performed in June of 2019. Upgrades to the ballroom at Centennial Hall were completed in August 2023. The performing arts elements (new JACC) also received public input throughout the development of design for a standalone facility. Merging the two facilities into a large, single, facility was presented to the Assembly in 2020. The Assembly funded conceptual design in late 2021, appropriating \$2M to advance the project. Northwind and JYW Architects teamed up for design and worked with stakeholders to consolidate space and find design efficiencies, resulting in the newly proposed phased approach. Further parking impact analysis has been recommended as the latest plans include a loss of 49+ parking spaces.

TIMELINE: Once funding is secured, 3-3.5 year design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: Support convention, arts and visitor economy.



Jackie Renninger Park Development & Pipeline Skatepark Improvements



AMOUNT REQUESTED: \$7M

AMOUNT SECURED: \$1.075M

TOTAL PROJECT COST: \$8.075M

PROJECT DESCRIPTION & UPDATE:

This project will implement the master plan for Jackie Renninger Memorial Park, providing much needed access to outdoor recreation and open space for Juneau's most underserved neighborhoods. This 4.6-acre parcel is home to the Pipeline Skate Park and a small public restroom. This project would ensure the surrounding neighborhood has convenient and safe access to a neighborhood park.

PUBLIC PROCESS: In 2022 the Assembly appropriated funding to develop a master plan for Jackie Renninger Park which will be completed by the end of 2024. This process will result in a conceptual design that will be fully developed in a subsequent design phase.

TIMELINE: Once funding is secured, within 2 years of start date.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: To provide access to parks and outdoor recreation services for Juneau's most underserved neighborhood.

Waterfront Juneau Douglas City Museum



AMOUNT REQUESTED: \$2M

AMOUNT SECURED: \$2M (CBJ Voter Approved Sales Tax)

TOTAL PROJECT COST: \$12M

PROJECT DESCRIPTION & UPDATE:

This project will construct a new museum on the waterfront to house art and other local collections. The museum will leverage its waterfront location to become a destination for visitors and locals. It will also free up the current museum adjacent to the State Capitol for expansion of the Capitol campus.

PUBLIC PROCESS: Identified as Legislative Priority in FY2023 & FY2024.

TIMELINE: Once funding is secured, 2-3 year design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: Grow the arts in Juneau and expand the Capitol campus.

West Douglas Extension

AMOUNT REQUESTED: \$4M

TOTAL PROJECT COST: \$7.5M

PROJECT DESCRIPTION & UPDATE:

This project will continue construction of the gravel surface pioneer road from near the current end of the Douglas Highway to Hilda Point. The road will promote development, increase opportunities for recreational access to public lands, and enable closer access to new growth development areas that are identified in the CBJ Comprehensive Plan. Road access will assist land owners in their on-the-ground investigations required for formulating future development plans.

PUBLIC PROCESS: West Douglas Roadway corridor alignment has been approved by Assembly and Planning Commission. This project has been identified as priority 'New Growth Area' by CBJ Comprehensive Plan and West Douglas Conceptual Plan.

TIMELINE: Once funding is secured, 18-24 month design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: Support long-term development.



North Douglas Boat Ramp Expansion



AMOUNT REQUESTED: \$250,000

TOTAL PROJECT COST: \$20M

PROJECT DESCRIPTION & UPDATE:

Requested funding would accomplish the first steps to expanding the North Douglas Launch Ramp Facility. These include planning, research and permitting to initiate the project.

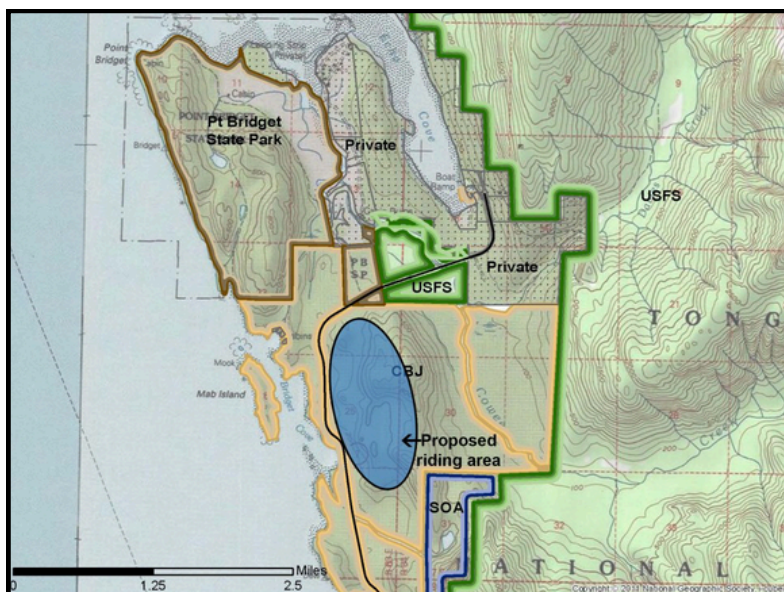
PUBLIC PROCESS: Docks and Harbors has solicited public input on the concept.

TIMELINE: Once funding is secured, 18-24 month design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: Improve safety and expand boating access & transportation.

Off-Road Vehicle (ORV) Park Development



AMOUNT REQUESTED: \$5.7M

AMOUNT SECURED: \$450,000 (CBJ funds and RTP grant)

TOTAL PROJECT COST: \$6M

PROJECT DESCRIPTION & UPDATE:

This project will address longstanding and unmet demand for sustainable off-road vehicle (ORV) recreation, provide a venue for training opportunities, reduce damage to sensitive habitats elsewhere, and reduce user conflicts.

PUBLIC PROCESS: A multi-year public process has been completed and design, permitting, and development of the 35-Mile ORV Riding Park is underway. This process includes stakeholders such as the Juneau Off-Road Association (JORA), Trail Mix, Inc., conservation organizations, and citizen advisory boards.

TIMELINE: A three year design and construction timeline is anticipated. More detailed project information available at juneau.org/parks-recreation/project-list/entry/81872.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: To meet growing demand for off-road vehicle recreation, avoid user conflicts, reduce ongoing damage to sensitive resources and landscapes, and stimulate economic activity by creating new opportunities for outdoor recreation that do not currently exist in Juneau.

APPENDIX

Everything You Always Wanted to Know About the CBJ Legislative Capital Priorities List

by Katie Koester, City Manager

Q: What are the Legislative Capital Priorities?

A: The CBJ Legislative Capital Priorities (LCP) is a document that lays out community priorities for capital projects, including a project description, rationale for why it's needed (benefits to the community), description of progress to date (money raised, plans drawn up, etc.), and estimated total cost. For CBJ projects, additional information is provided on the timeline for completion. Facilities that have alternative funding streams are not included on this list: for example, the Airport, or projects that can be funded through Passenger Fees. See graphic on the following page for a diagram of how the different plans and lists relate to each other.

NOTE: Inclusion on the Legislative Capital Priorities is not a funding request. From CBJ's standpoint, it is a mechanism to prioritize projects and raise awareness of a needed project to increase chances of funding from various sources. Nominating a project for inclusion in the LCP should not be thought of as a request for municipal funding.

Q: Are the "legislative priorities" the same as the Capital Improvement Plan?

A: No, they are a prioritized list of projects that are pulled from various CBJ plans, including the Comprehensive Plan, Area Plans, and the Six-year Capital Improvement Plan. The Legislative Priorities are "short list" of projects on which CBJ will focus particular attention during the upcoming legislative session and with the federal delegation. (The goal is to get at least partial funding for a project included in the state capital budget or federal earmark.)

CBJ's "short list" of Legislative Priorities should have a limited number of projects on it. An attempt is made to phase projects so that funding requests range in size depending on available funds and objective. For the State Legislature, project descriptions are inputted into an online system lawmakers use to prioritize funding requests (CAPSIS). These are due in February. Federal priorities are also solicited by the delegation through an online platform. The Assembly will designate projects that have a nexus with federal funding opportunities for submission to the delegation through the Legislative Priority process.

Q: What is a capital project?

A: A capital project is a major, non-recurring budget item that results in a fixed asset (like a building, road, parcel of land, or major piece of equipment) with a useful life of 20-50 years. Designing and building a new library is a capital project. Planning and implementing an after-school reading program is not a capital project. Most of the projects in the LCP are CBJ projects, but some are community projects spearheaded by a non-profit organization or state or federal agency (e.g., Alaska DOT). To be included on the LCP projects must have an estimated total project cost of at least \$1,000,000.

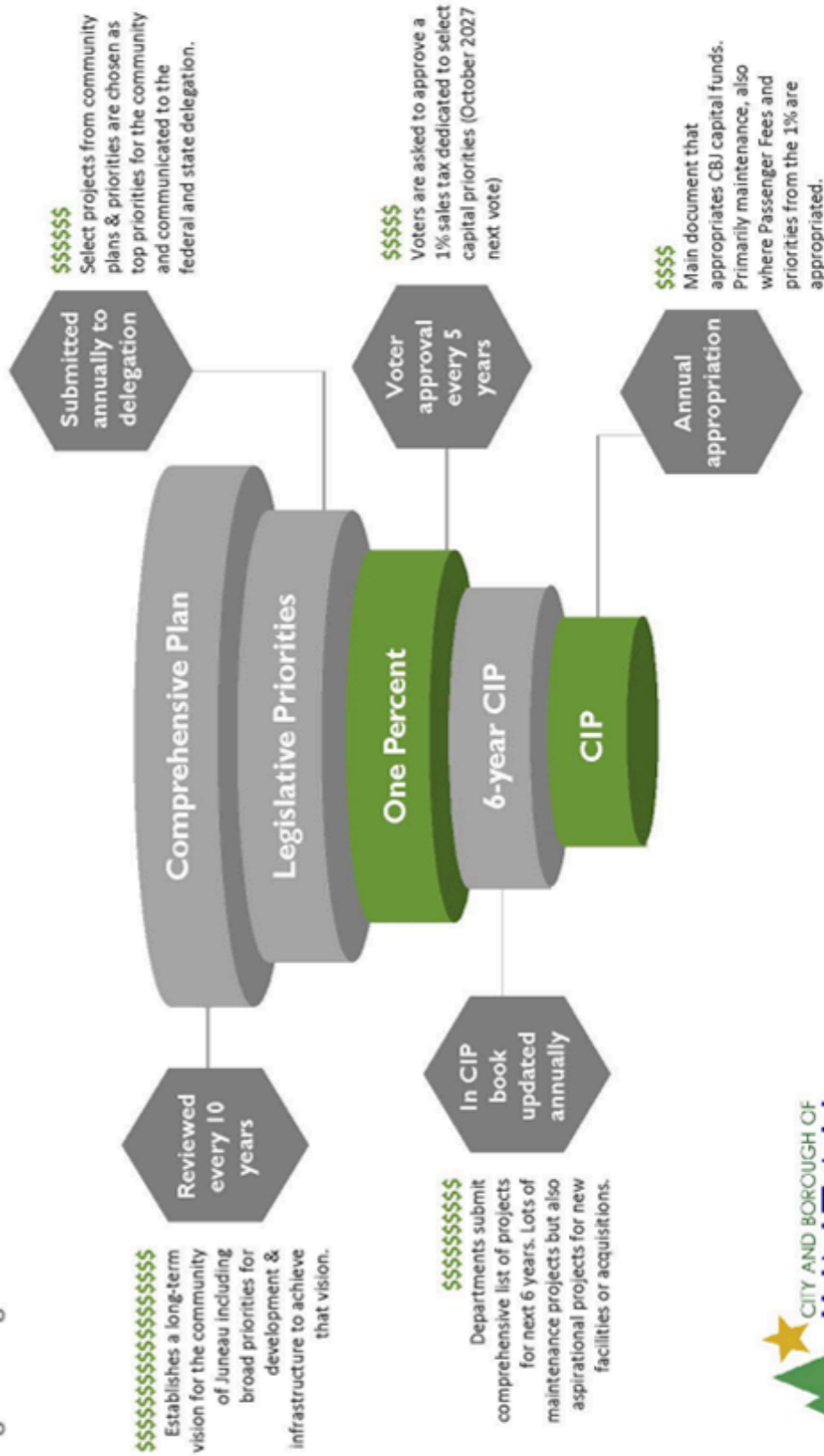
Q: Is the Legislative Capital Priorities list just "wish list," and if so, what's the point of writing one?

A: The Legislative Priorities list does include projects that are aspirational, and as such may have items that are so large or expensive, that it is hard to imagine completion in the near future. However, articulating these priorities helps guide the Assembly and the community through small steps that lead up to the larger goal and advocate towards a common goal. It will take time and discipline to keep the list an accurate and living document.

There are several reasons to include longer term projects on the Legislative Priority List, even when it seems like little progress is being made in accomplishing projects: 1) It helps focus attention on community needs. 2) It helps groups raise money for projects if the sponsor can say that the project has been identified as a community priority in the CIP. 3) Typically the more priority a municipality places on a project, the greater the chances it for a legislative appropriation.

CBJ Lists, Plans and Priorities

How do the many CBJ lists of projects, plans and priorities relate to each other? This diagram shows how each document informs the one below it. The dollar signs represents the general volume of funds needed, but only the green rings are lists that come with the commitment of actual dollars.



PWFC Action Items to Advance 2025 Assembly Goals

Approved at the 2/3/2025 Regular Assembly Meeting

PWFC Report Date: 9/29/2025

1. Housing - Assure adequate and affordable housing for all CBJ residents			
	Implementing Actions	PWFC Committee Work:	Notes:
D	Continue planning and implementation of (re) development of Telephone Hill, Pederson Hill, 2nd/Franklin, and CBJ land recently re-zoned to encourage density.		<p>2.12.24 COW - Assembly provided direction on next planning steps. Staff to work on variations of Option C. 8.5.24 Memo on tonight's COW.A</p> <p>12.2024 - A Request for Information (RFI) began advertising in December 2024 to seek further information on development feasibility on Telephone Hill. The purpose of the RFI was to solicit qualified developers to determine potential incentives that could be offered from the CBJ to encourage and support the development of high-density, mixed-income housing in Downtown Juneau.</p> <p>2.19.2025 CBJ received a response to the RFI</p> <p>6.2025 - Assembly provides staff direction to begin demolition and site preparation work at an estimated cost of \$5.5M. The project design consultants, First Forty Feet, begin land survey and preliminary engineering for the project and expect to have a final design submitted to CBJ by October 2025.</p> <p>9.2025 - First Forty Feet and RESPEC complete 35% level construction drawings for demolition. Hazardous material testing expected to begin late September to inform staff of disposal requirements. Leland Consulting group is under contract to assist with the development of a solicitation package for a project developer.</p>
2. Economic Development - Assure Juneau has a vibrant, diverse local economy			
	Implementing Actions	PWFC Committee Work:	Notes:
C.	Complete design and build community support for West Douglas and Channel Crossing. Apply for construction funding and appropriate and/or bond for the local match.	<i>Engage the public and prepare the project for a successful grant application for full design including working with ADOT and identifying match.</i>	<p>3.7.24 DOT and DOWL held technical and stakeholder meeting on PEL.</p> <p>3.11.24 DOWL presented Level 2 Screening results to PWFC. 4.11.24 DOWL and DOT extended the stakeholder comment period to this date per stakeholder request. 9.4.24 DOT issued an update to the Advisory Committees addressing concerns regarding the Salmon Creek alternative. 2.24.25 DOT/DOWL to hold the 7th and final PEL meeting on March 4. 3.17.25 PEL Level 2 Final Screening Scoring released. Mendenhall Peninsula alternative has been dismissed due to cost. DOT&PF/DOWL accepting comments. 4.15.25 Draft Final PEL document to be released on or about May 8th, 2025. Final Public Open House to be held on 5.15.25 (5p-7p). Comment period closes on or about June 7, 2025. PEL Study to be Finalized June 2025. 6.2.25 PEL JDNC RAISE Grant MOA has been signed by all parties and submitted to FHWA. 7.14.25 PEL public comment period closed 6.9.25. RAISE FY23 JDNC Project Grant has successfully transferred to Alaska DOT&PF. 8.4.25 Final PEL incorporates comments received during comment period. Released July 30, 2025. DOT&PF still working on draft RFP for NEPA. JDNC included in Regional Infrast. Accelerator grant application by way of Pacific NorthWest Economic Region (PNWER).</p>

PWFC Action Items to Advance 2025 Assembly Goals

3. Sustainable Budget and Organization - Assure CBJ is able to deliver services in a cost efficient and effective manner that meets the needs of the community

	Implementing Actions	PWFC Committee Work:	Notes:
F	Maintain Assembly focus on regular operational maintenance. Develop strategy for addressing deferred vs capital needs for all CBJ facilities.	<i>Do committee work so that Assembly can increase funding for deferred maintenance.</i>	11.4.22. Assembly increased commitment to deferred maintenance in 1% that passed in October.

5. Sustainable Community - Juneau will maintain a resilient social, economic, and environmental habitat for existing population and future generations.

	Implementing Actions	PWFC Committee Work:	Notes:
A	Implement a zero waste or waste reduction plan, including development of the Zero Waste Subdivision.	Evaluate Juneau's Solid Waste situation holistically. Establish framework for stakeholder engagement. Define goals for composting and level of municipal involvement.	2.12.24 - COW authorizes EPW to spend funds from Zero Waste CIP to do a high-level study of future Muni. waste disposal options. 2.22.24 - Staff held a solid waste Q&A session at the Mend. Library. 2.20.24 - EPA issued a final NEPA Finding of No Significant Interest (FONSI) for the \$2.5M development of a compost site. There are other application steps but CBJ believes that we may get authorization from EPA to access the CDS in Spring 2024. 3.7.24 - Staff held a solid waste Q&A session at the DT Library. 4.15.24 EPW includes a memo along with a JCOS letter of support in PWFC packet to authorize high-level study. 7.15.24 PWFC provides guidance on procurement method for compost operator. 8.5.24 PWFC provided draft results of Waste Characterization. Also, Jacobs was selected to conduct a Solid Waste Disposal Options Study. 1.27.25 PWFC - EPW provided Solid Waste Presentation with results of final Waste Characterization Study. 3.17.25 Final Draft of the Juneau Solid Waste Disposal Facility Feasibility and Capital Costs – Technical Memo presented to PWFC with presentation from the author, Jacobs Engineering Group. 6.2.25 Presentation of the final draft of the Solid Waste Disposal Options Capital Cost study was presented to the COW. Staff received guidance to move forward with a second phase for operational and life cycle costs for ~\$100k. 8.30.25 - RFP advertised for: Planning & Design services for the CBJ Zero Waste Campus.
B	Identify and prioritize the most cost-effective energy efficiency and electrification upgrades in CBJ facilities.	Support and follow efforts of Facilities Maintenance to implement an Energy Management and Information System (EMIS)	8.28.23. Update from Building Maintenance. 3.5.2024. CBJ applied for EPA grant funding for electric boiler at MWWTP. 4.25.24 Transit applying for Low or No Emission grant for 6 more electric buses and associated charging infrastructure. This would expand the fleet. The next round of diesel buses won't be eligible for replacement until 2028. 6.3.2024 Request authorization for FTA grant. 7.15.24 PWFC notified that Capital Transit won a ~\$12M Bus & Bus Facilities grant for 6 new electric buses and associated charging infrastructure. 2.24.25 PWFC - Electric Bus Update. 8.4.25 eGillig buses are working well and the charging infrastructure at VTC and the Bus Barn is installed. Update given to PWFC on 7/14/25.

PWFC Action Items to Advance 2025 Assembly Goals

C	Identify the next major step or investment towards achieving the goal of reliance on 80% of renewable energy sources by 2045.	<p>Do committee work on Green House Gas (GHG) Emissions data collection/ measuring initiative to ensure a useful metric the Assembly can support.</p> <p>Define CBJ's role in providing EV charging infrastructure and electricity to the community. Support efforts to continue building the EV charging network to provide convenient and affordable EV charging for the public and to lay the groundwork for applying for grants.</p>	<p>12.18.2023 JCOS requested funding to complete GHG reports for 2022 and 2023. 4.10.24 Working on contract. 5.28.2024 - Staff submitted a Clean Ports grant application for the Port of Juneau Municipal Shore Power Project on behalf of D&H.; January 2025 CBJ was awarded a USDOT Charging & Fueling Infrastructure grant for EV charging in January 2025; CBJ was notified a week later that this funding is indefinitely paused, and we do not have a signed funding agreement with USDOT. February 2025 Update: CBJ is a partner with AELP and Renewable Juneau for a DOE/NREL Energy Transitions Initiative Partnership Project (ETIPP) to look at switching multifamily electric resistance baseboard heating with more efficient heat pumps.</p>
D	Continue developing GLOF and other natural disaster mitigation, resilience, and response strategies with partner agencies.	Continue committee work on GLOF (Glacial Lake Outburst Flood) and other natural disaster mitigation strategies, focusing on enhancing resilience and response efforts in collaboration with partner agencies. Review progress and assess strategies to protect Juneau's infrastructure and communities from natural disasters	<p>https://juneau.org/manager/flood-response : 1.03.2025 New HESCO Barrier Phase I webpage went live: https://juneau.org/engineering-public-works/hesco-barrier-phase-1 ; 1.27.2025 PWFC - EPW Grant Manager provided a presentation to the PWFC on Flood Response Funding Strategy, Efforts & Updates. https://juneau-ak.municodemeetings.com/ ; 2.24.2025 PWFC - SRF Loan Application; 3.12.2025 Climate Smart Communities Initiative (CSCI) application in progress for technical assistance to create a climate resilience plan in collaboration with AML and T&H. 4.21.25 Grant update given to PWFC.</p> <p>5.08.2025: CBJ published the Mendenhall River Flood Fighting maps (https://juneau.org/engineering-public-works/flood-inundation-maps) which model predicted inundation for 8FT – 20FT flood levels, with and without HESCO barriers for the 16FT – 20FT levels. Maps are guiding additional mitigation and response strategies. 5.12.2025: CBJ Assembly approved extending the continuous HESCO barrier along CBJ property to Kaxdigoowu Heen Elementary (Phase 1A). Additional modeling is underway for Phase 1A and Phase 1B which would extend the barriers to the Brotherhood Bridge at Egan Drive. 5.22.2025: CBJ & Tlingit & Haida announced series of Community Preparedness and Sandbag Distribution events. 7.28.25 Ryan O'Shaughnessy gave a staff report on GLOF preparedness at the Assembly meeting. 9.8.25 GLOF Update at COW. 9.29.25 GLOF Update at COW.</p>
E	Develop strategy to reduce abandoned/junked vehicles	Do committee work to support the Assembly in increasing funding for junk vehicle disposal, including possible incentives.	<p>11.6.23. At the 10/24/2023 Assembly Reorganization Meeting, Draft Ordinance 2023-38 Introduced "An Ordinance Amending the Traffic Code Relating to Impounds of Vehicles" This will ease the burden on JPD and allow impound in place. 4.15.24 Skookum memo in PWFC packet. 3.03.2025 COW - Ordinance 2025-07 "An Ordinance Amending the Procedures and Requirements Related to Abandoned, Junked, Wrecked, and Impounded Vehicles" introduced</p>

MEMORANDUM



TO: Denise Koch
Engineering & Public Works Director

FROM: Greg Smith
Contract Administrator

Date: September 22, 2025

SUBJECT: Contracts Division Activity
September 3, 2025, to September 19, 2025

Current Bids – Construction Projects >\$50,000

BE25-326	Wildflower Court Fire Alarm Replacement	Engineers Estimate \$400,000 to \$500,00. Bids due October 1, 2025.
BE25-068	Floyd Dryden HVAC Controls Upgrades	Engineers Estimate \$800,000, one bid received. Meridian Systems, Inc; \$848,346.00. Award in progress.
BE26-055	Lemon Creek Pit Asphalt Processing	Engineers Estimate \$250,000 to \$300,000. Bids due 9/30/2025
BE26-039	Heavy Equipment Storage Shed	Engineers Estimate - \$993,500. Four bids received, Dawson Construction low bidder. \$901,864.00. Award in progress.
BE26-030	Last Chance Basin Well 4 &5 Replacement	Engineers Estimate \$800,000 to \$1,000,000. Bids due 10/2//2025
BE26-026	Antler Way & MWWTP Riverbank Armoring	Paused until all permitting is approved.

Current RFPs – Alternative Procurement

RFP E26-111	CMGC for Eaglecrest Pulse Gondola	Proposals Due 10/31/2025.
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Current RFPs – Services

RFP E26-109	Design Services for Taku Blvd Improvements	Proposals due 10/3/2025
RFP E26-089	Planning and Design for Zero Waste Campus	Proposals due 9/19/2025. Two proposals received, evaluation in progress.
RFP E26-108	Design Services for Floyd Dryden Piping Replacement	Proposals due 10/7/205
RFP E26-041	CBJ Public Safety Subscriber Radios	Proposals due 10/10/2025

Other Projects – Professional Services – Contracts, Amendments & MRs >\$20,000

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Construction Change Orders (>\$20,000)

	None	
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Term Contracts for Small Civil & Utility Construction Services (>\$20,000)

E25-232 PA 1	Hank Harmon Caretaker Site Cleanup	\$38,500
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Term Contracts for CBJ Material Sources Construction Services (>\$20,000)

	None	
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Term Contracts for Downtown Stair Repair Services (>\$20,000)

	None	
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Term Contracts for General Construction Services (>\$20,000)

E25-231 PA 6	CBJ Central Office Building Improvements	\$49,750
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Term Contracts for Painting Work (>\$20,000)

E25-226	MPG Signage Update	\$21,500
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Term Contracts for Electrical Work (>\$20,000)

	None	
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Term contract for Professional Services (>20,000)

	None	
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MR E24-021 – Term Contract for Professional Services. This solicitation is open for a three-year period. Consultants continue to submit proposals.

Key for Abbreviations and Acronyms

Am	Amendment to PA or Professional Services Contract	PA	Project Agreement - to either term contracts or utility agreements
CA&I	Contract Administration & Inspection	RFP	Request for Proposals, solicitation for professional services
CO	Change Order to construction contract or RFQ	RFQ	Request for Quotes (for construction projects <\$50K)
MR	Modification Request – for exceptions to competitive procurement procedures	RSA	Reimbursable Services Agreement
NTE	Not-to-exceed	SA	Supplemental Agreement
NTP	Notice to Proceed	UA	Utility Agreement

FY2027 LEGISLATIVE CAPITAL PRIORITIES



**September 2025
DRAFT**

Development Schedule



FY2027 Legislative Capital Priorities - City & Borough of Juneau

ACTION	FY27 TIMELINE
Introduce FY27 LCP process, timeline to PWFC. PWFC provide guidance to CBJ Boards & Commissions.	September 29, 2025
Prepare and distribute draft LCP to CBJ Boards, Commissions & advisory groups for review and input.	October 1, 2025
Input for new draft requested by:	October 24, 2025
Presentations to Boards and Commissions:	Planning Commission Introduction: October 14, 2025
Administrative Review & Compilation	October/November 2025
SRRC 2nd Review (with input and new projects)	October 28, 2025
Homework: Assembly Ranks Priorities	Due November 20, 2025
Assembly Review - Committee of the Whole	December 1, 2025
Assembly Introduction	December 15
Assembly Adoption	January 2026
Distribute Priorities	February-March 2026

Glacial Outburst Flood Response, Mitigation & Preparedness

AMOUNT REQUESTED: \$25M

AMOUNT SECURED: \$11.155M (CBJ)

TOTAL PROJECT COST: TBD

PROJECT DESCRIPTION & UPDATE:

The Mendenhall Valley has experienced multiple years of record glacial lake outburst floods (GLOF) from Suicide Basin. Scientists indicate that full basin releases, and continued catastrophic flooding, are likely. CBJ is considering all available short and long-term solutions to mitigate the potential widespread damage from future releases. While more information is required to determine the estimated costs of the selected solutions, the funding need will be significant and ongoing.



The August 2024 event released 16 billion gallons of water over a short period of time causing widespread flooding, evacuations and damage to 290 homes. The August 2025 event was even larger (higher lake stage and faster rate of release), however, the first installation of HESCO barriers (Phase 1 and 1A) as a short-term mitigation solution reduced the potential impact from over 750 homes to less than 50. However, the existing HESCO barriers sustained damage and will need significant repairs. CBJ is working with the USACE Advanced Measures program to assist with rebuilding and repairing Phase 1 and Phase 1A. Additional new sections of HESCO barriers will likely also be needed (e.g. Phase 2) to mitigate against larger future events. On September 22, 2025 the Assembly introduced an ordinance to transfer \$5M in CIP funds to cover \$1M for HESCO repairs and \$4M for new sections of HESCO barriers. However, Phase 2 overall may cost as much as \$19M (rough order of magnitude).

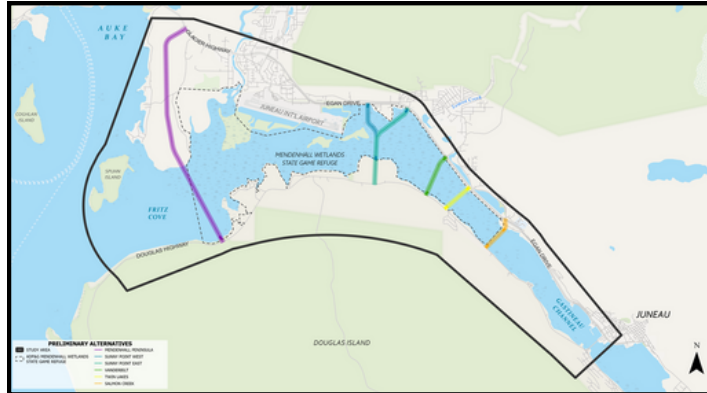
CBJ requested a USACE General Investigation (GI) to determine long-term, permanent mitigation solutions. This multi-year study requires a \$3M for local match, which the Assembly appropriated in Sept 2024. Federal funding (\$4.75M) to support the (GI) was approved in the American Relief Act of Dec 2024. USACE is aiming to commence construction for a mid-term solution as early as the end of 2027. That project will require a yet to be identified amount of local match.

TIMELINE: CBJ and our tribal and community partners are pursuing all available and applicable flood fighting and flood mitigation measures for implementation as soon as possible. This includes the project to update inundation mapping. Permanent solutions could require up to 7-10 years, however, the Alaska Congressional Delegation is working with USACE to expedite the process where possible.

WHO WILL MAINTAIN AND OPERATE? CBJ, possibly others depending on location & mitigation activity.

PROJECT GOAL: Public safety, disaster preparedness, affordable housing, economic development

Juneau Douglas North Crossing (JDNC)



AMOUNT REQUESTED: \$3M

AMOUNT SECURED: \$26.13M (\$2M for PEL; \$2.4M CBJ; \$7M CDS; \$16.454M USDOT RAISE)

ESTIMATED TOTAL PROJECT COST: \$300M-\$550M (Depending on alternative)

PROJECT DESCRIPTION & UPDATE:

The construction of a second crossing from mainland Juneau to Douglas Island has been a priority for the community since the early 1980s. This alternative access is crucial for enhancing safety and providing redundancy in the event the Juneau-Douglas bridge becomes impassable. Currently, if the bridge were to fail or become obstructed, Douglas Island residents would be stranded, emergency services would be hindered, and access to the local hospital would be cut off. Beyond safety, the proposed Juneau Douglas North Crossing will reduce travel times to North and West Douglas and improve access to larger tracts of land suitable for housing and development. With support from Senator Murkowski, the City and Borough of Juneau (CBJ) received \$7 million in Congressionally Directed Spending (CDS) for FY23. These funds are being utilized to perform analysis and public outreach efforts conducted through the Planning & Environmental Linkages (PEL) study. More information can be found at JDNorthCrossing.com.

Additionally, CBJ was awarded a 2023 USDOT RAISE grant of \$16.454 million, which will fund the project through the design phase. Once a preferred alternative is selected, CBJ plans to apply for Federal Highway construction funding. The requested \$3 million will be allocated for a funding gap caused by inflation that was not covered by previous funding sources.

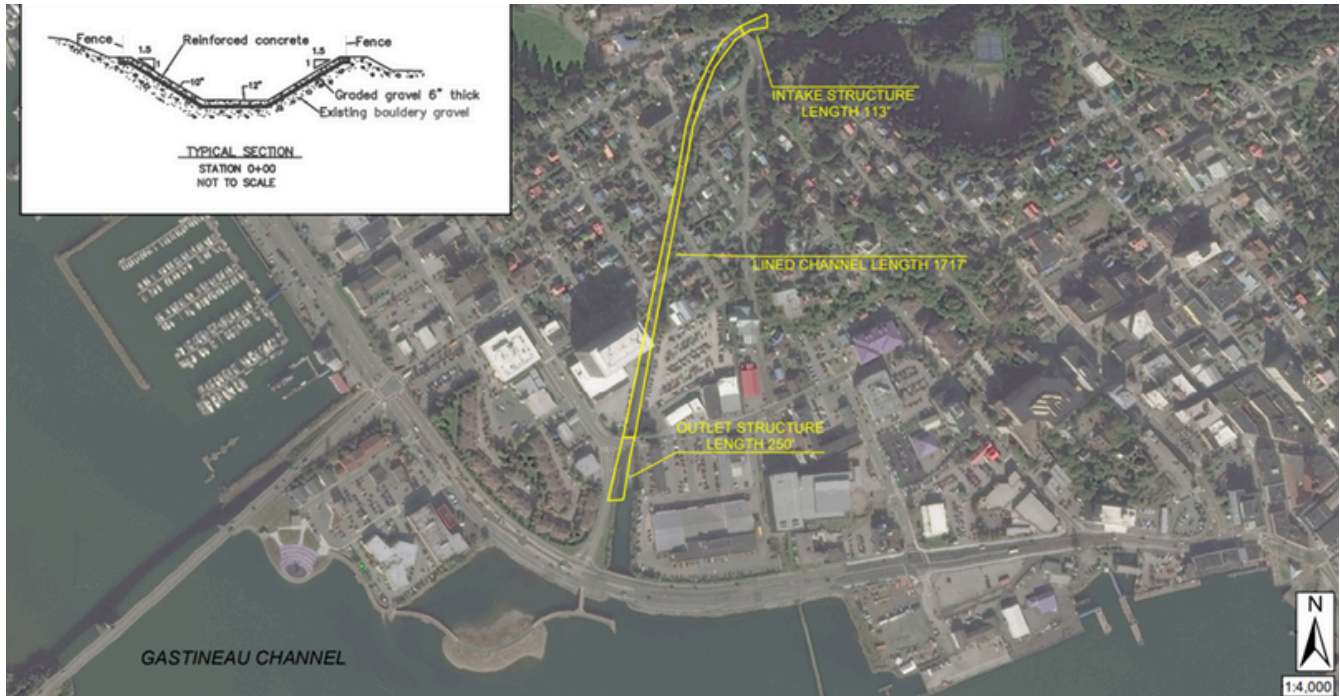
PUBLIC PROCESS: Through the PEL process, which was completed in July 2025, the Alaska Department of Transportation & Public Facilities (DOT&PF), in collaboration with DOWL, conducted numerous stakeholder and public meetings, surveys, and listening sessions to gather input on public sentiment and potential project alternatives. DOT&PF and CBJ are currently working together to award a consultant contract for the National Environmental Policy Act review phase, which will incorporate a comprehensive public engagement process.

TIMELINE: NEPA and Design phases are set to commence in fall 2025 and conclude in fall 2027.

WHO WILL MAINTAIN AND OPERATE? Alaska DOT&PF

PROJECT GOAL: Community safety, housing, and economic development.

Gold Creek Flood Control Rehabilitation



AMOUNT REQUESTED: \$12-15M

TOTAL PROJECT COST: \$16M

PROJECT DESCRIPTION & UPDATE: Constructed in the 1950's by the US Army Corps of Engineers (USACE), the Gold Creek Flume (a 2080ft flood control channel) has exceeded the design life for concrete structures of its kind. The structural integrity of the flume is rapidly deteriorating, with significant scouring and erosion, exposed rebar, and evidence of failing channel walls, including the wall adjacent to the Federal Building.

The Gold Creek flume requires a complete rehabilitation of the structure, including a full width structural overlay, reinforcements, and improvements to increase structural resilience and allow for long-term maintenance. Juneau has not experienced the dry and warm conditions required to effectively repair the concrete channel for several years. A concrete dividing wall must be installed to channel the water away from the repairs so that the project may be completed in phases when optimal weather conditions allow.

Without these repairs, the Juneau Federal Building and the surrounding support services are at risk of flooding and bank collapse due to the increased volume and frequency of high-velocity rain events.

TIMELINE: Due to the pressing need, CBJ will begin the planning and design work in FY26 with existing funding. Once funding is secured, project implementation could be completed within three years, but is heavily reliant on dry weather.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: Flood mitigation, safety, security and resilience of Juneau's downtown core.

Mendenhall Wastewater Treatment Plant: Fats, Oil, Grease & Grit Removal



AMOUNT REQUESTED: \$6.3M

TOTAL PROJECT COST: \$6.3M

PROJECT DESCRIPTION & UPDATE:

Fats, Oils and Grease (FOG) requires special treatment, typically prior to the treatment basin. The foam from FOG degrades plant performance at the Mendenhall Treatment Plant. This project would install a grease collection vessel with a skimmer and vortex vessel to control incoming grease and finer grit. The Mendenhall Treatment Plant is currently operating under a Compliance Order by Consent with the State due to permit violations. Removing FOG before it disrupts the treatment process will assure more consistent plant performance. This project will design and construct the FOG and grit removal equipment.

TIMELINE: Once funding is secured, design and construction within 30 months.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: Permit compliance, reduce treatment costs, and extend the useful life of the plant.

Telephone Hill Redevelopment

AMOUNT REQUESTED: \$2M

AMOUNT SECURED: \$5.5M

TOTAL PROJECT COST: (\$10M placeholder)



PROJECT DESCRIPTION & UPDATE: The project will prepare roughly three acres of CBJ owned property in downtown Juneau. This acreage includes the parking garage, park, switchback trail, and Transit Center. We anticipate developing 1.4 acres of that area for housing. This project will include removal of hazardous materials and environmental cleanup, demolition of existing structures, site preparation, utility and infrastructure upgrades, and re-subdivision. The outcome of this project will be independent buildable lots which are sized appropriately for redevelopment with infrastructure that can be utilized to maximize the density and the property will be redeveloped to meet the goals of the Assembly and the state capital.

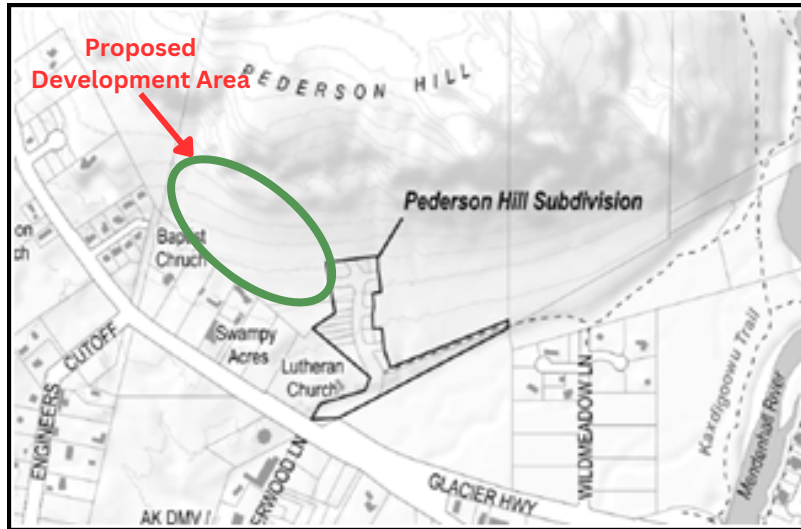
PUBLIC PROCESS: Since the third quarter of 2023, the CBJ has held public meetings to encourage community dialogue regarding this project, completed an online community survey, and funded consultants to complete a Telephone Hill Place Guide that provides direction on redevelopment of the property. The CBJ Assembly will continue to provide the public opportunities to comment on this project. There will be opportunities for public comment to the Planning Commission and to the Assembly during as this project moves forward.

TIMELINE: An inventory of utilities, property and hazards is currently underway. The Telephone Hill Place Guide which provides direction on redevelopment of the property is complete. The property is now partially vacated and CBJ is working to inventory hazardous wastes. Demolition of existing structures is scheduled to begin in the first quarter of 2026. Request for proposals from redevelopment partners and proposals will likely begin once the hazardous wastes removal and demolition plan is approved.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: Redevelop over 1.4 acres of high-density zoned property in the center of downtown Juneau for the highest use, including housing.

Pederson Hill Housing Development



AMOUNT REQUESTED: \$1M

AMOUNT SECURED: \$1.5M (1% Voter-Approved Sales Tax)

TOTAL PROJECT COST: \$5M-\$15M

PROJECT DESCRIPTION & UPDATE: The requested funding will provide for the construction of a secondary access road to the Pederson Hill Subdivision. The Tlingit Haida Regional Housing Authority (THRHA) is actively developing the remainder of Phase 1B and 1C. Any additional development will require a second access route for public safety and emergency response. This second access is an expensive requirement which needs to be funded before any future housing units can be planned on this CBJ property. This second access will make available up to 26 acres of CBJ owned property, which is zoned for 10 housing units per acre. Once this road is constructed the land will be available for development and sold for housing. The Assembly has also expressed interest in providing land at this location to the US Coast Guard at this location for housing.

PUBLIC PROCESS:

There will be an opportunity for public comment to the Planning Commission during planning processes and public comment to the Assembly during all phases of development. The Assembly will encourage comments from the local workforce, housing providers and stakeholders.

TIMELINE: Design and alignment study are underway. A draft alignment is expected in September 2025. Work on a preliminary subdivision plat will begin in spring 2026.

WHO WILL MAINTAIN AND OPERATE? CBJ, USCG, private homeowners and developers could all have opportunities on the 26 acres.

PROJECT GOAL: Housing. Increase workforce and market rate housing, partner with the USCG to provide housing for service members, public private partnerships that create housing, large tracks and individual lots for housing.

Bartlett Emergency Department (ED) Renovation/Expansion



AMOUNT REQUESTED: \$2M

AMOUNT SECURED: \$8M (\$4M BRH Reserves, \$4M CDS)

TOTAL PROJECT COST: \$10M-\$12M

PROJECT DESCRIPTION & UPDATE:

This project will expand the footprint of the existing ED, and renovate existing ED spaces, to improve patient access, patient flow, and patient and employee safety. Renovations will increase patient privacy, while mechanical and electrical upgrades will allow for new negative pressure exam space. Patients will have access to safer care, while improved space adjacencies will help ensure patients get to the appropriate level of care in a more efficient and timely manner. With other recent improvements in Bartlett’s healthcare portfolio, including expanded behavioral health services and the additional of post-acute services, this project will improve medical care to the community across the healthcare continuum.

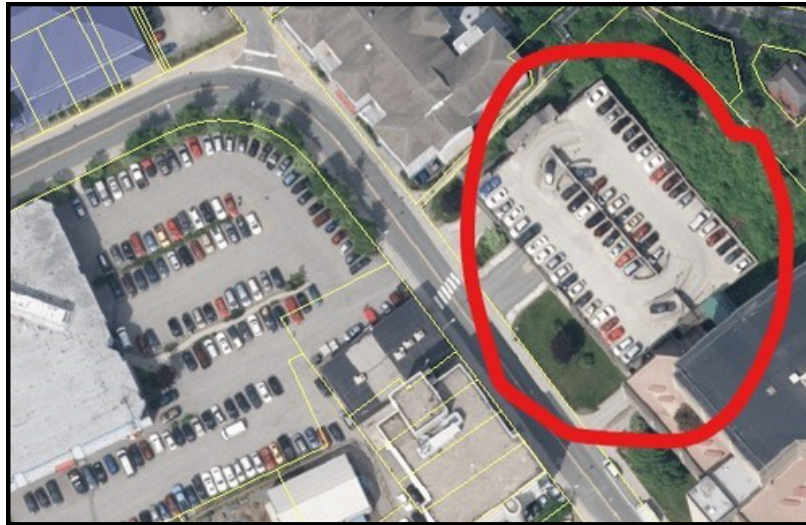
This project is currently in the 65% design phase. A Construction Manager at Risk (CMAR) contract has been awarded to Cornerstone Construction. Bartlett has approximately \$4M set aside for this project, and Senator Murkowski added \$4M as Congressionally Designated Spending in the approved FY24 appropriation bill.

TIMELINE: Once funding is secured, design and construction completed within 18-24 months.

WHO WILL MAINTAIN AND OPERATE? Bartlett Regional Hospital

PROJECT GOAL: Improve access to, and the quality of emergency medical care in the community.

Aak'w Village District Parking (Formerly N. SOB)



AMOUNT REQUESTED: \$38M

AMOUNT SECURED: \$10M (\$5M SOA; \$5M CBJ Voter Approved Sales Tax)

TOTAL PROJECT COST: \$50M+

PROJECT DESCRIPTION & UPDATE: Building a garage with greater capacity would expand parking for State employees, the Legislature, and the Aak'w Village District, freeing up current parking lots for development and infill. This parking garage provides parking for the State of Alaska, just North of the State Office Building. The current garage was constructed in 1974 and in need of major repairs. The initial idea was to expand the garage to almost twice the size by adding several additional floors. However, the structural investigation found the structural members to be significantly smaller than shown in the available construction plans. Options to increase parking will be more expensive than originally projected.

PUBLIC PROCESS: This project was designated as a CBJ Legislative Priority in 2021, 2022, 2023 and 2024.

TIMELINE: Architect provided feasibility and cost estimate.

WHO WILL MAINTAIN AND OPERATE? TBD

PROJECT GOAL: State/Legislative parking, Aak'w Village District infill development.

Juneau School District–Wide Security & Safety Upgrades



AMOUNT REQUESTED: \$2M

TOTAL PROJECT COST: \$2M

PROJECT DESCRIPTION & UPDATE:

This project will upgrade security cameras and camera monitoring systems, secure entryways, brush clearing, perimeter lighting, emergency egress lighting, back-up generators, and secured property. This project will increase the Juneau School District’s security presence, which will help to deter vandalism, theft, and other criminal activities. The security and safety of our staff, students, and community is our main priority, and with this project upgrade, the District feels that it is taking the necessary steps to bring our facilities into the technology age. The Security Upgrade project is oriented around securing our entry ways and school sites by adding systems that would slow down or deter a person from entering such as in the case of a active shooter or critical incident.

PUBLIC PROCESS: Begin design within 3 months of available funding. 35% review (and 3% expenditure) 4 months from start; 65% review (and 5% expenditure); 9 months from start; construction begins 14 months from start (25% expenditure); construction completed 28 months from start (100% expenditure).

TIMELINE: A district-wide assessment was completed in January 2025. Staff training and procedures have already been implemented as a result of the security assessment. Once funding is secured, design and implementation would roll out over 18-36 months depending on facility recommendations.

WHO WILL MAINTAIN AND OPERATE? Juneau School District

PROJECT GOAL: Security and safety of district facilities.

Lemon Creek Multimodal Path

AMOUNT REQUESTED: \$12M
AMOUNT SECURED: \$2.23M
TOTAL PROJECT COST: \$15M



PROJECT DESCRIPTION & UPDATE:

The requested funding would construct a multimodal path in Lemon Creek that connects residents to schools, shopping, jobs and services. CBJ received a USDOT Reconnecting Communities planning grant for FY24 that will include robust public engagement, route selection and preliminary design. The Assembly has appropriated \$1.15M to advance design of the project as well as potential match for construction grant opportunities. The full route would connect the Glacier Highway / Vanderbilt intersection to Alaway Avenue and then on to Glacier Highway (near U-Haul). This would provide direct access to the two largest mobile home parks in the community.

CBJ also received FHWA FY23 Safe Streets for All (SS4A) supplemental planning funds for additional community planning and analysis of pedestrian, cyclist and motorist safety, and submitted an application for US EPA Community Change Grant funding to complete engineering, environmental review and construction of the first two phases of the project.

PUBLIC PROCESS: This project has been identified as a priority by the 2017 Lemon Creek Area Plan adopted into the Comprehensive Plan. Designated as the number one Legislative Capital Priority in 2021 and 2022, and the 8th priority in 2023 and 2024.

TIMELINE: FY25 (ongoing) route analysis, public outreach, planning and preliminary design. Once full funding is secured, 18-24 months for design and construction.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: Advance long term goal of a new non-motorized route, connect Lemon Creek to recreational opportunities in the wetlands.

Statter Harbor Wave Attenuator

(Formerly “Auke Bay New Breakwater”)



AMOUNT REQUESTED: \$5M

AMOUNT SECURED: \$2.2M (CBJ commitment)

TOTAL PROJECT COST: TBD (\$100M placeholder)

PROJECT DESCRIPTION & UPDATE:

The requested funding would allow for the preliminary planning and design phases, including permit acquisition. This opens the opportunity for the construction of a new breakwater at the end of Statter Harbor. The current facility has achieved its useful life and needs to be replaced. The new facility would allow for more moorage and provide economic stimulus to the community. CBJ would be the local sponsor for the US Army Corps of Engineers, who is federally responsible for the feasibility analysis, design and construction of the breakwater. Local match is required under federal law and is available through Docks & Harbors. Senator Murkowski has added \$600K as Congressionally Designated Spending in the FY25 appropriation bill and is awaiting Congressional action. The US Army Corps of Engineering feasibility study kicked off in September 2024. This will be a three-to-four-year planning effort which requires federal funding each year. Senator Murkowski has submitted a \$600K CDS in the FY26 Budget to continue supporting the project. CBJ Docks & Harbors has sufficient in-house match

PUBLIC PROCESS: Identified as a Legislative Priority for FY2023, FY2024, FY2025 & FY2026.

TIMELINE: Once funding is secured, 3 year design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: Increase moorage and recapitalization of aging infrastructure.

Shore Power at Dock 16B



AMOUNT REQUESTED: \$20M

AMOUNT SECURED: \$13M Marine Passenger Fees

TOTAL PROJECT COST: \$60-70M for two docks.

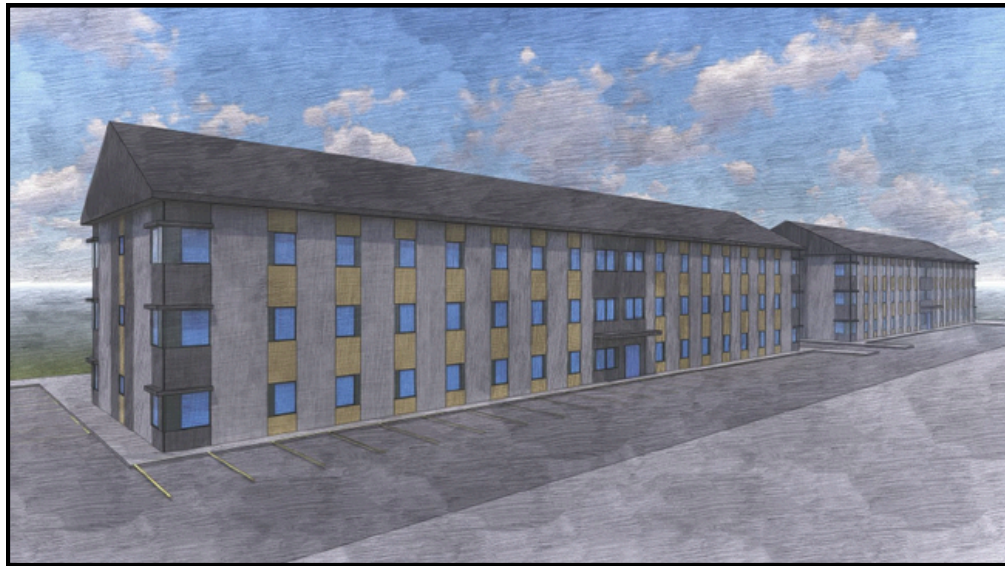
PROJECT DESCRIPTION & UPDATE: The project would fund construction of the electrical infrastructure (substation, feeder cables, batteries, etc.) and shore power infrastructure (submarine cables, power connection floats, cable positioning devices) at the two CBJ-owned cruise ship docks. The electrical infrastructure could also service ground transportation as it transitions to electric vehicles. The project benefits the community by improving air quality and reducing noise pollution from cruise ships that connect to shore power while hoteling in port, and by upgrading the electrical infrastructure at Juneau’s waterfront. The elimination of ship GHG emissions furthers the community’s climate action goals of switching from fossil fuels to renewable hydropower as well as enables the cruise lines to better meet their sustainability goals. The project benefits the tourism sector of the community. While the full project includes two docks, the amount requested this year with the amount secured would fund the completion of one dock. It is unlikely that federal grant funding will be available for this project in the near future. CBJ has entered a MOA with AELP to design this system. AELP has contracted with an electrical engineering company from Pasadena, CA in August 2025.

TIMELINE: Preconstruction phase to be completed by 2025. Construction phase to be completed by 2027 pending availability of funding.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: Reduce emissions, improve air quality and economic development.

Eaglecrest Employee & Tourism Workforce Housing



AMOUNT REQUESTED: \$12M

TOTAL PROJECT COST: \$12M

PROJECT DESCRIPTION & UPDATE:

The project would develop onsite workforce housing to assist with recruitment and retention of summer and winter employees. Possibilities will exist for other summer tourism or service industry workers to be housed. As the labor market tightens and finding entry level service and ski area workers becomes increasingly difficult, the availability of housing will be critical to meeting our staffing needs. Affordable workforce housing located at Eaglecrest will help to attract the next generation of residents to Juneau and support the growth of the winter tourism economy so that it can support the conversion of summer tourism and service industry workers into more stable year around employment opportunities.

Northwind Architects was contracted to develop the designs and cost estimates for a 96 bedroom modular workforce housing unit that could be located and expanded upon at Eaglecrest. Site specific engineering will need to be performed using the current preliminary engineered design for the modular dormitory as a jumping off point.

TIMELINE: Once funding is secured, 18-24 month design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? Eaglecrest Ski Area

PROJECT GOAL: Increase recruitment and retention while helping to manage tourism growth in Juneau.

Capital Civic Center

AMOUNT REQUESTED: \$10M

AMOUNT SECURED: \$24.5M

TOTAL PROJECT COST: \$60M

PROJECT DESCRIPTION & UPDATE:

The Capital Civic Center will function as a multi-use civic and conference facility to enhance Juneau's prominence as a regional center for art, culture, and community engagement while attracting broad-based use and pride in Alaska's Capital City. Completion of the Capital Civic Center is envisioned in four phases. This project addresses Phases II only.

The completed Capital Civic Center consists of two phases. The first phase, completed in late 2023, renovated the existing ballrooms and installed new sound and HVAC systems. Phase II creates a stand-alone wing (joined to Centennial Hall by a shared lobby) that includes a community hall; a 299-seat theater with raked seating, state-of-the-art lighting and professional acoustics; a multi-use event space; and an art gallery.

Demolition of Juneau's former armory will offer additional parking and improved access.

The new facility will serve as an expanded center for emergencies, including shelter in the event of a natural disaster. In January 2025 the Assembly agreed to provide up to \$1M to The Partnership to advance the project to 95% design. CBJ entered into a Memorandum of Agreement with The Partnership in June 2025 to establish roles and responsibilities during the design process, as well as to effectively manage CBJ's financial contribution.

PUBLIC PROCESS: Conceptual studies and outreach for Centennial Hall were performed in June of 2019. Upgrades to the ballroom at Centennial Hall were completed in August 2023. The performing arts elements (new JACC) also received public input throughout the development of design for a standalone facility. Merging the two facilities into a large, single, facility was presented to the Assembly in 2020. The Assembly funded conceptual design in late 2021, appropriating \$2M to advance the project. Northwind and JYW Architects teamed up for design and worked with stakeholders to consolidate space and find design efficiencies, resulting in the newly proposed phased approach. Further parking impact analysis has been recommended as the latest plans include a loss of 49+ parking spaces.

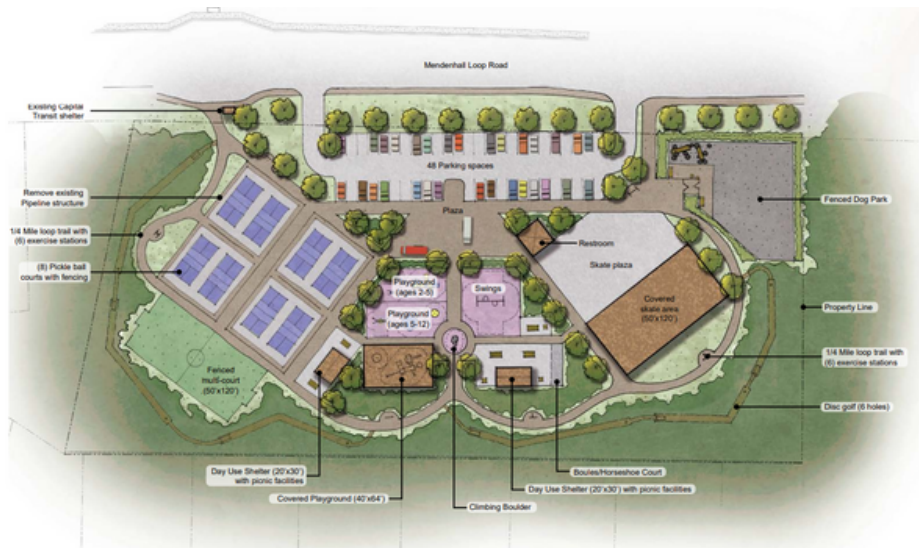
TIMELINE: Once funding is secured, 3-3.5 year design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: Support convention, arts and visitor economy.



Jackie Renninger Park Development & Pipeline Skatepark Improvements



AMOUNT REQUESTED: \$15M
AMOUNT SECURED: \$1.075M
TOTAL PROJECT COST: \$16M

PROJECT DESCRIPTION & UPDATE: This project will implement the Jackie Renninger Memorial Park Master Plan, completed in early 2025, to expand access to outdoor recreation and open space for one of Juneau’s most underserved and densely populated areas of town. The 4.6-acre site currently includes the Pipeline Skate Park and a small public restroom, but lacks a full neighborhood park. This project will change that by providing safe, convenient access to high-quality amenities, including an upgraded covered skate park and skate plaza, dedicated pickleball courts, Juneau’s first covered playground, day-use shelters, and more—bringing much-needed community resources to the Mendenhall Valley.

PUBLIC PROCESS: In 2022, the Assembly appropriated funding to develop a master plan for Jackie Renninger Park, which was completed in early 2025 following multiple public and user group meetings. This process resulted in a conceptual design that is now being advanced into 35% design documents. As part of this phase, the contractor will continue to hold public meetings to gather input and share progress as the designs develop.

TIMELINE: Once funding is secured, within 2 years of start date.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: To provide the first dedicated community park for the Mendenhall Valley that offers diverse amenities for multiple user groups of all ages in one of Juneau’s most underserved neighborhoods.

Waterfront Juneau Douglas City Museum



AMOUNT REQUESTED: \$2M

AMOUNT SECURED: \$2M (CBJ Voter Approved Sales Tax)

TOTAL PROJECT COST: \$12M

PROJECT DESCRIPTION & UPDATE:

This project will construct a new museum on the waterfront to house art and other local collections. The museum will leverage its waterfront location to become a destination for visitors and locals. It will also free up the current museum adjacent to the State Capitol for expansion of the Capitol campus.

PUBLIC PROCESS: Identified as Legislative Priority in FY2023 & FY2024.

TIMELINE: Once funding is secured, 2-3 year design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: Grow the arts in Juneau and expand the Capitol campus.

West Douglas Extension

AMOUNT REQUESTED: \$4M

TOTAL PROJECT COST: \$7.5M

PROJECT DESCRIPTION & UPDATE:

This project will continue construction of the gravel surface pioneer road from near the current end of the Douglas Highway to Hilda Point. The road will promote development to support the future homeporting of the USCG icebreaker, increase opportunities for recreational access to public lands, and enable closer access to new growth development areas that are identified in the CBJ Comprehensive Plan. Road access will assist land owners in their on-the-ground investigations required for formulating future development plans.

PUBLIC PROCESS: West Douglas Roadway corridor alignment has been approved by Assembly and Planning Commission. This project has been identified as priority 'New Growth Area' by CBJ Comprehensive Plan and West Douglas Conceptual Plan.

TIMELINE: Once funding is secured, 18-24 month design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: Support long-term development.



North Douglas Boat Ramp Expansion



AMOUNT REQUESTED: \$250,000

TOTAL PROJECT COST: \$30M

PROJECT DESCRIPTION & UPDATE:

Requested funding would accomplish the first steps to expanding the North Douglas Launch Ramp Facility. These include planning, research and permitting to initiate the project.

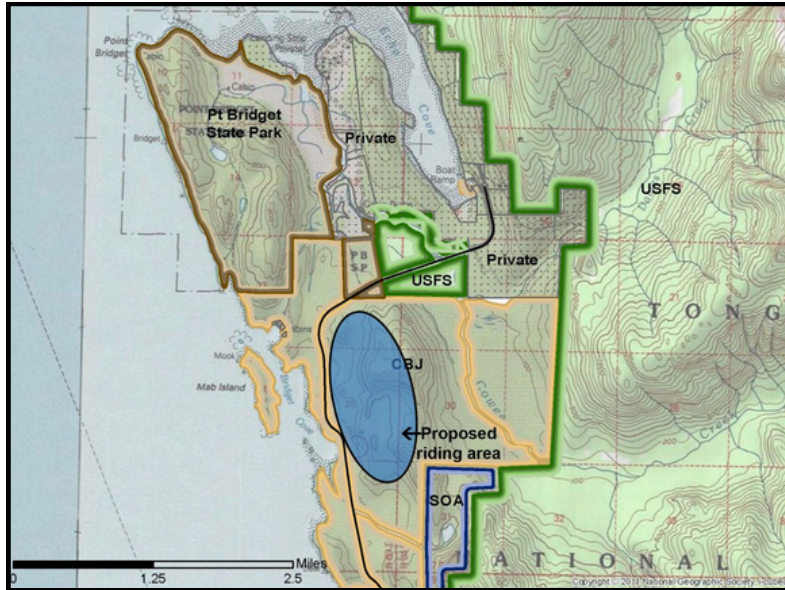
PUBLIC PROCESS: Docks and Harbors has solicited public input on the concept.

TIMELINE: Once funding is secured, 18-24 month design and construction timeline.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: Improve safety and expand boating access & transportation.

Off-Road Vehicle (ORV) Park Development



AMOUNT REQUESTED: \$4.75M

AMOUNT SECURED: \$1.25M

TOTAL PROJECT COST: \$6M

PROJECT DESCRIPTION & UPDATE: This project addresses longstanding unmet demand for sustainable off-road vehicle (ORV) recreation by creating a dedicated venue for riding and training opportunities, reducing impacts on sensitive habitats, and minimizing user conflicts. As the second summer of construction wraps up in fall 2025, completed work includes the parking lot and approximately three of the planned five miles of trail that have been cleared and grubbed. By the end of the season, about three-quarters of a mile of trail is expected to be graveled and rideable.

PUBLIC PROCESS: A multi-year public process has been completed and design, permitting, and development of the 35-Mile ORV Riding Park is underway. This process includes stakeholders such as the Juneau Off-Road Association (JORA), Trail Mix, Inc., conservation organizations, and citizen advisory boards. The Planning Commission approved a conditional use permit for the facility in 2023.

TIMELINE: Phase one of construction is anticipated to take 3–4 years, with the second summer of work scheduled to wrap up in fall 2025.

WHO WILL MAINTAIN AND OPERATE? CBJ

PROJECT GOAL: To meet growing demand for off-road vehicle recreation, avoid user conflicts, reduce ongoing damage to sensitive resources and landscapes, and stimulate economic activity by creating new opportunities for outdoor recreation that do not currently exist in Juneau.

APPENDIX

Everything You Always Wanted to Know About the CBJ Legislative Capital Priorities List

by Katie Koester, City Manager

Q: What are the Legislative Capital Priorities?

A: The CBJ Legislative Capital Priorities (LCP) is a document that lays out community priorities for capital projects, including a project description, rationale for why it's needed (benefits to the community), description of progress to date (money raised, plans drawn up, etc.), and estimated total cost. For CBJ projects, additional information is provided on the timeline for completion. Facilities that have alternative funding streams are not included on this list: for example, the Airport, or projects that can be funded through Passenger Fees. See graphic on the following page for a diagram of how the different plans and lists relate to each other.

NOTE: Inclusion on the Legislative Capital Priorities is not a funding request. From CBJ's standpoint, it is a mechanism to prioritize projects and raise awareness of a needed project to increase chances of funding from various sources. Nominating a project for inclusion in the LCP should not be thought of as a request for municipal funding.

Q: Are the "legislative priorities" the same as the Capital Improvement Plan?

A: No, they are a prioritized list of projects that are pulled from various CBJ plans, including the Comprehensive Plan, Area Plans, and the Six-year Capital Improvement Plan. The Legislative Priorities are "short list" of projects on which CBJ will focus particular attention during the upcoming legislative session and with the federal delegation. (The goal is to get at least partial funding for a project included in the state capital budget or federal earmark.)

CBJ's "short list" of Legislative Priorities should have a limited number of projects on it. An attempt is made to phase projects so that funding requests range in size depending on available funds and objective. For the State Legislature, project descriptions are inputted into an online system lawmakers use to prioritize funding requests (CAPSIS). These are due in February. Federal priorities are also solicited by the delegation through an online platform. The Assembly will designate projects that have a nexus with federal funding opportunities for submission to the delegation through the Legislative Priority process.

Q: What is a capital project?

A: A capital project is a major, non-recurring budget item that results in a fixed asset (like a building, road, parcel of land, or major piece of equipment) with a useful life of 20-50 years. Designing and building a new library is a capital project. Planning and implementing an after-school reading program is not a capital project. Most of the projects in the LCP are CBJ projects, but some are community projects spearheaded by a non-profit organization or state or federal agency (e.g., Alaska DOT). To be included on the LCP projects must have an estimated total project cost of at least \$1,000,000.

Q: Is the Legislative Capital Priorities list just "wish list," and if so, what's the point of writing one?

A: The Legislative Priorities list does include projects that are aspirational, and as such may have items that are so large or expensive, that it is hard to imagine completion in the near future. However, articulating these priorities helps guide the Assembly and the community through small steps that lead up to the larger goal and advocate towards a common goal. It will take time and discipline to keep the list an accurate and living document.

There are several reasons to include longer term projects on the Legislative Priority List, even when it seems like little progress is being made in accomplishing projects: 1) It helps focus attention on community needs. 2) It helps groups raise money for projects if the sponsor can say that the project has been identified as a community priority in the CIP. 3) Typically the more priority a municipality places on a project, the greater the chances it for a legislative appropriation.

CBJ Lists, Plans and Priorities

How do the many CBJ lists of projects, plans and priorities relate to each other? This diagram shows how each document informs the one below it. The dollar signs represents the general volume of funds needed, but only the green rings are lists that come with the commitment of actual dollars.

