



JUNEAU COMMISSION ON SUSTAINABILITY AGENDA

October 1, 2025 at 12:00 PM

Zoom Webinar

<https://juneau.zoom.us/j/88069534778>

Or Phone: 1-253-215-8782 Meeting ID: 880 6953 4778

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. JCOS Regular Meeting, July 2, 2025

F. PUBLIC PARTICIPATION

G. AGENDA TOPICS

2. Welcome Rose Evans as Admin Officer
3. Schedule Annual Retreat
4. Discuss Position on Alaska Marine Lines Update re: EVs
5. Initial Discussion — Legislative Capital Priorities due 10/24
6. Sustainability Sessions Update
7. 2025 JCOS Annual Report
8. Snettisham RECs

H. COMMITTEE MEMBER / LIAISON COMMENTS AND QUESTIONS

I. NEXT MEETING DATE

9. Worksession, Legislative Capital Priorities - October 15, 2025 12PM @ Zoom

10. Regular Meeting - November 5, 2025 12PM @ Zoom

J. 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.

Juneau Commission on Sustainability
Minutes for the Meeting of July 2, 2025

A. CALL TO ORDER

Co-Chair Plush called the meeting to order at 12:05 pm.

B. LAND ACKNOWLEDGEMENT

C. ROLL CALL

Present: Griffin Plush, Laura Achee, Jessie Barker, Marian Call, Jim Powell, David Teal, Nick Waldo, Duff Mitchell

Absent: Brennen McCulloch

A quorum was present.

Staff & Others Present: CBJ Staff Liaison Dianna Robinson, Assembly Liaison Hughes-Skandijs, Lori Sowa (AEL&P)

D. APPROVAL OF AGENDA

Approved with the agenda topic on sustainability session planning modified to provide broad approval for co-chairs Plush and Call to organize summer outreach sessions on solid waste, the electric grid, and wastewater.

E. APPROVAL OF MINUTES

June 18, 2025 JCOS Regular Meeting

F. PUBLIC PARTICIPATION

None

G. AGENDA TOPICS

1. Memo on Ordinance 2025-32
 - a. Following discussion of sales tax exemptions, the commission resolved to continue considering this topic, if relevant, at future sessions.
2. Sustainability Session Planning - Marian Call and Griffin Plush authorized to coordinate and carry out the logistical planning for the invisible infrastructure series including but not limited to scheduling, outreach, materials, and vendor coordination. They will not make decisions on behalf of the full commission and will report back with updates or any matters requiring JCOS action at a future JCOS meeting.

H. INFORMATION ITEMS

None

I. COMMITTEE MEMBER / LIAISON COMMENTS AND QUESTIONS

1. Dianna Robinson offered her goodbyes as she ends her time at CBJ in July.

J. NEXT MEETING DATE

1. Regular meeting - TBD re: CBJ staff liaison
2. Work session July 16, 2025 12 PM @ Zoom

K. ADJOURNMENT

The meeting adjourned at 12:55 pm.

(<https://www.ktoo.org/>).

[Business](https://www.ktoo.org/category/news/topics/economy-2/business/) (<https://www.ktoo.org/category/news/topics/economy-2/business/>) | [Environment](https://www.ktoo.org/category/news/topics/environment/) (<https://www.ktoo.org/category/news/topics/environment/>) | [Juneau](https://www.ktoo.org/category/news/alaska/juneau/) (<https://www.ktoo.org/category/news/alaska/juneau/>)

Car buyers and dealers in Alaska face limited options with new EV shipping restrictions

September 11, 2025 by Alix Soliman, KTOO (<https://www.ktoo.org/author/alixsoliman/>)



Lonnie Khmelev stands before a row of electric vehicles at his Juneau dealership. He'll continue selling EV's but may have to do so through a ferry— limited at two at a time. (Photo courtesy Olena Kot)

Lonnie Khmelev owns Affordable Auto Sales in Juneau, and until last week, he got all of his EVs shipped through Alaska Marine Lines. That's true for all of the car dealerships in Juneau. Khmelev currently has 50 cars on the lot and nearly half are EVs.

"I would say we sell probably about 40% EV," he said.

But AML [stopped](https://alaskapublic.org/news/public-safety/2025-08-20/alaska-marine-lines-will-no-longer-ship-electric-vehicles-due-to-fire-risk) (<https://alaskapublic.org/news/public-safety/2025-08-20/alaska-marine-lines-will-no-longer-ship-electric-vehicles-due-to-fire-risk>) shipping electric vehicles to Alaska at the beginning of September due to the fire risk posed by lithium ion batteries. This came after two other major shipping companies [Matson](https://www.automotivelogistics.media/vehicle-logistics/pacific-shipper-matson-halts-transport-of-evs-over-fire-safety-concerns/646457) (<https://www.automotivelogistics.media/vehicle-logistics/pacific-shipper-matson-halts-transport-of-evs-over-fire-safety-concerns/646457>) and [Tote Maritime](https://www.totemaritime.com/notification/changes-to-totes-electric-vehicle-shipping-policy) (<https://www.totemaritime.com/notification/changes-to-totes-electric-vehicle-shipping-policy>) suspended their EV shipments to the state for the same reason.

Khmelev said he'll probably ship EVs on the ferry, which has a limit of two at a time.

"I do think that we're going to continue selling EVs, and we'll find ways to get them here and ship them out if need be," he said. "I'm staying positive on that."

Because his operation is small, Khmelev said getting just a few cars in per week is plenty.

But down the road at the Juneau Auto Mall, the largest dealership in town, Manager Kody Richardson is less optimistic.

"Without a detailed workaround to get cars here, it will definitely affect our ability to grow EV sales in Southeast Alaska," he said.

Richardson said EVs have made up less than 5% of the company's sales so far this year, but even that demand may be hard to keep up with.

AML didn't agree to an interview for this story, spokesperson Ryan Dixon wrote in an email that the company still ships hybrid vehicles that don't plug in, and will reassess its ability to safely ship EVs and plug-in hybrids as industry standards and safety procedures improve.

The decision came after a cargo ship carrying electric, hybrid and standard vehicles caught fire and burned for days before sinking off the coast of Adak in June. [All \(https://www.news.uscg.mil/Press-Releases/article/4206451/coast-guard-responds-to-vessel-fire-offshore-adak-alaska/\)](https://www.news.uscg.mil/Press-Releases/article/4206451/coast-guard-responds-to-vessel-fire-offshore-adak-alaska/). Twenty-two crewmembers evacuated on a lifeboat and were rescued by another vessel.

Steve Behnke leads Renewable Juneau, a nonprofit that advocates for clean energy. He said he hears the shipping companies' safety concerns, but "as we understand it, the circumstances are just totally different in terms of the shipping that AML is doing," he said. "They're using open barges. They're not cramming a bunch of vehicles down in the hold of a cargo ship."

Behnke said EVs make good sense for Alaska's capital city, which runs on relatively cheap hydroelectric power, has a small network of roads and a moderate climate that isn't rough on the car batteries.

"Juneau is a Goldilocks zone for EVs," he said.

It's unclear if car dealerships are facing the same problem in the rest of the state. A handful of dealerships in Anchorage didn't respond to interview requests for this story. But anecdotally, it may be harder to buy an EV in the state's largest city. Anchorage resident Maggie Miller ran into roadblocks when she explored buying one in August.

Miller's teenage son totaled the family's 2013 Toyota Highlander while learning to drive.

"We had been intending to buy an EV next fall when he turned 16," she said. "So when this total happened, we were like, well, maybe we should go ahead and get the EV."

The Millers called Continental Subaru to see about the Solterra. That's when they heard that the dealership can't get them because shipping companies won't transport EVs to Alaska anymore.

Miller said she was surprised.

“I was really disappointed, because I just understood this was something we were trying to do as a country,” she said. “We were trying to make a change and it’s something that we totally can support.”

Miller’s often shuttling her two kids and nephews to their sports and other activities, and needed a car to replace the totaled one. So she ended up just buying another gas-powered Highlander.

“It’s just a bummer that there’s...improvements in technology, but there are all these barriers to taking the steps to do the right thing,” she said.

Miller said that she hopes dealerships can find a way to get EVs to Anchorage, either with additional charging stations on the Alcan Highway or a change in shipping policy.



**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).

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.

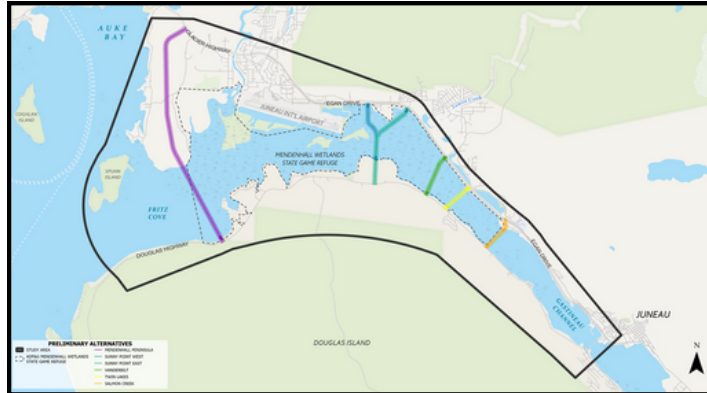
TIMELINE: CBJ and our tribal and community partners are pursuing all available and applicable flood fighting and flood mitigation measures for implementation as soon as possible. This includes the project to update inundation mapping. Permanent solutions could require up to 7-10 years, however, the Alaska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

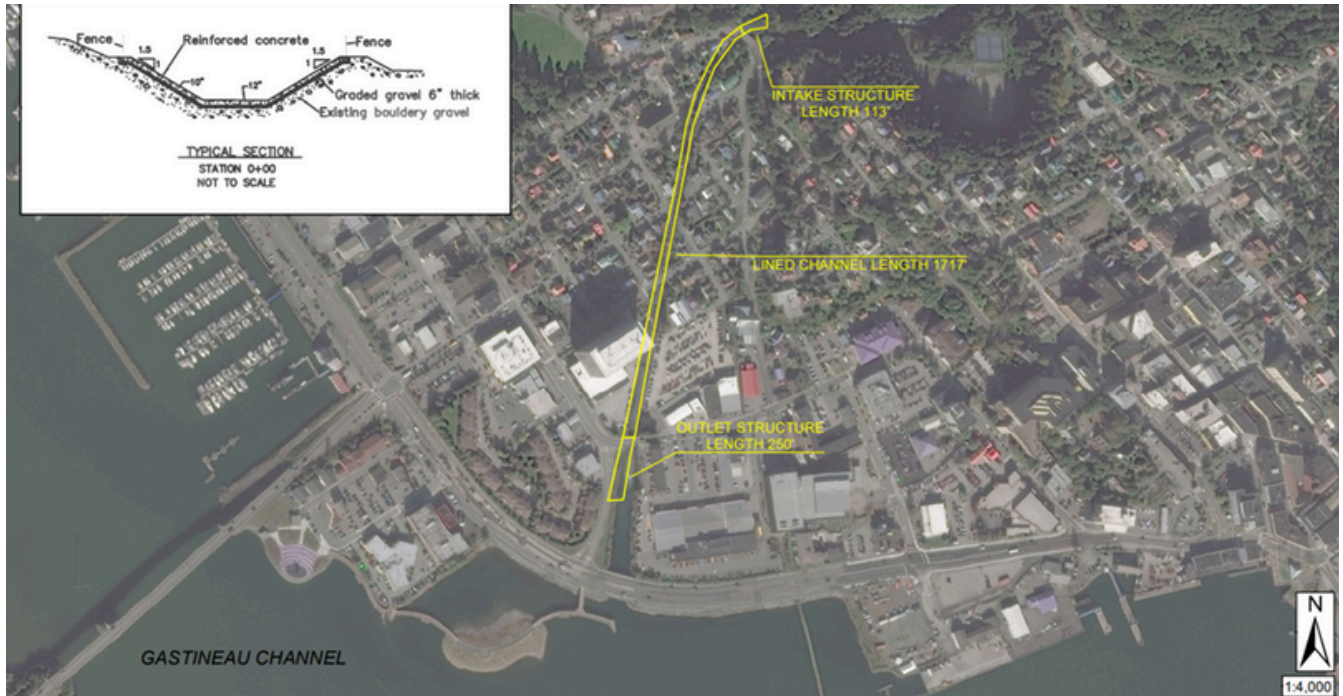
PUBLIC PROCESS: Through the PEL process, which was completed in July 2025, the Alaska Department of Transportation & Public Facilities (DOT&PF), in collaboration with DOWL, conducted numerous stakeholder and public meetings, surveys, and listening sessions to gather input on public sentiment and potential 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.

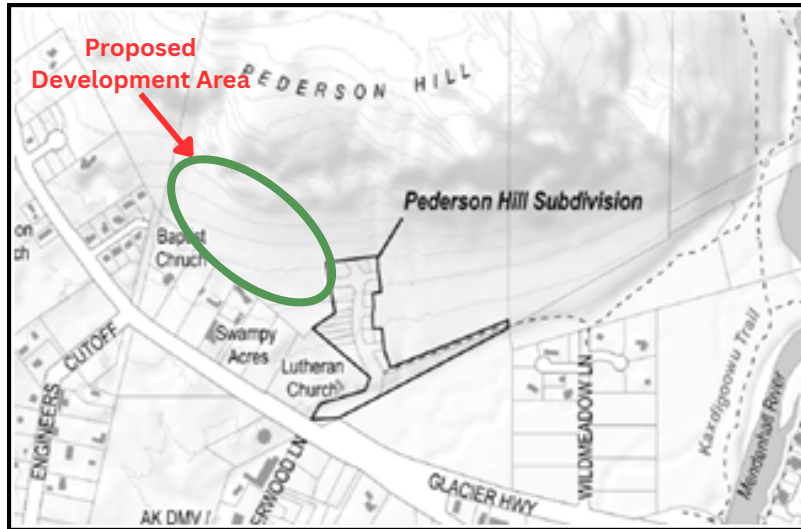
PUBLIC PROCESS: Since the third quarter of 2023, the CBJ has held public meetings to encourage community dialogue regarding this project, completed an online community survey, and funded consultants to complete a Telephone Hill Place Guide that provides direction on redevelopment of the property. The 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.

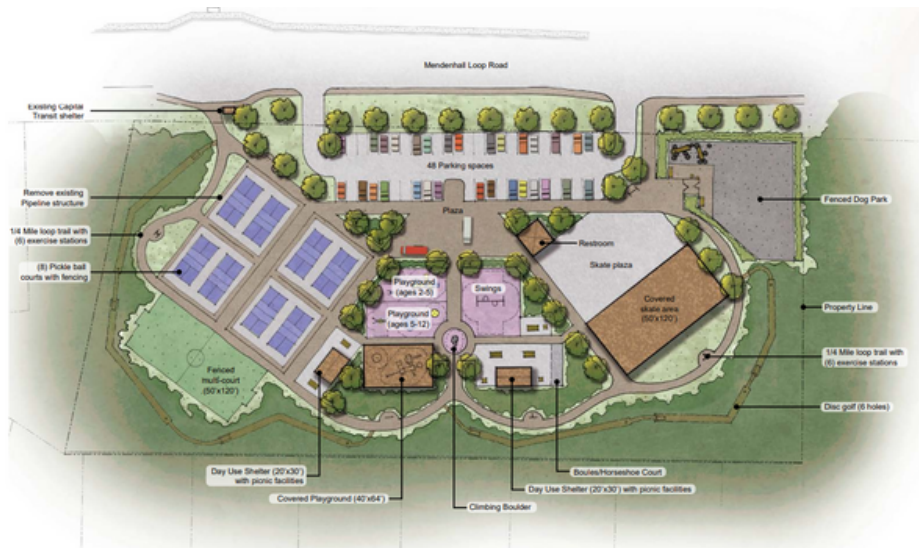
TIMELINE: Once funding is secured, 3-3.5 year design and construction timeline.

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.

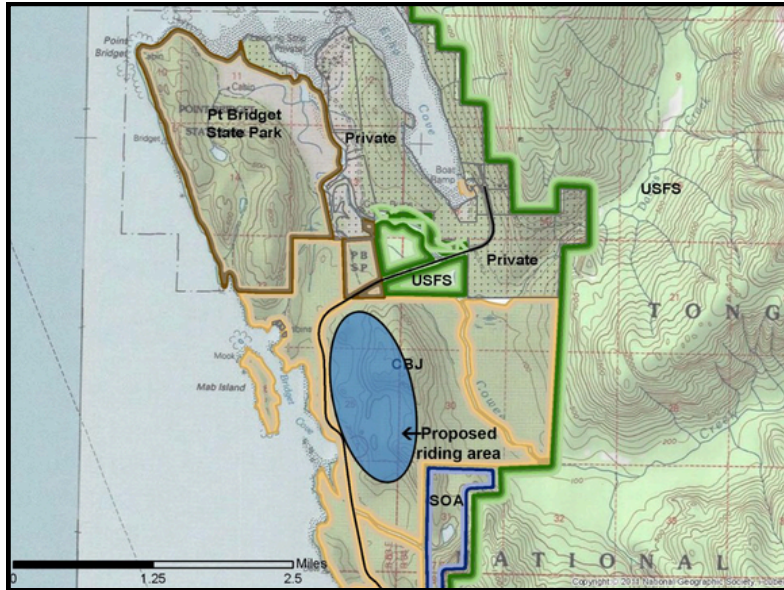
PUBLIC PROCESS: Docks and Harbors has solicited public input on the concept.

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?

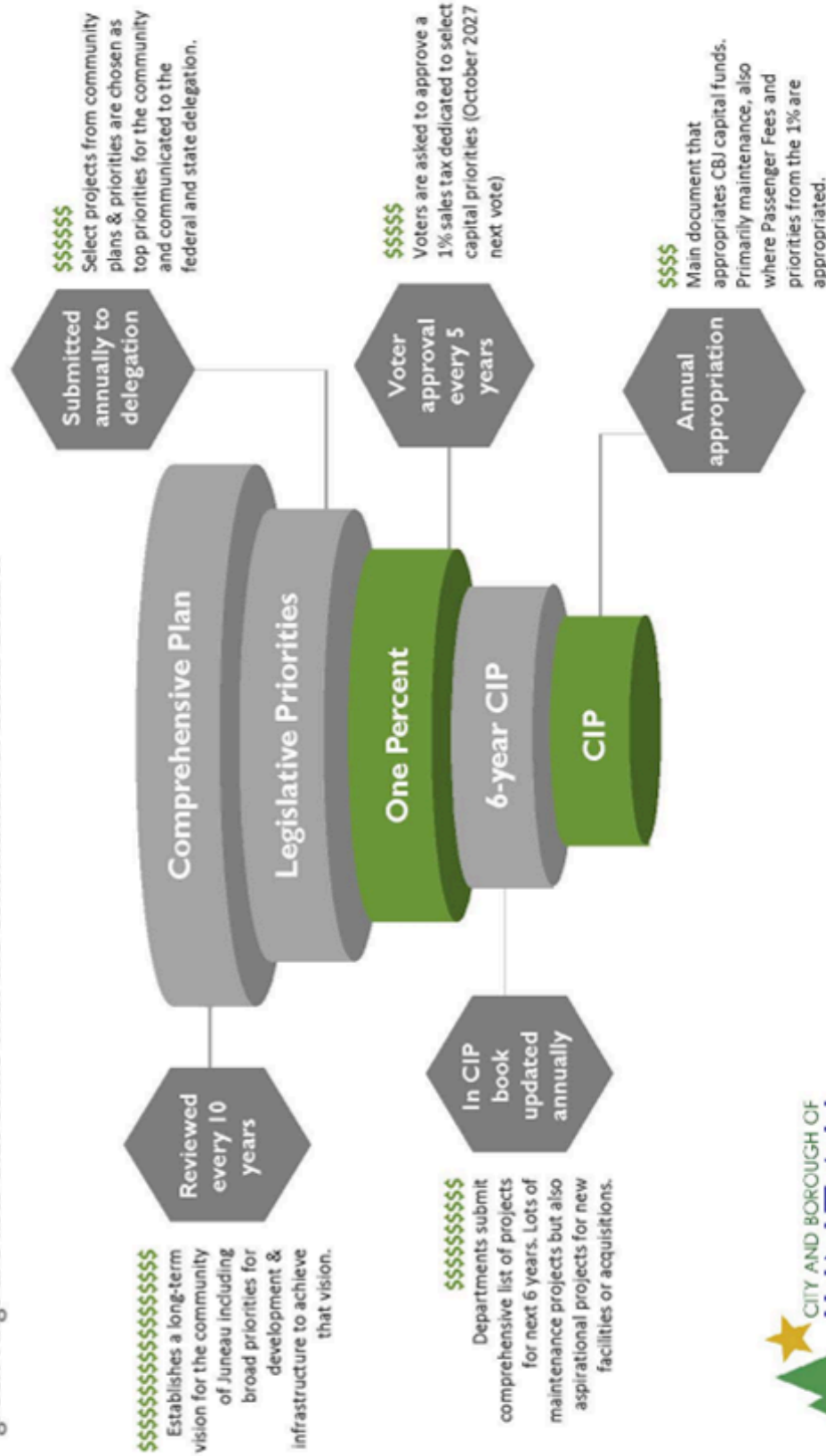
A: The Legislative Priorities list does include projects that are aspirational, and as such may have items that are so large or expensive, that it is hard to imagine completion in the near future. However, articulating these priorities helps guide the Assembly and the community through small steps that 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.

APPENDIX

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.



FY2026

LEGISLATIVE

CAPITAL PRIORITIES



**March 2025
Adopted**



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March 3, 2025

To The Honorable State and Federal Delegation:

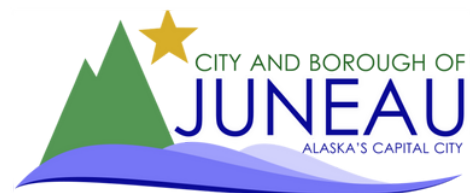
This document presents the City and Borough of Juneau's (CBJ) Fiscal Year 2026 Legislative Capital Priority List. The Legislative priority list provides information on long range capital projects identified as priorities for the community of Juneau. Descriptions of projects include cost and schedule 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.

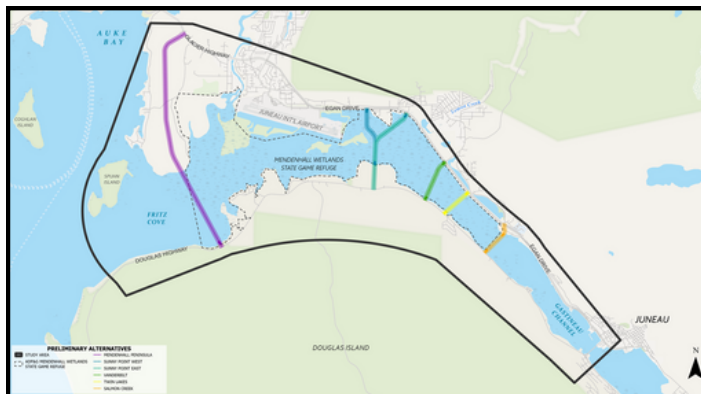
CBJ requested a USACE General Investigation (GI) to determine long-term, permanent mitigation solutions. This multi-year study requires a \$3M for local match, which the Assembly appropriated in Sept 2024. Federal funding to support the (GI) was approved in the American Relief Act of Dec 2024. The Assembly 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:

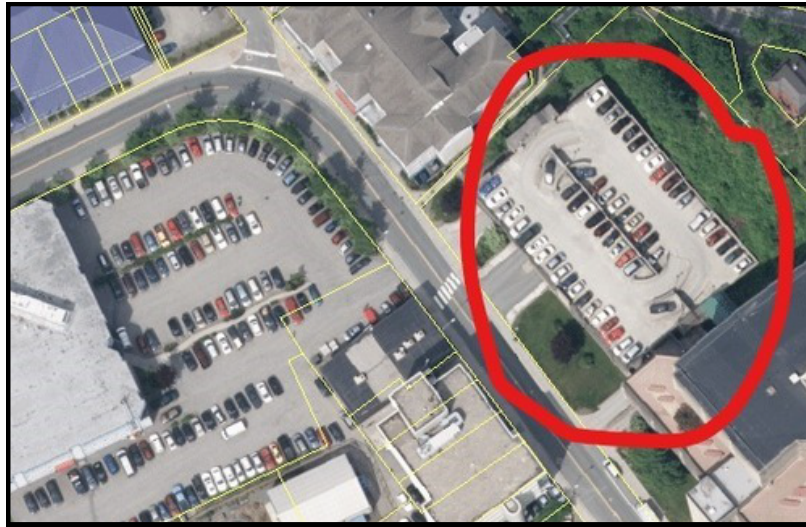
This project will expand the footprint of the existing ED, and renovate existing ED spaces, to improve patient access, patient flow, and patient and employee safety. Renovations will increase patient privacy, while mechanical and electrical upgrades will allow for new negative pressure exam space. Patients 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.

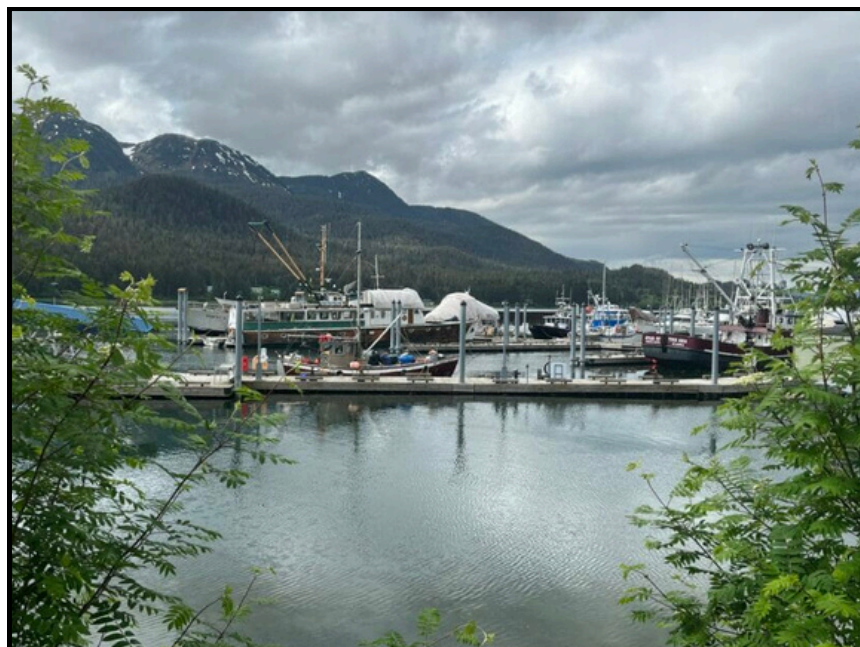
PUBLIC PROCESS: Identified as a Legislative Priority for FY2023, FY2024 & FY2025.

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, CCTHITA 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.

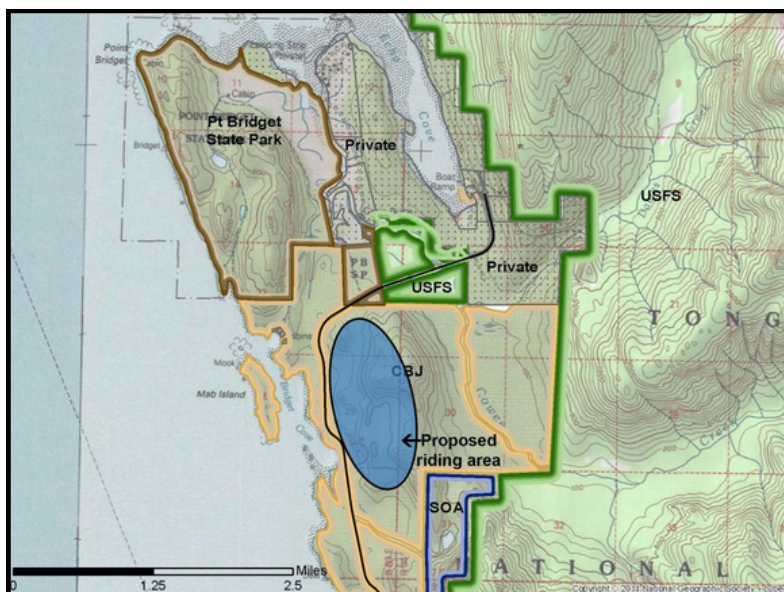
PUBLIC PROCESS: Docks and Harbors has solicited public input on the concept.

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?

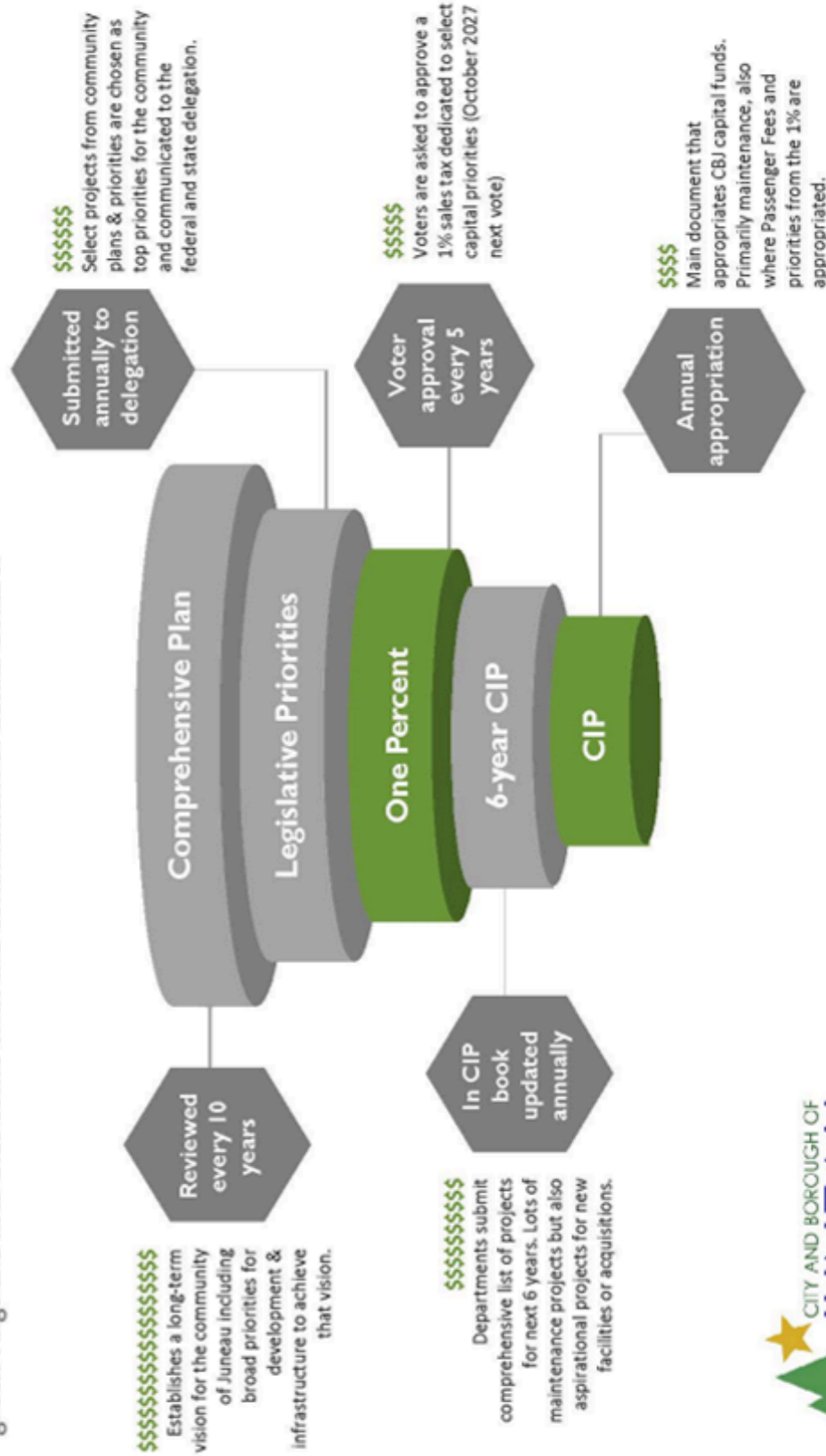
A: The Legislative Priorities list does include projects that are aspirational, and as such may have items that are so large or expensive, that it is hard to imagine completion in the near future. However, articulating these priorities helps guide the Assembly and the community through small steps that 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.

APPENDIX

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.





JUNEAU COMMISSION ON SUSTAINABILITY ANNUAL REPORT JUNE 2024 - MAY 2025

I. INTRODUCTION

The Juneau Commission on Sustainability (JCOS), established by the Assembly in 2007, researches and advises the CBJ on community sustainability. The Commission continued to be engaged and productive this past year. The Commission's work is typically researched and drafted by its committees and the full Commission conducts regular monthly meetings, work sessions as needed, and an annual retreat.

The JCOS charter, and resolutions for the Juneau Climate Action & Implementation Plan (2011) and Juneau Renewable Energy Strategy (2018), identify its duties:

1. promotion of sustainability in the community,
2. recommendations to the Assembly and other boards and commissions on policies and programs,
3. research and applying for grants,
4. advising CBJ staff on GHG emission reductions, and
5. acting as a liaison between the community and Assembly on sustainability-related issues.

Sustainability, as defined in JCOS's charter, encompasses economic, social, environmental, and local government components.

II. HIGHLIGHTS – JCOS Governance, Priorities, Accomplishments and Pending Work

A. GOVERNANCE

The Commission saw two new members appointed in July 2024, Griffin Plush and Brennen McCulloch, replacing Steve Behnke and Gretchen Keiser as retiring members. Jessica Barker was also reappointed to a second term. New co-chairs, Griffin Plush and Marian Call, were elected in January 2025. Dianna Robinson left full-time employment with CBJ in July 2025, after the reporting period, and no new staff has been hired.

B. PRIORITY - ENERGY

1. Implementation of the *Juneau Climate Action Plan* and the *Juneau Renewable Energy Strategy*

The implementation of these planning documents has become a constant factor in JCOS decision-making. Appropriate sections of these documents are cited as the basis for numerous JCOS decisions such as letters of support for grant applications, policy memos to the Assembly, and annual goal-setting within JCOS.

2. Transportation

a. **JCOS Actions: Juneau Dock Electrification**

Dock electrification continues to be a key issue for JCOS, dating back well over a decade of community efforts. The commission successfully advocated for \$3M from the Marine Passenger Fees to be allocated for shore power upgrades at city-owned cruise docks. This builds off of previous allocations; as of the FY26 Finance Committee memo on the fee budget, there was \$10.3M available to begin work on an estimated \$54.25M project. This memo suggests that a bond package funded by dockage and/or passenger fees may help accelerate the delivery of this project. JCOS also submitted a memo the Assembly suggested adding requirements to the HTC lease requiring emissions reductions efforts like shore power.

b. **JCOS Actions: Electric Vehicles**

JCOS efforts for advancing electric vehicle adoption have focused on two areas: switching the City vehicle fleet to electric vehicles and supporting additional public charging infrastructure to lower the barrier to entry for private vehicles. JCOS worked to support AEL&P's ETIPP grant which would find ways to support the installation of charging infrastructure at multi-family rental properties.

3. Space Heating

As a community, Juneau saw new opportunity for boosting air-source heat pump installations in the community with an ETIPP award to AEL&P and a CPRG award to Alaska Heat Smart. JCOS discussed and helped spread the news about these opportunities and will continue to do so in the coming year as these funded projects come to fruition.

4. CBJ Energy Management

JCOS met with Nate Abbott, who supports energy management across CBJ to better understand the opportunity for space heating improvements in CBJ facilities, identifying the opportunity for spending on these projects as part of deferred maintenance, especially for school district facilities.

C. **PRIORITY – SOLID WASTE**

Solid waste was again a critical priority for JCOS. Most importantly, work advanced for design of a Zero Waste Campus to intercept the waste stream as the existing private landfill is facing closure within the next few years.

JCOS supported and reviewed a waste characterization study to understand the current nature of waste entering the landfill, and a study to list the options available for waste disposal after the current landfill is retired. This has led to a cost study to be delivered in late 2025; JCOS supported EPW in scoping this study based on prior work.

D. PRIORITY - OUTREACH

JCOS continued its work through a monthly series of Sustainability Sessions in the fall through spring months, along with two “field trip” sessions during the first part of the summer. These sessions have included topics important to JCOS such as learning about our electric grid, preventing human-bear conflict, and solid waste. The hybrid in-person and online video broadcasts have been popular, with the ability to read off questions from the public online as well as from in the room. JCOS is very proud of making the sessions as accessible as possible through this hybrid format.

E. PRIORITY - CLIMATE IMPACTS/SUSTAINABILITY INDICATORS

The CBJ Comprehensive Plan Policy 2.3 directs JCOS and CBJ to develop Sustainability indicators to measure Juneau’s progress toward becoming a more sustainable community. Considering other priorities, CBJ and JCOS have made little progress over the past few years toward developing sustainability indicators. Recently, JCOS began researching examples from other communities such as Fairbanks North Star Borough and Whitehorse Yukon. JCOS will be meeting with the CBJ Public Works and Planning Departments as well as the Juneau Economic Development Council to discuss their interest and involvement in developing a set of indicators. Initial thoughts are to start with a small number of relevant indicators for energy and a few other priority areas. Indicators would be part of a dashboard which is a highly readable and graphic format style of communicating sustainability information.

III. MEMBERSHIP

The 11-member Commission includes nine public members appointed by the Assembly, and one non-voting member each of the Assembly and the Planning Commission. The Commission’s membership reflects environmental, social, economic, and governmental perspectives unified by the common interests of sustainability.

The JCOS members who served during this reporting period are:

Term Expiring	Member	Member	Member
6/30/2025	<i>Duff Mitchell</i> , retired	<i>Nick Waldo</i>	<i>Marian Call</i> , co-chair
6/30/2026	<i>Jim Powell</i>	<i>David Teal</i> , secretary	<i>Laura Achee</i>
6/30/2027	<i>Griffin Plush</i>	<i>Brennen McCulloch</i>	<i>Jessica Barker</i>
<i>Alicia Hughes-Skandijs</i>	CBJ Assembly Liaison (non-voting member)	<i>Nina Keller</i>	Planning Commission Liaison (non-voting member)
<i>Vacant</i>	CBJ Staff Liaison	<i>Rose Evans</i>	CBJ Staff Liaison (assistant)

(<https://www.ktoo.org/>)

[Business](https://www.ktoo.org/category/news/topics/economy-2/business/) (<https://www.ktoo.org/category/news/topics/economy-2/business/>) | [Environment](https://www.ktoo.org/category/news/topics/environment/) (<https://www.ktoo.org/category/news/topics/environment/>) | [Juneau](https://www.ktoo.org/category/news/alaska/juneau/) (<https://www.ktoo.org/category/news/alaska/juneau/>) | [Local Government](https://www.ktoo.org/category/news/topics/government/local-government/) (<https://www.ktoo.org/category/news/topics/government/local-government/>) | [State Government](https://www.ktoo.org/category/news/topics/government/state-government/) (<https://www.ktoo.org/category/news/topics/government/state-government/>)

Juneau could lose the power to claim its electricity is 100% renewable if AIDEA sells local energy credits

September 12, 2025 by Alix Soliman, KTOO (<https://www.ktoo.org/author/alixsoliman/>)



A tower and avalanche diversion wall on the Snettisham transmission line. (Photo courtesy of Mike Janes/AEL&P)

Juneau might lose its ability to say that its electricity is created entirely by renewable hydropower if the Alaska Industrial Development and Export Authority, or AIDEA, prevails in a lawsuit (<https://media.ktoo.org/wp-content/uploads/2025/09/20250911-AELP-Complaint.pdf>) over the ownership and sale of renewable energy credits created by the Snettisham Hydroelectric Project, which currently supplies two-thirds of Juneau's electricity.

Renewable energy credits (<https://www.epa.gov/greenpower/renewable-energy-certificate-monetization>), known as RECs, are much like carbon credits. Utilities that burn fossil fuels can buy them to say they're powered by renewable energy, allowing them to claim carbon emissions reductions.

But, once sold, the utility that generates the renewable power — in this case Alaska Electric Light & Power, or AEL&P — could no longer claim it produces entirely renewable energy. The City & Borough of Juneau, along with businesses and nonprofits that use this power, would lose the claim too.

Randy Ruaro, the executive director at AIDEA, said selling the credits is a way for the state to make money.

“Frankly, it was an oversight, I guess, by previous AIDEA staff and employees to recognize that this opportunity was out there,” he said. “But once it came to our attention, we’re obligated to take steps to create and generate revenue for AIDEA and for the state of Alaska treasury.”

Exactly how much revenue the agency could make is unclear. On the open market, RECs are priced (<https://gats.pjm-eis.com/GATS2/PublicReports/BulletinBoard>) at anywhere from \$1 to \$700 per megawatt hour. Snettisham produces roughly 281,000 megawatt hours annually and AEL&P estimates the credits would sell for between \$281,000 and \$421,500.

Although the dispute comes down to who gets to say what — in essence, a matter of reputation — the impact of selling the credits could be financially detrimental for those who use the claim in Juneau.

Steve Behnke is a founding board member of Alaska Heat Smart, a nonprofit that installs heat pumps in homes across coastal Alaska. He also leads Renewable Juneau, a nonprofit that advocates for clean energy.

“Renewable Juneau and Alaska Heat Smart have created the Alaska Carbon Reduction Fund, which raises money by saying that we’re using this nice clean hydroelectricity, a renewable resource, to put heat pumps in low-income Juneau homes, saving them 50% on their heating bills, and demonstrating a reduction in carbon emissions,” he said.

He says the fund relies on individuals and companies contributing to offset their carbon emissions.

Alaska Heat Smart is also rolling out a program to install 6,000 heat pumps funded by a \$38.6 million dollar federal grant (<https://www.ktoo.org/2025/04/28/38m-heat-pump-program-set-to-roll-out-this-summer/>). Behnke said that if AIDEA is allowed to sell the credits outside of Juneau, then local nonprofits would lose their claim to renewable power, making them less competitive in seeking grants that score project applications based on clean energy.

Robert Barr, Juneau’s deputy city manager, echoed Behnke’s concern.

“I certainly understand (AIDEA) wanting to bolster their bottom line, but in this case, they’re doing that at our expense, and that is certainly frustrating,” Barr said.

Barr called the sales proposal short-sighted and said AIDEA didn’t consult with the city before starting the process.

Greens Creek Mine, the largest silver mine in the country that’s located near Juneau on Admiralty Island, runs partially on surplus hydropower supplied by Snettisham through an agreement with AEL&P. Hecla, the company that owns the mine, claimed a 38% decrease (<https://www.hecla.com/wp-content/uploads/Hecla-2024SustainabilityReport-FullReport.pdf>) in greenhouse gas emissions between 2019 and 2024. Last week, Hecla filed (<https://rca.alaska.gov/RCAWeb/Dockets/DocketDetails.aspx?id=99b4878e-eb9e-4469-8004-a841adadcca7>) a complaint against AIDEA, asking the Regulatory Commission of Alaska to determine that AIDEA doesn’t own the renewable energy credits and therefore can’t sell them.

On Thursday, AEL&P filed a lawsuit against AIDEA alleging the same thing. Although AIDEA owns the Snettisham Hydroelectric Project, it long ago sold the power generation rights to AEL&P.

In the court filing, AEL&P asserts that any renewable energy credits created at Snettisham should belong to the utility, not AIDEA.

Most states (https://energyefficiency.ornl.gov/wp-content/uploads/2022/08/Better-Plants-Renewable-Energy-Certificates-Overview_Aug-2022.pdf) have laws governing how renewable energy credits are created, traced and transferred. The Alaska Legislature considered a bill (<https://www.akleg.gov/basis/Bill/Text/32?Hsid=SB0179A>) a few years ago that would have done that, but it didn't make it out of committee, leaving it unclear how renewable energy credits work here.

Alec Mesdag, the CEO of AEL&P, said the utility looked into the credits a while ago and decided not to pursue selling them.

"It's been something that has just provided substantially more value than what we would obtain by selling the RECs to someone who doesn't live here at all," he said.

Mesdag said the credits make more sense for energy grids that have a mix of power generation. Utilities buy and sell them to meet renewable portfolio standards (https://www.akleg.gov/basis/get_documents.asp?session=32&docid=93880) set by state laws — but Alaska doesn't have one of those laws (<https://www.akleg.gov/basis/Bill/Detail/32?Root=HB301>) either.

Now it's up to the Alaska Superior Court to decide whether Juneau's only operating electric utility owns the renewable energy credits that until now, local businesses and nonprofits believed they could claim. The court issued a temporary restraining order (<https://media.ktoo.org/wp-content/uploads/2025/09/20250912-Order-Granting-TRO.pdf>) on Friday preventing the sale of RECs until the issue can be discussed in court. A hearing will be held Sept. 18.

Correction: This story has been updated to better distinguish between two separate heat pump installation programs.
