



ASSEMBLY COMMITTEE OF THE WHOLE AGENDA

April 13, 2026 at 6:00 PM

Assembly Chambers/Zoom Webinar

Assembly Committee of the Whole Worksession - No Public Testimony will be taken.

<https://juneau.zoom.us/j/95424544691> or 1-253-215-8782 Webinar ID: 954 2454 4691

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. 2026-03-16 Assembly COW Minutes - Draft
2. 2025-04-24 Assembly COW Minutes - Draft

F. AGENDA TOPICS

1. Ordinance 2025-01(b)(AI) An Ordinance Appropriating up to \$270,000 to the Manager for a Grant to Southeast Childhood Collective for Juneau Summer Childcare Programs; Funding Provided by General Funds.
2. Telephone Hill Development and Timeline
3. Gondola / Goldbelt Response

G. STAFF REPORTS

H. NEXT MEETING DATE - MAY 4, 2026 AT 6:00PM

I. SUPPLEMENTAL MATERIALS

J. ADJOURNMENT

ADA accommodations available upon request: contact the Clerk's Office (907)586-5278 or city.clerk@juneau.gov at least 36 hours prior to a meeting, to request ADA arrangements.



ASSEMBLY COMMITTEE OF THE WHOLE

DRAFT - MINUTES

March 16, 2026 at 6:00 PM

Assembly Chambers/Zoom Webinar

A. CALL TO ORDER

Deputy Mayor Smith called the Assembly Committee of the Whole to order at 6:07 p.m. on Monday, March 16, 2026.

B. LAND ACKNOWLEDGEMENT – Led by Ms. Adkison

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

Assemblymembers Present: Mayor Beth Weldon, Deputy Mayor Smith (Chair), Alicia Hughes-Skandijs, Christine Woll, Paul Kelly, Ella Adkison, Neil Steininger, Maureen Hall, and Nathaniel (Nano) Brooks.

Assemblymembers Absent: *None.*

Staff Present: City Manager Katie Koester, Deputy City Manager Robert Barr, City Attorney Emily Wright, Municipal Clerk Breckan Hendricks, and Meeting Tech Kevin Allen.

D. **APPROVAL OF AGENDA** – *Approved by unanimous consent.*

E. **APPROVAL OF MINUTES** – *Approved by unanimous consent.*

1. **2026-02-23_Asembly-COW_Minutes-Draft**

2. **2025-03-17_Asembly-COW_Minutes-Draft**

F. AGENDA TOPICS

1. **Ordinance 2025-01(b)(AF) An Ordinance Appropriating \$208,487 to the Manager to Extend Emergency Sheltering Services at 1325 Eastaugh Way from April 15 to June 30, 2026; Funding Provided by General Funds.**

Mr. Barr provided an overview of an ordinance appropriating \$208,487 to fund operations of the Thane emergency shelter for the remainder of FY26. The proposal reflects an intent to transition to year-round shelter operations beginning in FY27, with an estimated annual cost of approximately \$1.1 million, largely for contracted services and some facility maintenance. He noted that while Juneau has strong supportive and transitional housing resources, a portion of the unhoused population continues to require congregate emergency shelter. The operator, St. Vincent de Paul, has indicated capacity to expand to year-round operations. Mr. Barr explained

that successful summer operations would likely require enforcement of existing camping restrictions, which had previously been relaxed due to limited shelter availability, and that social service partners have expressed support for this approach.

Ms. Woll asked whether increased enforcement meant individuals would be compelled to use the shelter or if voluntary use was expected. Mr. Barr responded that some individuals currently using the shelter would likely choose camping over shelter in warmer months if given the option.

Ms. Adkison asked how enforcement and transportation to the shelter would function, including whether individuals could be transported directly. Mr. Barr explained that transportation services would continue, though summer logistics are still being worked out, and that enforcement would prioritize initial outreach by social service partners, with CBJ staff assisting as needed.

Ms. Hall disclosed that she serves on the St. Vincent de Paul Board of Directors and, after consultation with the City Attorney, stated this did not constitute a conflict of interest. Mr. Steininger similarly disclosed his role on the St. Vincent de Paul Finance Committee and stated no conflict existed, with no objections raised.

Mr. Brooks asked whether expanding operating hours would include increasing shelter capacity and requested information on the number of unhoused individuals. Mr. Barr responded that there are no current plans to increase capacity, noting the facility is already near its practical limits and that staffing is typically the greater constraint, though physical expansion could be possible but challenging. He added that current point-in-time count data was not available, but recent shelter usage has averaged in the mid-40s per night, with this year's usage slightly improved compared to last year.

Mr. Kelly asked whether demand for shelter services was expected to increase during the summer. Mr. Barr responded that demand was anticipated to decrease slightly due to seasonal conditions.

Deputy Mayor Smith asked whether social service partners supported both year-round sheltering and increased enforcement of camping restrictions. Mr. Barr confirmed that partners have been unanimous in supporting the enforcement approach as necessary for successful shelter operations.

Ms. Woll asked whether increased enforcement would result in greater shelter usage, given that some individuals currently camp rather than use the shelter. Mr. Barr responded that enforcement would likely reduce camping in high-complaint areas, though some camping would continue in less visible locations.

Deputy Mayor Smith asked about neighborhood impacts and potential site control measures. Mr. Barr responded that some challenges are anticipated with summer operations, but the operator has been a strong partner in addressing concerns. Potential measures such as fencing

and cameras have been considered, though additional needs may arise.

MOTION by Mayor Weldon to forward Ordinance 2025-01(b)(AF) An Ordinance Appropriating \$208,487 to the Manager to Extend Emergency Sheltering Services at 1325 Eastaugh Way from April 15 to June 30, 2026; Funding Provided by General Funds to the full Assembly for public hearing.

Ms. Woll stated she would not object to the motion but expressed a desire for public comment, noting some discomfort with changes to enforcement while supporting expanded shelter space.

Hearing no objection, the motion was adopted by unanimous consent.

2. Ordinance 2026-15 An Ordinance Authorizing the Manager to Dispose of 155 Heritage Way (City Hall).

Manager Koester presented an overview of an ordinance authorizing the disposal of the current City Hall building at 155 Heritage Way. She explained that the ordinance was brought forward following direction from the Lands, Housing, and Economic Development Committee to pursue a sealed competitive bid process with a minimum bid of \$2.5 million. She noted the timing is intended to allow adequate planning prior to the City's relocation, as even a straightforward disposal process could take approximately nine months. Manager Koester outlined that the Assembly has broad flexibility under City Code in determining the method of disposal, including sealed bid, request for proposals, or direct negotiation, and emphasized that policy direction from the Assembly would guide any future amendments to the ordinance.

Deputy Mayor Smith asked whether the ordinance could be modified later in the process if the Assembly chose a different disposal method. Attorney Wright confirmed the ordinance was intentionally drafted broadly to allow for flexibility without restarting the process.

Ms. Woll asked about the basis for the \$2.5 million minimum bid and whether the valuation primarily reflected the land or included the building. Manager Koester responded that the estimate considered both land and building value, acknowledging the building's condition and noting a purchaser may choose to demolish it.

Ms. Woll expressed concern about a sealed bid approach without additional criteria, emphasizing the importance of balancing fair market value with community goals such as year-round use of the downtown waterfront. She indicated a preference for obtaining an appraisal and incorporating criteria into the sale.

Mayor Weldon expressed support for maximizing sale value and limiting conditions, noting that an appraisal may not be necessary and suggesting minimal conditions such as encouraging year-round use.

Ms. Hughes-Skandijs supported exploring an appraisal to better understand value and emphasized the importance of identifying clear community goals, including year-round activity

and desired character of the downtown area, before determining disposal conditions.

Ms. Adkison expressed skepticism about the value of an appraisal, noting market variability, but supported increasing the minimum bid and prioritizing year-round occupancy to support downtown economic activity.

Mr. Brooks also expressed opposition to pursuing an appraisal, citing prior analysis of the building's condition and value, and emphasized the importance of transparency and prioritizing community benefit, including year-round use and potential preference for local buyers.

Mr. Steininger and Ms. Hall both supported a sealed competitive bid approach with limited conditions, noting the need to balance community goals with maximizing financial return.

Deputy Mayor Smith summarized that additional time may be beneficial to further refine goals, evaluate potential conditions, and consider input from stakeholders.

MOTION by Mayor Weldon to forward Ordinance 2026-15 to the full Assembly for public hearing and refer it back to the Committee of the Whole for further consideration.

OBJECTION by Ms. Woll stating the Assembly should obtain an appraisal to better inform decisions balancing price and community benefits and to avoid proceeding without a clear understanding of property value.

Roll Call Vote

Yeas: Kelly, Adkison, Steininger, Hall, Brooks, Weldon, Smith

Nays: Woll, Hughes-Skandijs

Motion passed: 7 Yeas, 2 Nays.

3. Ordinance 2026-12 An Ordinance Amending the City and Borough Title 69 Code Relating to a Tax on Peer-to-Peer Vehicle Sharing Within a Designated Zone Around Cruise Ship Docks.

Mr. Barr presented an ordinance to establish an excise tax on peer-to-peer vehicle rentals facilitated through marketplace platforms, such as Turo, within a defined downtown parking zone near cruise ship docks. He explained the tax is intended to both offset public costs associated with downtown parking management and potentially influence rental behavior. The ordinance reflects prior direction from the Lands, Housing, and Economic Development Committee, including adjustments to the geographic boundary and an exemption for rentals that both originate and end on private property within the zone. Mr. Barr noted that data on the extent of peer-to-peer activity is limited and largely anecdotal.

Mr. Kelly asked for clarification on the private property exemption and whether rentals starting on private property but ending outside the zone would qualify. Mr. Barr confirmed that such rentals would be exempt.

Ms. Hughes-Skandijs asked about the administrative complexity of the exemption and whether similar provisions exist elsewhere. Mr. Barr responded that implementation would rely heavily on the marketplace facilitator to track and report activity, and he was not aware of other jurisdictions using a similar private property exemption.

Ms. Hall asked about the scale of peer-to-peer activity and how the tax would be applied. Mr. Barr stated that current data is limited but that the tax would be collected by the marketplace facilitator and paid by the renter at the time of booking.

Mayor Weldon asked whether the tax would apply to traditional car rental companies. Mr. Barr clarified that it would not apply to traditional rental agencies unless the ordinance were expanded, as it is currently limited to marketplace facilitators.

Ms. Woll asked for clarification on the policy objective of the ordinance. Mr. Barr confirmed that the intent is both to address congestion impacts and generate revenue to offset associated costs.

Ms. Hughes-Skandijs and Mr. Steininger raised questions about whether traditional rental companies may also be using public parking facilities and whether those uses should be considered. Mr. Barr acknowledged that such activity may occur, but that data is limited.

Ms. Woll asked whether the Assembly could legally and logistically extend a similar tax to traditional rental companies. Mr. Barr and Attorney Wright indicated that it would likely be permissible, subject to further review.

Deputy Mayor Smith raised questions regarding ordinance language related to “renters,” noting potential confusion about tax remittance responsibilities. Attorney Wright explained the language was modeled after existing code and could be refined for clarity.

MOTION by Mayor Beth Weldon to direct staff to return with additional information and draft amendments for consideration at a future Committee of the Whole, including: clarifying or removing references to “renters” in the code language, evaluating application of the tax to private rental car companies, evaluating inclusion of private property within the tax area. ***Hearing no objection, the motion was adopted by unanimous consent.***

MOTION by Deputy Mayor Smith to amend the map to include additional areas, including the remainder of the rock dump and the IGA parking lot.

Roll Call Vote

Yeas: Hall, Steininger, Adkison, Woll, Hughes-Skandijs, Smith

Nays: Brooks, Kelly, Weldon

Motion passed/failed: 6 Yeas, 3 Nays.

G. STAFF REPORTS – None

H. NEXT MEETING DATE - APRIL 13, 2026 AT 6:00PM

I. SUPPLEMENTAL MATERIALS

- 1. Informational: Email Correspondence**
- 2. 2026-02-23_Assembly-COW_Minutes-Draft**

J. ADJOURNMENT

With no further business to come before the Assembly Committee of the Whole, the meeting adjourned at 7:27 p.m.

ASSEMBLY COMMITTEE OF THE WHOLE WORKSESSION WITH CRUISE LINES INTERNATIONAL ASSOCIATION ALASKA (CLIAA) MINUTES - DRAFT



April 24, 2025 at 12:00 PM

Assembly Chambers/Zoom Webinar

A. CALL TO ORDER

Mr. Smith called the Assembly Committee of the Whole worksession to order at 12:00pm.

B. LAND ACKNOWLEDGEMENT

Ms. Adkison provided the following 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!"

B. ROLL CALL

Assemblymembers present: Mayor Beth Weldon, Deputy Mayor Greg Smith, Wade Bryson (joined at 12:09pm), Paul Kelly, Ella Adkison (left at 1:00pm), Neil Steininger, and Maureen Hall

Assemblymembers absent: Christine Woll, Alicia Hughes-Skandijis

Staff Present: City Manager Katie Koester, Deputy City Manager Robert Barr, City Clerk Beth McEwen, Visitor Industry Director Alix Pierce

D. AGENDA TOPICS

- Introductions

Assemblymembers introduced themselves.

Mayor Weldon noted the cruise ship season had started. She said the Marine Passenger Fee allocation process had started but that funding decisions were not final yet, including a possible \$200,000 allocation to support tourism at the Mendenhall Glacier Visitor Center due to instability with federal funds.

Sandra Weir, Vice President of Global Government Relations and Public Affairs, Norwegian Cruise Line Holdings. Ms. Weir said they have been touring Southeast Alaska for regional discussions. She said they developed a solution to hot berthing for the 2026 cruise season and one of their ships would not be coming as early in April or staying as late into October. She thanked the Assembly for their work with Huna Totem and Áak'w Landing, the potential new cruise ship dock, and thought the dock would help with the disbursement of people in the downtown area.

Robert Morgenstern, Senior Vice President of Alaska Operations, Carnival Corporation which includes the Princess, Holland America, Carnival, Cunard, and Seabourn cruise lines. He said they also operate motor coaches, hotels, and trains in Alaska. He said they used shore power when docked and recently switched to biofuel in the motor coach fleet; he said later this summer they planned to do a biofuel demonstration for one of their ships.

Russell Benford, Vice President of Government Relations, Royal Caribbean Group, which includes Royal Caribbean, Celebrity, and Silversea cruise lines. He said communication had become more frequent, deeper,

and impactful recently and thanked the Assembly for the opportunity to provide feedback on issues in Juneau.

Jon Olav Stedje, Sustainability and Community Engagement Manager, MSC Cruises. He said that MSC would begin sailing in Alaska in 2026, with their luxury brand Explorer. He noted that MSC was a privately owned family company that prioritized sustainability. He said he wanted good communication and open dialogue.

- Meeting objectives

Mayor Weldon said this meeting was an opportunity for industry representatives to meet members of the Assembly, and for the Assembly to ask questions directly to industry representatives.

- Q&A

Mr. Smith asked what the cruise lines were doing on board to inform guests of local rules and obligations, such as using crosswalks and not littering. Mr. Morgenstern said Carnival Corporation has a pre-Alaska meeting with all ships where they reviewed policies and procedures for Southeast Alaska, including items codified in the Memorandum of Agreement (MOA) such as the prohibitions on public announcements and video screens. He said for guests there were notices in the daily activity sheets that included information such as not feeding bears. Ms. Weir said NCHL also had pre-season meetings, including both officers and crew members. She said that for guests they have a presentation called "This is Alaska" and offered to add content to that presentation.

Mayor Weldon asked, on behalf of Ms. Woll, about the development of cleaner fuel for ships in Alaska and the usage of scrubbers to remove sulfur oxide from exhaust, which results in increased water pollution. Mr. Morgenstern said fuel transition was a huge issue for all marine transport; he said the cruise industry pledged to become carbon neutral by 2050 which would require the development of fuels that do not currently exist. He said two transition fuels, biofuels and liquified natural gas (LNG), were available but not necessarily scalable. He said cruise ships and Port of Seattle were working on the Pacific Northwest to Alaska Green Corridor Project to explore low and zero-greenhouse gas emission cruising. He said there was no quick solution. Mr. Benford echoed the green corridor project and said some of their ships used LNG. He said they follow federal maritime law and operate closed loop scrubbers that did not discharge in Alaska. Ms. Weir said biofuel testing involved having itineraries where they used different fuel proportions and calculated engine and ship performance. She said that 40% of fuel usage went to propulsion and 60% to hotel load; she said they were working on improvements to hotel load including LED lights, efficiencies in laundry systems and faucets to increase fuel efficiency and reduce greenhouse gases (GHG). She said Norwegian cruise lines had hybrid scrubbers that could be open or closed loop, and that they turn off their scrubbers two hours before entering Juneau. Mr. Stedje said MSC focused on LNG and that in 2023 they made their first net zero cruise voyage. He said they will no longer have normal combustion engines in their ships and that all ships will be able to run multiple types of fuel.

Mr. Kelly asked about lobbying the Federal government regarding reduced staffing at the Mendenhall Glacier Visitor Center. Mr. Benford said they have not had discussions at the federal level. Renee Limoge Reeve, Vice President Government Affairs, Cruise Lines International Association (CLIA) said she had discussions with Alaska's federal delegation, and that she would be travelling to DC next week. Mr. Morgenstern said Carnival Corporation had also met with Alaska's federal delegation.

Ms. Adkison asked Mr. Benford about communication from Royal Caribbean, citing the announcement of cruise ship docks and the clearing of land on North Douglas which came as a surprise to CBJ. Mr. Benford said that Royal Caribbean listens to the community. He said if there were specific things he could do to improve communication between Royal Caribbean and CBJ he would be happy to do it. Mayor Weldon said CBJ had not been included in conversations about the docks at North Douglas. Mr. Benford said communications needed to happen between the developer, landowner, and CBJ.

Mayor Weldon, on behalf of Ms. Hughes-Skandijs, asked what cruise lines could do to promote goodwill within the community. She noted that CBJ was looking at a second year in a row with a potential ballot initiative to limit cruise ships. Mr. Stedje said the cruise industry had not done a good enough job communicating with destinations they visit. He said they needed to be more proactive about providing correct information and listening to the community. Ms. Weir agreed that they needed to listen to community needs and cited the three MOAs with CBJ that limit the number of ships and passengers. She said they also shortened their season based on feedback from the community. Mr. Benford said they made a concerted effort through the Marine Passenger Fees to support the community. He said they would be open to supporting large capital projects like Centennial Hall. He noted they work with small businesses and encourage guests to buy locally. Mr. Morgenstern said the cruise industry has collaborated more with Juneau through the Memorandums Of Agreements (MOA's) than any other community. He cited the Seawalk, double-decker buses, and biofuel investments as things they have done to help alleviate issues.

Ms. Hall asked about efforts to increase housing, noting that many cruise lines bring in seasonal staff. Mr. Morgenstern said they have a longstanding relationship with a seasonal hotel where they rent rooms for staff. He said they were in discussions with another local operator about developing permanent housing.

Mr. Smith asked if the cruise lines would take a position if CBJ tried to implement a seasonal sales tax. Ms. Weir said she did not think the industry would take a position on a seasonal sales tax. She said the industry did appreciate knowing what's coming early so they can plan.

Mr. Smith asked about other countries and communities' relationships with the cruise lines. Ms. Weir said other communities cited Juneau's MOAs and Tourism Best Management Practices as groundbreaking.

Mr. Kelly emphasized that Juneau would like to see cleaner and more environmentally friendly policies and fuel. Mr. Morgenstern said there have been incremental changes to optimize operations and which resulted in reduced emissions beyond their current target. He said there were diminishing returns for these incremental changes and what was needed was cleaner fuel.

Mayor Weldon asked about scheduling. Ms. Pierce said that hot berthing, having multiple ships at the same berth at different times in a single day, had mostly been eliminated for the 2026 season through coordinated effort. She said it was an effort that affected the entire Southeast Alaska region, not a single ship, cruise line, or community. She said discussions on limits and capacity needed to be regional.

Mr. Steininger asked the cruise lines about regional conversations. Mr. Benford said every community was unique and it was important to understand how they all worked together. Mr. Morgenstern said when they plan itineraries, they look at Alaska as a whole unit so regionalizing conversations was a natural next step. He said many of the communities had similar issues, like limited shore excursion capacity, and they should be looking at how to help solve problems through the region and not just in a single community. Ms. Weir agreed with the previous speakers and added they would like to expand to new communities.

- Closing remarks

Mayor Weldon thanked everybody.

E. STAFF COMMENTS - None

F. SUPPLEMENTAL MATERIALS - None

G. ADJOURNMENT

With no further business to come before the Committee of the Whole, they adjourned at 1:27pm.

Presented by: Member G. Smith
Introduced: April 6, 2026
Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

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

An Ordinance Appropriating up to \$270,000 to the Manager for a Grant to Southeast Childhood Collective for Juneau Summer Childcare Programs; Funding Provided by General Funds.

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

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

Section 2. Appropriation. There is appropriated to the Manager the sum of \$270,000 for a grant to Southeast Childhood Collective for the support and stabilization of summer childcare programs in Juneau.

Section 3. Source of Funds

General Funds	\$ 270,000
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Section 4. Effective Date. This ordinance shall become effective upon adoption.

Adopted this _____ day of _____, 2026.

Beth A. Weldon, Mayor

Attest:

Breckan L. Hendricks, Municipal Clerk



Proposal for City Funding of School-Age Child Care Programs in Juneau

Juneau has approximately 3,600 children ages 5–14¹, the population most likely to need care during after-school hours and summer months, and the Juneau School District currently enrolls about 1,300² students in kindergarten through fourth grade. Many of these children live in households where all available parents are participating in the workforce, creating a strong demand for reliable school-age care.

This proposal requests a one-time allocation from the child care funds recently returned to the City by the Juneau School District. The requested funds will establish a targeted grant program to stabilize the three existing school-age care sites and support the startup of up to two additional sites. This investment will help rebuild lost capacity so that children have safe, enriching care while parents can fully participate in the workforce and contribute to Juneau's economy.

Funding option 1: Provide \$60,000 in startup grants for two new school-age sites and \$180,000 to stabilize the three existing sites. Stabilization funds would cover personnel and program development, updated classroom materials, and scholarships for low-income families while programs are awaiting licensing so they can accept Child Care Assistance. This option also includes \$30,000 for SCC implementation support. **Total: \$270,000.**

Funding option 2: Provide the same stabilization support for the three existing sites and SCC implementation support, but do not fund startup grants for new sites. **Total: \$210,000.**

The most urgent need is to help the private provider complete the licensing process so the programs can accept families using the state Child Care Assistance program and become eligible for the state child care grant program. Immediate support during this startup and licensing period will allow the provider to reach financial stability and expand access for families as quickly as possible.

¹ Alaska Department of Labor, Alaska Population by Age, Sex and Borough/Census Area, 2020 to 2025.

² Alaska Department of Education, District Enrollment Total as of October 1 for the 2025-2026 School Year.



Background

For decades, the Juneau School District operated RALLY programs at its elementary schools, providing care for children in grades K–5 during after-school hours, in-service days, holidays, and summer months. During the pandemic, programming was reduced from six sites to four, and an erroneous reduction of more than \$400 per month in state Child Care Assistance reimbursement rates suppressed enrollment for several years. In 2025, the district discontinued direct program operations, resulting in a sharp loss of capacity. A private provider quickly launched programs at three school sites, but current enrollment is only about one-third of what the district served in its final year operating RALLY. The provider plans to expand capacity during the summer months to meet seasonal demand, but doing so will require additional staffing, equipment, and operational support. With targeted assistance, it is more likely the provider will be able to expand capacity to meet summer demand, ensuring families have reliable care and allowing parents to remain fully engaged in the workforce during the peak tourism and construction season.

Historical School-Age Child Care Enrollment Data*

Period	School Year Enrollment	Summer Enrollment
2018–2019 (JSD RALLY)	288	179
2024–2025 (JSD RALLY)	165	142
2025-2026 (private provider)	60	Planning for 180

*The data provided here by JSD starts in a period when enrollment had been disrupted by a mistake in the child care assistance rate calculation mentioned above. Enrollment in RALLY was likely higher in previous years.

Economic Impact

Since 2018–2019, Juneau has lost approximately 228 school-year childcare seats. Even if only half of those lost seats result in a parent reducing work hours (rather than leaving the workforce entirely), that would still amount to approximately 114 affected workers. (If,



conversely, each child who lost childcare has two working parents, up to 456 workers could be impacted).

If the low estimate of 114 workers impacted each is correct, their schedules are reduced by an average of 20 hours per week during the 36-week school year. We apply the Alaska Department of Labor average annual wage data for Juneau workers (approximately \$32 per hour); the resulting suppressed earnings exceed \$2.6 million annually during the school year alone.

Summer shortages compound this impact. If 50 families lack full-time summer care and one parent reduces work by 20 hours per week over 10 weeks, that represents an additional \$320,000 in wages lost.

Reduced earnings also affect local spending and municipal revenue.

Sustainability

School-age care programs operate under a financial model that is significantly more sustainable than most early childhood programs. Because staffing ratios for school-age children are higher and facility costs are largely covered by using existing school district buildings, these programs can operate at or near break-even once enrollment stabilizes. With the licensing process completed and programs able to access Child Care Assistance and the state child care grant program, ongoing operations can be supported through a combination of tuition and existing public supports. For this reason, the funding requested here is intended as a one-time investment to help programs launch, stabilize enrollment, and reach a sustainable operating level.

It is also worth noting that SCC submitted a proposal to the RHTP to support the continued stabilization of school-age care programs in Juneau in June.

Juneau School District Board of Education

RESOLUTION 2026-03

We, the undersigned, being all members of the Juneau School District Board of Education, consent and agree that the following resolution was made on Tuesday, March 10, 2026.

WHEREAS the Juneau School District Board of Education appreciates the efforts of local partners in continuing to pursue and develop robust and rigorous school-age child care programs, and

WHEREAS the Juneau School District discontinued direct provision of school-age care in 2025, and

WHEREAS a private operator began care at three elementary school sites with limited capacity in 2025, and

WHEREAS according to the Alaska Department of Labor the City and Borough of Juneau has approximately 3,600 children ages 5-14, and

WHEREAS this age range closely reflects the population most likely to need school-age child care during after-school hours and summer months, and

WHEREAS the Juneau School District anticipates 1,300 students in kindergarten through fourth grade for the 2025-2026 school year, and

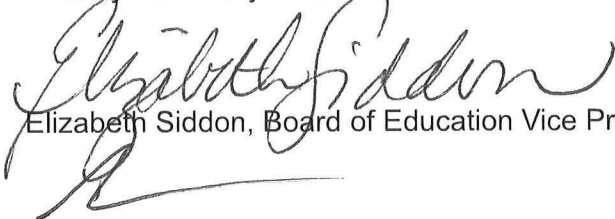
WHEREAS the Juneau School District Board of Education supports rebuilding and expanding capacity to meet current after-school child care demand, ensuring children have safe, enriching care while parents and guardians fully participate in the workforce,

THEREFORE, BE IT RESOLVED that the Juneau School District Board of Education fully supports the Southeast Childhood Collective Proposal for City Funding of School-Age Child Care Programs in Juneau.

Signed,



Britteny Cioni-Haywood, Board of Education President



Elizabeth Siddon, Board of Education Vice President.

David Noon, Board of Education member

Jenny Thomas, Board of Education member



Amber Frommherz, Board of Education Clerk



Melissa Cullum, Board of Education member



Steve Whitney, Board of Education member



City and Borough of Juneau
City & Borough Manager's Office
155 Heritage Way
Juneau, Alaska 99801
Telephone: 907-586-5240 | Facsimile: 907-586-5385

TO: Deputy Mayor Smith and Committee of the Whole
FROM: Katie Koester, City Manager
DATE: April 13, 2026
RE: Telephone Hill Development and Timeline

Telephone Hill was last discussed at the [February 23 Committee of the Whole](#) (COW). At that meeting, the body reaffirmed commitment to the timeline to proceed with the demo of existing structures. At the April 6 Regular Assembly meeting, Assemblymember Brooks made a motion to *add an agenda item to the next COW meeting to discuss actions that could affect Telephone Hill development or the timeline*. This motion was approved by the body. The purpose of this memo is to update the body on where we are with the project to inform the conversation.

Demolition

The Request for Proposals (RFP) for demolition of the structures on Telephone Hill was posted on Saturday, April 6. Bids are due by April 27, with award by the Assembly at the May 18 Regular Assembly meeting. The cost estimate for demolition came in at \$2.3M.

Request for Qualifications (what we want from a developer)

The Request for Proposals for a firm to draft an actionable Request for Qualifications (RFQ) and market it to potential developers should be out the week of April 13th with award by mid-May (estimated cost \$30,000).

Legal Considerations

CBJ is currently being sued by several community members in an effort to stop the demolition of Telephone Hill. A jury trial is set for August. While work is ongoing regarding this case, it is likely that no resolution will occur before August. It is also important to note that the demolition process could be temporarily halted by the Courts while this case is pending.

Requested Action: Provide directions to City Manager on changes to the current trajectory.



City and Borough of Juneau
Office of the Mayor
155 Heritage Way
Juneau, Alaska 99801
Telephone: 586-5240 | Facsimile: 586-5385

TO: The Assembly
DATE: April 13, 2026
FROM: Beth Weldon, Mayor
RE: Telephone Hill

We have come to a time when I believe we are spending too much time on Telephone Hill. Budget and flood season are upon us, and we need to get Telephone Hill off our plate.

However, my main reason for bringing up this idea is because of all the public outcry about the spending of money on Telephone Hill. We, as Assembly members, know that we have not spent the 5.5 million dollars that we have appropriated, but we will spend more than we already have (roughly \$600,000) to finish our current path. We have had a lot of testimony about saving the houses on Telephone Hill; this testimony does not sway me as we are trying to build more housing units that downtown needs. The testimony that I am hearing more and more is to just not spend anymore money **period** on the project. These arguments are swaying me. I started thinking about how we could move forward to accomplish some of our goals for Telephone Hill and that is where my idea hatched.

The idea is to divide Telephone Hill into three lots.

One lot (yellow on the map), or the parking lot and section behind the Spam Can, we would save for the USCG or other workforce housing. This lot could be multifamily dwelling for anywhere between 20-30 units which is more housing than the hill already has.

The second and third lots would be sold as "as is" sealed competitive bid. The lots could be bought separately or together. The idea would be that we would not do any more work.

Talking to local contractors, we would likely not be able to make much money from these lots as the cost of building is so high. The advantage of this is that we wouldn't be spending anymore money. If a contractor bought it and needed city help, then they would go through our AHF selection process.

Advantages to this idea:

- Show that we are listening to the public about not spending any more money on Telephone Hill
- Carve out a lot for USCG or other workforce housing which would be multifamily housing which is one of the goals of the hill.
- Allow contractor(s) to take their time with design of their lot instead of trying to do an RFQ during their busy season.
- Not compete with the group renovating the Gross AK Theater for tenants.

Disadvantages to this idea:

- No one may bid. The cost of building is so high right now we might not get any takers.
- We lose control over the project other than the lots have to be for housing.
- The homeowners may go in together and buy the lots. We at least are no longer landlords and the lots with houses on them are now on the tax roll.

Presented by: The Mayor
Introduced:
Drafted by: Law Department

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2026-XX

An Ordinance Authorizing the Manager to Dispose of a Portion of Telephone Hill Properties Through Competitive Sealed Bid

WHEREAS, in 1984 the State acquired fifteen properties located on Telephone Hill through eminent domain action, all homeowners were paid just compensation for their property; and

WHEREAS, since 1984 the properties were offered as rentals below market value; and

WHEREAS, in 2022, the State halted their development of Telephone Hill and offered the City and Borough of Juneau the opportunity to take ownership of the Telephone Hill properties; and

WHEREAS, the City and Borough acquired Telephone Hill from the State with the intent of addressing the significant need for housing in our community by adding new housing at a higher density and providing that housing at a moderate cost; and

WHEREAS, the City and Borough spent several years seeking extensive community input regarding development of Telephone Hill; and

WHEREAS, the City and Borough developed a project to construct up to 155 housing units in downtown Juneau, with over 30 units subsidized by the City and Borough of Juneau and offered at a price affordable to those making 80% Area Median Income; and

WHEREAS, in 2025, the voters passed ballot measures indicating that they were displeased with the City and Borough's taxation and spending decisions; and

WHEREAS, while some community members have voiced support for the development plan, many more members have shared concerns regarding the cost of the development; and

WHEREAS, the 2025 vote reducing City tax dollars, as well as a significant increase in construction, material, and labor costs due to federal tariffs and fiscal policy, necessitates a change in direction regarding the development of Telephone Hill; and

WHEREAS, the City and Borough believes that it would be best to take on a smaller development project and offer the additional land for private purchase and development.

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

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

Section 2. Authorization of Sale. Pursuant to CBJC 53.09.200-270, the Manager is authorized to advertise the following real property for disposal through the sealed competitive bid process, subject to the following:

- (A) **Property Description.** The property is described as in the Juneau Recording District, First Judicial District, State of Alaska, constituting approximately 1.5 acres, and further described as follows:
1. JUNEAU TOWNSITE BL D LTS 3 & 4
 2. JUNEAU TOWNSITE BL D LTS 5 & 6
 3. JUNEAU TOWNSITE BL 1 LTS 7 & 8
 4. JUNEAU TOWNSITE BL 1 LTS 7 FR
 5. JUNEAU TOWNSITE BL 1 LTS 7 FR
 6. JUNEAU TOWNSITE BL E LTS 2, 3
 7. JUNEAU TOWNSITE BL E LTS 5, 6
8. Subject to reservations, exceptions, easements, covenants, conditions, and restrictions of record, if any.
- (B) **Sale.** The sale encompasses the entirety of the property listed above, including all infrastructure and buildings. The minimum acceptable bid on Property 2 is \$1 million dollars and the minimum acceptable bid on Property 3 is \$2 million (See Map, Exhibit A).
- (C) **Use of Premises.** Buyer agrees to use the property consistent with the sealed competitive bid proposal and ensure that any development will be for housing.
- (D) **Utility Easement:** The City and Borough shall reserve a utility easement above, under and across all or any part of said lots for water, sewer, drainage and other utility purposes, including a right of access for the repair, replacement, improvement or expansion of said utilities.
- (E) **Purchase Payment Schedule.** The purchase price shall be due in full at closing.
- (F) **Taxes.** Buyer shall be responsible for any and all taxes related to or arising out of the possessory interest and for the improvements on the premises.
- (G) **Hold Harmless.** Any purchase and sale agreement shall require the Buyer to indemnify, defend and hold harmless the City and Borough, its officers and employees, volunteers, consultants and insurers for any claim related to or arising out of Buyer's use, operation, or maintenance of the premises during the term of this sale.

- (H) **Costs.** The Buyer is responsible for all closing costs and fees, including but not limited to title company fees, recording fees, and surveying.
- (I) **Title Insurance.** A title insurance policy shall be obtained, paid for by Buyer.
- (J) **Type of Deed.** The property shall only be conveyed with a quick claim deed.
- (K) **Other Terms and Conditions.** The Manager may include other disposal terms and conditions as the Manager determines to be in the public interest.

Section 3. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this _____ day of _____, 2026.

Beth A. Weldon, Mayor

Attest:

Breckan L. Hendricks, Municipal Clerk

Mixed Use Zoning, No Parking Requires, No height limits, eligible for tax abatement



Property 1:

Property 2:

Property 3:

Property 1:
Retained by CBJ
~30,000 ft²
\$2.5 Million

Property 2:
2 housing units
Second st. encroachment
\$1 Million
~10,000ft²

Property 3:
9 housing units
\$2 million
~37,500 ft²
Area of Second St
though the center



City and Borough of Juneau
City & Borough Manager's Office
155 Heritage Way
Juneau, Alaska 99801
Telephone: 907-586-5240 | Facsimile: 907-586-5385

TO: Deputy Mayor Smith and Committee of the Whole
FROM: Katie Koester, City Manager
DATE: April 13, 2026
RE: Termination of Revenue Sharing Agreement with Goldbelt for Gondola Project

On [April 1st the Assembly Finance Committee](#) discussed the status of the Gondola project and options for terminating the [Revenue Sharing Agreement \(RSA\)](#) with Goldbelt. Direction was given to terminate the RSA and repay Goldbelt exercising all methods of compensation. The body also directed the Eaglecrest board to continue searching for other investors in the project. At the time of the meeting the Eaglecrest board had submitted the attached letter with a series of questions generated at the [March 4th Special Assembly Finance Joint Eaglecrest meeting](#) attempting to gain insight into Goldbelt's interest in the project and Eaglecrest. The response to the Eaglecrest Board letter is also attached. In summary, Goldbelt is not interested in renegotiating the RSA unless new terms are reached with CBJ. No details on those terms were provided.

Given this response, the only option for CBJ is to terminate the RSA, and pay Goldbelt back as quickly as possible to avoid the \$70,000 a month in interest charges. Terminating the RSA does not preclude CBJ and Goldbelt from having future discussions regarding the Gondola or Eaglecrest. The Gondola parts and pieces have value; however there is a storage cost (~\$500K) while we look for a buyer. If we end up selling the gondola, estimates are it could take years and we could recoup anywhere from \$1.5M-\$2.75M

Re-paying Goldbelt on May 1st requires an appropriation of \$12,045,720. Approximately \$3.3M is left in the project account, however there are a number of anticipated expenses still being evaluated. I recommend we leave a minimum of \$500,000 for potential expenses related to disposal of the gondola or finding an investor. A realistic effort to market the Gondola, and/or Eaglecrest operations to an outside investor will require funding to develop the prospectus and hire a firm that markets ski resorts. All of this to say, we likely need to come up just shy of \$9M (\$8,745,720 + contingency) to terminate the RSA and explore future options for Eaglecrest/ Gondola.

The RSA contains a clause where, "upon mutual agreement between the City and Goldbelt, the City may provide annual rental credits to Goldbelt or any of its subsidiaries or affiliates, on a dollar for dollar basis, on properties leased by Goldbelt or any of its subsidiaries or affiliates from the City, in lieu of payment of all or part of the Termination fee." However, the only lease we have with Goldbelt is for the Aerial Tramway and \$272,000 a year does not cover interest.

Direction was given to negotiate "other methods of compensation" which I interpret to mean a potential land transfer with Goldbelt. Potential properties Goldbelt may have an interest in include:

- Aerial Tramway Lease: Goldbelt has a [current lease](#) with CBJ Docks and Harbors for their Aerial Tramway. This property (10,000 square feet in property and 21,815 square feet in air rights) was appraised by Horan & Company in May of 2025 at \$3,022,300. Docks and Harbors receives \$272,007 in annual lease payments, adjusted annually for CPI.
- Seadrome: CBJ owns a sliver of property around the Seadrome building on the waterfront, where the Port Directors office is currently located. Goldbelt owns the Seadrome building and would like to redevelop the property. To do that, they need a sliver of land from CBJ and approached Docks and Harbors in 2025 to purchase it. The purchase never went through; in February of 2025 the land was appraised at \$630,903 and the Docks and Harbors board wanted double appraised value.

- CBJ owns roughly 2,020 acres in North Douglas in the area of their West Douglas Cruise terminal development adjacent to Pioneer Road.

Timeline

An ordinance terminating the RSA is attached. Given the Assembly's desire to move quickly, the plan is to introduce this ordinance at the April 29th special meeting with final passage on May 18th.

Next Steps

I have requested an initial meeting with Goldbelt to discuss termination of the RSA. The cleanest path to termination is to appropriate the funds from fund balance and work with Goldbelt, or other interested parties, in selling CBJ land to recoup some of those funds. I am concerned that negotiating terms that are agreeable to both parties will take time, at a cost of \$70,000 a month and growing. It is very difficult for CBJ, as a governmental entity that demands transparency and public process, to negotiate effectively.

The manager's proposed budget projects \$10.4M in unrestricted fund balance and \$17.2M in restricted fund balance. An appropriation of this size (Approximately \$9M from fund balance and \$3.2M from the project) would come very close to wiping out unrestricted fund balance. However, any reductions the Assembly makes in the budget review process will add to that fund balance.

Future decisions on the Gondola

On April 1 the body gave direction to continue looking for an investor for the Gondola. Staff is preparing an estimate of what that entails (cost to continue to store parts, package up the design, prepare a prospectus and advertise the project).

Recommendation: Move to introduce the attached ordinance to terminate the RSA with Goldbelt with a corresponding ordinance appropriating \$9.5M in fund balance and \$2.7M in remaining Gondola project funds at the April 29 special meeting.

Enc:

Ordinance terminating the RSA

Eaglecrest Board letter dated March 17, 2026

Goldbelt letter to CBJ dated April 6, 2026

Map of CBJ and Goldbelt property in North Douglas

Presented by: The Manager
Presented: 04/29/2026
Drafted by: Law Department

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2026-18

An Ordinance Authorizing the Manager to Enter Negotiations to Terminate the Revised Revenue Sharing Agreement Authorized by Ordinance 2023-08.

WHEREAS, in 2023, the City and Borough entered into a revenue sharing agreement with Goldbelt, Inc. for the installation and associated infrastructure of a gondola at the Eaglecrest Ski Area; and

WHEREAS, under the terms of the agreement, Goldbelt, Inc. provided \$10 million dollars in funding in capital contributions in exchange for a revenue sharing agreement (Exhibit A, signed on June 8, 2023); and

WHEREAS, the original cost estimates for the gondola were approximately \$9-10 million dollars; however, in March of 2026, the City and Borough was notified that costs estimates had increased to over \$37 million dollars due to tariffs, increased material costs, and increased labor costs; and

WHEREAS, the revenue sharing agreement provides that the City and Borough may elect to terminate the agreement if the Assembly fails to appropriate the funds necessary to construct or operate the Gondola Project, Section 18; and

WHEREAS, the revenue sharing agreement requires the City and Borough provide notice to Goldbelt, Inc. and repay the \$10 million dollars plus an agreed upon termination fee, under Section (5)(b)(i), within 60 days of the effective date of the termination of the agreement.

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

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

Section 2. The City and Borough Assembly has failed to appropriate the necessary funds to construct or operate the Project.

Section 3. The City Manager is directed to notify Goldbelt Inc. of the City and Borough's termination of the revenue sharing agreement. The City Manager is further directed to initiate and negotiate all necessary actions to repay Goldbelt Inc. under the terms of the agreement within 60 days of the effective date of this ordinance.



March 17, 2026

McHugh Pierre
President & CEO
Goldbelt Incorporated
3025 Clinton Drive
Juneau, Alaska 9801

Sent via email: mchugh.pierre@goldbelt.com

Dear Mr. Pierre:

The purpose of this letter is to seek clarity from Goldbelt regarding its interest in further investment in the Eaglecrest gondola project.

Summary of the Situation

Goldbelt and CBJ agreed to partner on the development of a pulse gondola, including initial funding from Goldbelt of \$10 million and \$2.7 million from CBJ. The purpose of the project is to sell gondola-supported mountain recreation experiences to Juneau's cruise visitors and eventually generate revenue sufficient to make Eaglecrest financially self-supporting. The revenue sharing agreement (RSA) between Goldbelt and CBJ stipulates that operations commence by May 2028. Failure to meet that deadline triggers payback, plus accrued interest, to Goldbelt, absent a mutually agreed extension of the RSA.

As of March 2026, the project is fully designed and ripe for CBJ construction permitting. Cornerstone General Contractors, CBJ's selection to serve as Construction Management/General Contractor (CM/GC), preliminarily estimated total construction costs of \$26.9 million. Cornerstone is currently preparing a guaranteed maximum price (GMP), which could be higher or lower but not likely to be substantially different than the preliminary estimate. Approximately \$3.5 million remains of the initial \$12.7 million set aside to construct and commission the gondola. The construction budget shortfall is beyond CBJ's capacity to fund and absent funding from another source, construction will not commence in Spring of 2026 as scheduled and therefore the gondola will not be operational by May 2028.

While construction costs are higher than expected, operating cashflow forecasts continue to indicate favorable results for Goldbelt and Eaglecrest, with net returns sufficient for self-supporting year-round operations within about five years. The challenge is to secure the necessary

additional funding for gondola construction at terms that preserve the financial goals of the project.

Possible Paths Forward

There are options for the gondola project that may be mutually beneficial for Goldbelt, CBJ, and its ski area with the shared goal of preserving a community ski area for Juneau residents. It is important to note that neither the Eaglecrest Board nor the Borough Assembly have taken an official position on any of the options briefly outlined below:

- **Goldbelt provides funding to cover some or all the construction budget shortfall:** This would include rewriting the RSA to account for Goldbelt's additional investment. As per the current agreement, the gondola would be operated by Eaglecrest, with percent-of-gross revenue payments to Goldbelt. If Goldbelt is unable or unwilling to fully fund the shortfall, additional debt or equity investment could be solicited. The challenge will be to structure a new RSA that provides acceptable payback to Goldbelt (and potentially a third investor) while still providing Eaglecrest with a path to self-sufficiency. This may be the shortest path to commencement of gondola construction.
- **Goldbelt builds and operates the gondola.** This would reverse the current arrangement between Goldbelt and Eaglecrest. Under a CBJ permit for commercial use of Eaglecrest Ski Area, Goldbelt would fund construction of the gondola, manage and operate the gondola, and pay Eaglecrest a percentage of gross sales. This would generally be the same business arrangement Eaglecrest has with existing summer vendors. All earnings in excess of that stipulated by the RSA would be retained by Goldbelt. Again, the goal of the arrangement would be to ensure that shared revenues provide a path to self-sufficiency for Eaglecrest.
- **Goldbelt funds construction of the gondola and CBJ contracts with Goldbelt for year-round management of Eaglecrest.** We understand Goldbelt's interest in providing additional funding for the gondola may be contingent on assuming full operational control of Eaglecrest. In concept, this approach would provide Goldbelt with the opportunity for greater return on its investment in the gondola and relieve CBJ of the financial burden of operating the ski area. Contracting for private management of Eaglecrest would be a complex undertaking, requiring detailed analysis of the costs and mechanics of a transition from public to private management. As owner of Eaglecrest, CBJ would maintain high-level authority over ski area operations and development through a memorandum of understanding or operating agreement. Requirements the Eaglecrest Board would want to see in any agreement include mandated winter operations to ensure residents' continued access to affordable snow sports opportunities and a commitment to use earnings to modernize the ski area's aging infrastructure.

For any of these potential paths forward, or others not identified in this letter, pausing the existing RSA would be beneficial to the gondola project and all involved, providing time to investigate alternative approaches to funding and construction. Pausing the RSA for a few months would provide opportunity to carefully assess next steps, without the pressure of mounting burden on taxpayers from interest accrual. With regard to next steps, Eaglecrest is commissioning a detailed planning project intended to guide the ski area's transition to a self-supporting year-round mountain recreation destination. The planning effort will bring together the Board of Directors, ski area management, Eaglecrest's business partners, and a professional mountain recreation planner to create a ten-year operating and development roadmap for Eaglecrest. This project will be very helpful in planning for the gondola and the numerous attractions and excursions that could be developed around the gondola. It will also provide strategies for optimizing winter operations. We expect to have that work done by the fall of 2026.

We ask for a formal response to this letter, with a clear indication of your interest in and conditions associated with Goldbelt's continuing engagement in the gondola project and position on pausing the RSA. A response in advance of the April 1 Assembly Finance Committee meeting would be most helpful, allowing the Assembly to make fully informed decisions about the project and the RSA specifically.

Public interest in Goldbelt's future engagement in Eaglecrest is high. You have indicated Goldbelt could be the driver of Eaglecrest's transition to a modernized, self-sustaining ski area, supported by summer business. We appreciate your help in adding clarity to the public conversation about Goldbelt's interests with respect to Eaglecrest.

Finally, while we will be reaching out to other potential investors in the project (and Eaglecrest in general), please know that our preference is a local partner in the development of a world-class mountain recreation asset, keeping in Juneau all the project's many economic benefits.

Thank you in advance for your timely reply to this letter.

Respectfully,



Brandon Cullum

Board President

Eaglecrest Board of Directors

Cc: Katie Koester, CBJ City Manager



April 6, 2026

Katie Koester, City Manager
City and Borough of Juneau
155 Heritage Way
Juneau, AK 99801

Ms. Koester,

Goldbelt, Incorporated is the Alaska Native Corporation representing Juneau, Alaska. We are a forever company created by the Alaska Native Claims Settlement Act. We are headquartered in Juneau and always will be.

The Mission of Goldbelt is to make a positive impact in the lives of our owners, our Alaska Native shareholders and the communities in which they live. The Vision of Goldbelt is to be a forever company that is a leader in business and community. As a corporation, Goldbelt is guided by the Tlingit values of integrity, respect and service.

The gondola revenue sharing agreement Goldbelt entered into is with the City and Borough of Juneau (CBJ). We invested with the goal of creating a bright and prosperous future for our community. We believe an important part of this future is a viable outdoor recreation space at Eaglecrest.

Goldbelt received a letter from the Eaglecrest board chair regarding the uncertain future of the gondola project and its lack of operations. Because Goldbelt has a gondola revenue sharing agreement with the CBJ, signed by the previous city manager, we do not believe Eaglecrest has the standing to renegotiate the CBJ's existing agreement.

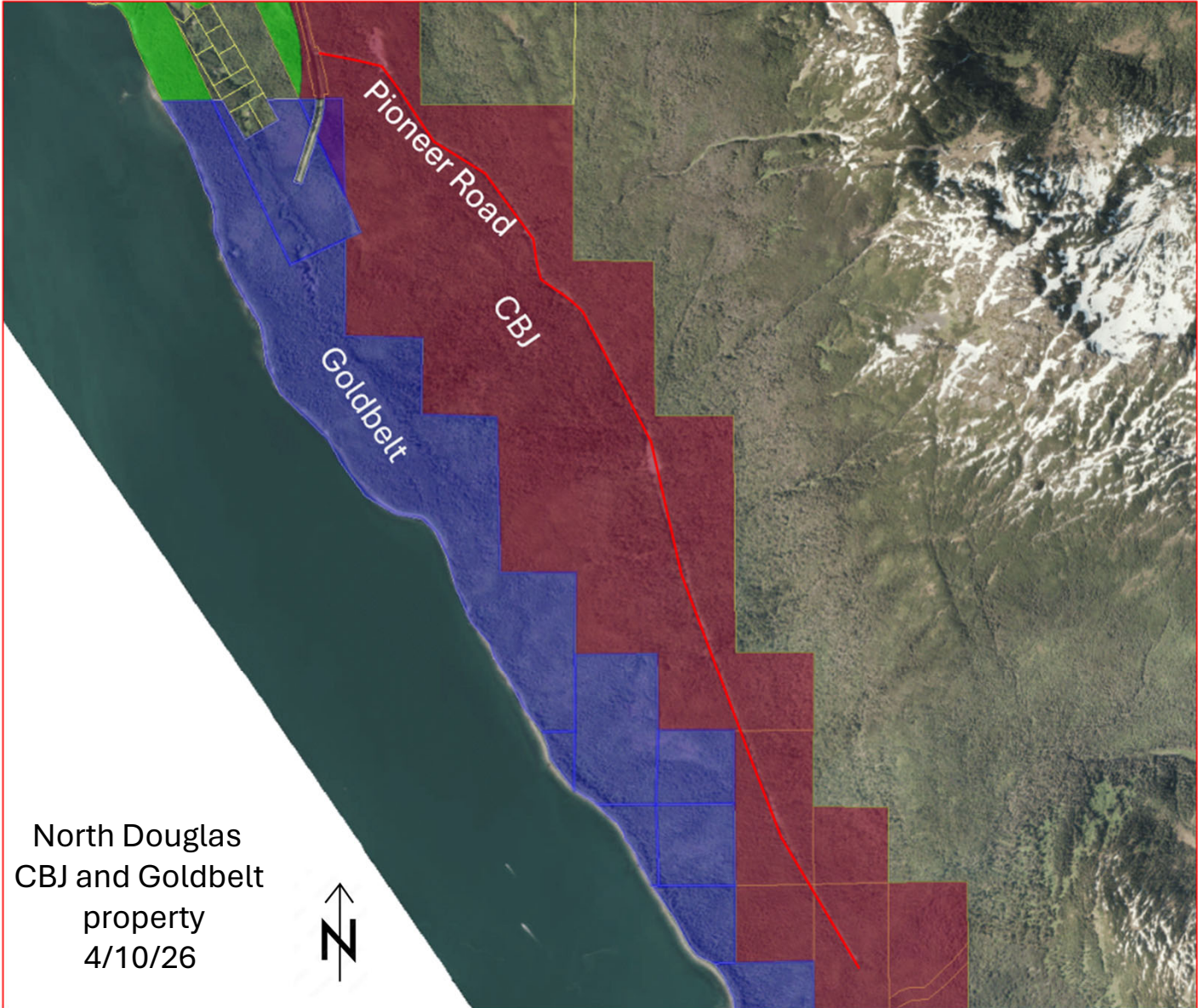
Goldbelt is open to negotiating a new deal with the CBJ but does not agree to alter or pause the terms of the existing gondola revenue sharing agreement. We are open to negotiating a new deal that will replace the existing revenue sharing agreement, but until new terms are reached with CBJ, we will continue to operate under the previously agreed-upon contract.

Goldbelt is committed to creating a community where families can confidently invest in their future. We believe Eaglecrest is a critical part of the community fabric that provides economic support as well as recreational activity that our community constituents expect. We look forward to having a productive dialogue to create sustainability and growth within the community of Juneau.

Thank you very much,

A handwritten signature in blue ink, appearing to read 'McHugh Pierre'.

McHugh Pierre
President & CEO



North Douglas
CBJ and Goldbelt
property
4/10/26