



ASSEMBLY FINANCE COMMITTEE AGENDA

May 6, 2026 at 5:30 PM

Assembly Chambers/Zoom Webinar

Assembly Finance Committee Worksession

<https://juneau.zoom.us/j/93917915176> or 1-253-215-8782 Webinar ID: 939 1791 5176

- A. **CALL TO ORDER**
- B. **ROLL CALL**
- C. **APPROVAL OF MINUTES**
 - 1. **April 1, 2026 Assembly Finance Committee - Supplemental Materials**
- D. **AGENDA TOPICS**
 - 2. **Information Only: Service Reduction Follow-Up - Page 2**
 - 3. **Manager's Proposed Increments and Budget Amendments – For Action - Page 20**
 - 4. **Capital Improvement Plan Amendments – For Action - Page 23**
 - 5. **Passenger Fee Plan – For Action - Page 31 and Supplemental Materials**
 - 6. **School District Budget – For Action - Page 72**
 - 7. **Information Only: Fund Balance - Page 76**
 - 8. **Information Only: Budget Calendar - Page 78**
- E. **NEXT MEETING DATE**
 - 9. **May 13, 2026, at 5:30 PM**
- F. **SUPPLEMENTAL MATERIALS**
 - 10. **April 1, 2026 Assembly Finance Committee Minutes**
 - 11. **Additional Passenger Fee Proposal Public Comments**
- G. **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.



DATE: May 1, 2026
TO: Assembly Finance Committee
FROM: Angie Flick, Finance Director
SUBJECT: **FY27 Service Reduction Follow-Up Information**

155 Heritage Way
Juneau, AK 99801
Phone: (907) 586-5215

At the Assembly Finance Committee (AFC) meeting on April 22nd, the Body requested information on several items on the Service Reduction Summary. Answers to those questions are contained in memos in the following pages. You will find memos on the following topics as requested:

1. Parks and Recreation – Pool and Field House information
2. City Museum
3. 340B Pharmacy Program
4. Utility Rates
5. General Fund Travel and Training
6. Administrative Support in Administration Department
7. Cat Licensing
8. Douglas Fire Station



TO: Katie Koester, City Manager
FROM: Marc Wheeler, Parks and Recreation Director
DATE: April 28, 2026
RE: Assembly Finance Committee questions from April 22, 2026

How do the Augustus Brown Pool and Dimond Park Aquatic Center compare in capacity, usage, and costs?

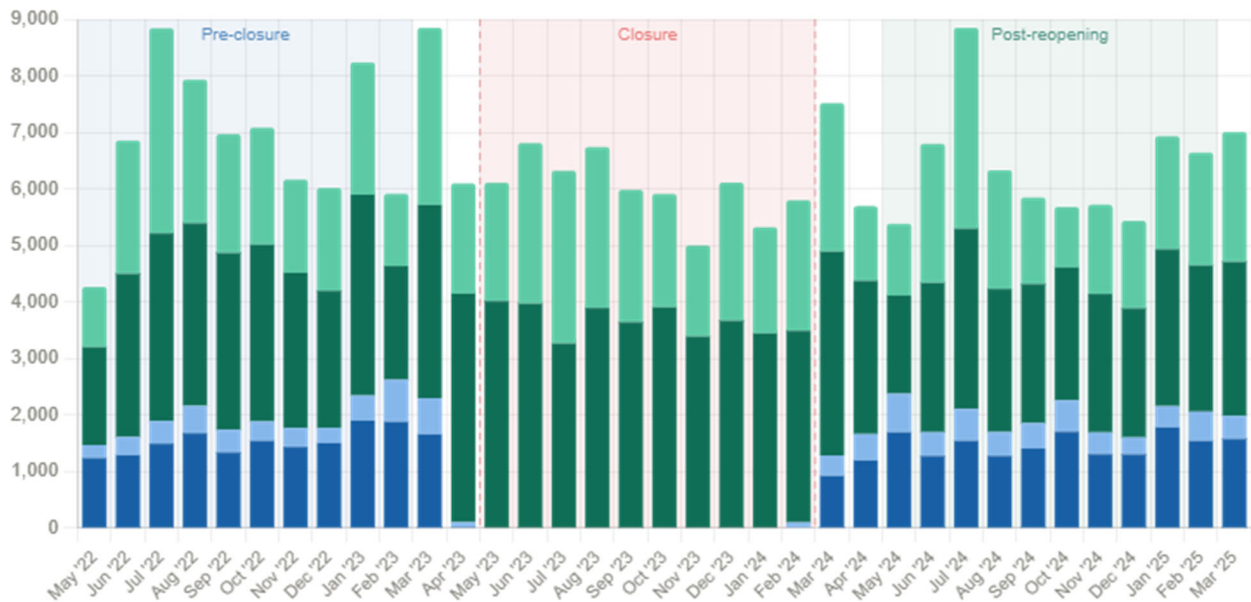
	AGB		DPAC	
	2026	2027	2026	2027
FTE	9.44	9.44	16.76	16.76
Total Personnel	\$676,901	\$731,828	\$1,178,963	\$1,299,306
Fixed Commodities & Services	\$413,400	\$426,375	\$ 625,870	\$ 664,650
Discretionary Commodities & Services	\$ 77,622	\$ 40,525	\$ 156,274	\$ 97,661
Deferred Maintenance Needs (Alpha Report)	\$2.46M		\$4.49M*	
Annual Maintenance Cost	\$145,100		\$263,300	
Lap lanes available	6		8	
Leisure pool capacity	40		125	
Sauna capacity	13		18	
Hot tub	N		Y	
Gym space / exercise equipment	Doubles DPAC usage			
2025 Visits	39,107		91,990	
2025 CBJ Passholder Visits	3181		6479	

* DPAC's Natatorium Air Handler: critical infrastructure necessary for pool operations is nearing end of lifespan.

What happened when Augustus Brown Pool closed for renovations?

The Augustus Brown Pool closed for renovations from April 2023 to February 2024. During that time, some pool users from AGB switched to DPAC, but not all. We saw dips in our combined usage rates across all of our pass-holders (annual, monthly, and 10-visit passes) as well as our daily swim customers.

DPAC usage levels rose by an average of 23% per month during the closure period, but it could not serve the same amount of traffic served by both pools, likely due to overcrowding. The chart below tracks usage rates before, during, and after the pool closure, with shaded sections comparing the same April – Feb window. Comparing our busiest month, July, you can see that it dipped from 8,837 pre-closure to 6,319 during the closure, and climbed back to 8,844 post re-opening.



* Shaded windows = matched 10-month comparison periods (May–Feb). Blue = pre-closure, red = closure (ABP closed), green = post-reopening. Pass check-ins combined across both pools; daily swim split by facility. Pass uses are shaded darker. The bottom blue bars represent use at AGB and the top green bars represent use at DPAC.

Note that these amounts only track paying customers. During the closure we had to significantly reduce hours available to both the Juneau School District and Glacier Swim Club.

Overall, these data show that the demand for Juneau’s pools exceeds that provided by either pool as a standalone facility.

What would it look like to use Augustus Brown Pool for only user groups and rentals?

This model moves all user groups to AGB and all public swims to DPAC.

We would plan to run AGB for 65 hours weekly. Scheduling and overall management would be the responsibility of the Aquatics Manager. This would result in a reduction of roughly 7.5 FTE.

Operating the pool for 65 hours weekly, we estimate the following costs:

Head Lifeguards (one on staff at all times)	\$147,333
Custodians (7 days / week)	\$ 81,835
Supplies	\$ 5,480
Fixed Commodities and Services	\$426,375
TOTAL COSTS	\$661,023

Based on current usage and rates paid by the Glacier Swim Club and the Juneau School District, we expect the following revenues. At these rates, users would be required to supply their own lifeguards. Estimates for rental usage are a best guess and not based on research.

Glacier Swim Club: 20 hours / week	\$ 30,000
JSD: 18 hrs/week annually plus 22 hrs/week for 3 months for JDHS Swim Team.	\$ 0
Rentals (Alaska Club, SEARHC, JBJ, etc.): 15 hours / week @ \$200/hr.	\$156,000
TOTAL REVENUES	\$186,000

Without changing current rates paid by Glacier Swim Club and the Juneau School District, this model would require an annual subsidy of roughly \$475,023 (exceeding current fixed costs).

Under this model, we would also lose the following public amenities:

- No public swims downtown
- No swim lessons downtown; currently T/TH/Sat lessons for 10 months and demand is currently double what we can provide
- No fitness classes downtown
- No gym usage downtown
- No sauna downtown

If the Assembly would like to implement this model or explore transferring management to a third party, we recommend operating Augustus Brown at current levels for at least a year to conduct the detailed research and planning necessary to consider such a change.

What are the usage rates and costs of the Dimond Park Field House?

The Dimond Park Field House has 10 core user groups, the most of any recreational facility in the department, while offering daily public programming that includes Turf for Tots, Open Turf, and track hours. With 74,564 visitors in FY25, it is the second most visited Parks & Recreation facility, behind the Dimond Park Aquatic Center.

The facility operates with a total of 4.56 FTE, comprised of two full-time staff and nine part-time limited employees, and serves all ages from infants to seniors on a daily basis. The Turf for Tots program drew over 13,763 attendees through its weekly sessions, while the track recorded 9,962 visitors. The facility also hosts the annual Holiday Cup soccer tournament, summer camps, running clubs, afterschool programs and private rentals. It is a popular birthday party destination for the community, with 94 hours rented and 1,713 attendees in FY25.

The Field House has the second-highest cost recovery rate among recreational facilities at 38%, behind Treadwell Arena, and while budgeted at \$302,000 in general fund support for FY26, current projections indicate the actual need will likely fall between \$250,000 and \$275,000, making it the smallest general fund supported recreational facility in the department. The cost to mothball the facility is projected to be \$52,000 annually, which would result in a \$250,000 savings to the general fund.

The three-year average for facility revenue is \$200,000, with FY26 projected revenue coming in at around \$190,000 due to the impacts of elevator construction at the beginning of the fiscal year, during which the turf was unavailable for rentals and the track was closed. In FY27, with across-the-board fee increases, the facility is projected to bring in an additional \$50,000 in revenue for a total of \$250,000.

FY25 Main User Group Attendance	42,526
FY25 Public Attendance	32,038
TOTAL FY25 Facility Attendance	74,564
TOTAL FY25 Hours Rented (user group & private)	2,253
TOTAL FY25 Public Hours	3,312
FY25 CBJ Passholder Visits	2685

User Groups	Turf Hours	Turf Count	Cage Hours	Cage Count	Total Hours	Total Count
Southeast Childhood Collective	28	3140	0	0	28	3,140
JDHS Girls Soccer	34	1001	0	0	34	1,001
JDHS Boys Soccer	30.5	785	0	0	30.5	785
JDHS Baseball	31.75	532	65	620	96.75	1,152
JDHS Softball	57.5	881	154	1080	211.5	1,961
Midnight Suns Baseball	144	2021	219	1316	363	3,337
Midnight Suns Softball	199.5	3814	237	2021	436.5	5,835
Juneau Soccer Club	308.5	11098	0	0	308.5	11,098
Capital City Soccer League	150.5	2211	0	0	150.5	2,211
Holiday Cup	102.5	7441	0	0	102.5	7,441
User Group Tournaments	93	4565	0	0	93	4,565
				TOTALS	1,761.75	42,526

Field House Public Programming Stats:

- **Turf for Tots:** Monday – Friday, 9a-1p (closed holidays)
 - Total Annual Hours: 984
 - Total FY25 Participants: 13,763
 - Youth/Child: 7,930
 - Adults: 4,674
 - Senior: 1,036
- **Track:** Monday-Sunday, varying hours daily (closed holidays)
 - Total Annual Hours: 2,328
 - 984 daytime track hours
 - 1,344 evening/weekend track hours
 - 42 hrs/week for evening & weekend track for 8 months
 - Total FY25 Participants: 9,962

What does it mean to mothball a facility?

	Level 1 Reduced Occupancy	Level 2 Partial Shutdown	Level 3 Full Shutdown
Entry Effort	Low — setpoint adjustments, walk-through	Moderate — 1–3 days skilled trades, AHJ notification if impairment introduced	High — days to weeks of skilled trades, licensed contractors, AHJ coordination required
Freeze / Pipe Damage Risk	Low	Moderate	High — assume damage
Mold / Moisture Risk	Low–Moderate	Moderate–High	High
Fire Risk	Low	Low	High
System Deterioration	Low	Moderate	High
Ongoing Cost	High	Moderate	Low
Reactivation Cost	Low	Moderate	High
Est. M&O Cost Reduction	25–40%	45–65%	70–85%
Viable Duration	Indefinite	1–3 years	1–2 years max before damage compounds

To mothball the Mt Jumbo facility would cost roughly \$35,000 annually.



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TO: Chair Woll and Assembly Finance Committee
DATE: April 29, 2026
FROM: Catherine Melville, Library Director
Katie Koester, City Manager
RE: Juneau-Douglas City Museum (JDCM) Additional Information

The purpose of this memo is to provide additional information with respect to the list of potential budget cuts as it relates to the Juneau-Douglas City Museum (JDCM).

Space Needs

The amount of space any museum requires to display and store collections depends on the collection (some items are large, and require a significant amount of space to preserve and display, some items are compact and can be preserved and displayed in a small space). JDCM does not currently have space in the museum building located at 4th & Main (6,000 sq ft, including exhibit, storage, public & staff space) to house all the items in its collection and care. The collection is comprised of a large quantity and variety of items, and the museum's digital catalog includes records for objects (9,305), photographs (24,277), and archival materials (6,308), as well as records for books in its reference collection. The majority of museum records comprise multiple collection items. The museum also maintains educational materials that can be borrowed, handled and used to support education.

Capacity to accept donations and acquire additional artefacts and artworks has been affected by space constraints for several years. 164 collection items are currently loaned out or on display outside the primary City Museum facility. Museum storage has overflowed to other CBJ locations such as Thane Warehouse and Muni Way, and a remote storage facility in Auke Bay. Ideally, space used to store or display collection items should have controlled temperature and humidity, although it has not always been possible to store the museum's collection in optimal conditions.

Closure & Retention of Collection & Building

Closure of the Juneau-Douglas City Museum would eliminate 3.75 FTE (FY27 Salaries - \$460,139). Museum access to community and visitors by CBJ would cease, unless service could be maintained or resumed by another organization. Retaining the building and collection would require paying costs associated with maintaining climate control and fire suppression in the building, estimated to be \$5,786 in FY27, and CBJ staff would need to periodically monitor the building and collection. Please note, the cost estimate does not include potential costs (labor/materials) should damage occur in the unoccupied building.

Reduction of Museum Staff, Partial Closure & Retention of Collection

Given the size of the Museum work unit (3.75 FTE), reduction in staff would necessitate changes to hours of operation and to the quantity of museum service provided to the community and visitors. Hours of operation would be reduced in proportion to reduction in staff. Please note, reduced staffing would increase the likelihood of unplanned closures due to vacancy or unplanned staff absence, as the number of days per week when only one staff member is present would increase.

FTEs

JDCM is staffed by 3.75 FTE: Museum Director (1.0 FTE), Curator of Collections & Exhibits (1.0 FTE); Curator of Public Programs (1.0 FTE); and Administrative Assistant I (.75 FTE). Together, and with support from many community volunteers (who greet visitors, assist with events, answer questions, accept admission fees, sell merchandise & lead walking tours), JDCM staff supervise, administer and perform the work of providing museum service to the community and visitors. Reduction of staff would necessitate altering the quantity of museum service, including hours of operation but also the quantity and variety of exhibits and events, and would reduce capacity for cost recovery activity such as entrance fees, sales and pursuit of grant-funding. In FY27 JDCM cost recovery is estimated to be 14%.

Deaccessioning Museum Collection

Ethical and professional standards guide the process by which items are removed from museum collections. Typically, collection items are deaccessioned for reasons such as no longer supporting a museum's mission, being of poor quality or damaged and not repairable, or because they are duplicated in the museum's collection. Once an item has been deaccessioned, it can be transferred to another museum or sold, and ideally funds raised are used solely for collection purposes. Items on loan to the museum from other institutions or private owners must be restored to their legal owners. Items with legal constraints must be disposed of according to specified terms. JDCM currently has over 250 items in its care that are the property of other organizations or individuals. Alaska statute ([AK Stat 14.57.230 \(2025\)](#)) obligates museums to maintain records of loaned property and notify a lender if the museum changes location or is eliminated.

CBJ's [surplus property policy](#) is a potential avenue for disposing of collection items that could not be taken on by other institutions. There are unique items in the museum's collection that could not be disposed of through surplus, such as any controlled substance, hazardous material or firearm. Regardless of the process or combination of processes by which the museum collection could potentially be deaccessioned, re-housed, restored to legal owners or disposed of, staff time would be required to perform these tasks, either museum staff or, in the absence of museum staff, other CBJ staff.

Value of City Museum Building

Division of Lands values the building at \$1.75M based on location, mixed use zoning, building size and condition. The methodology used is the same methodology we use to assess commercial property. The Deputy Lands Manager is Alaska Certified Appraiser Level III through the Alaska Association of Assessing Officers and worked for the Assessor's Office for almost 7 years.



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TO: Chair Woll & Assembly Finance Committee
DATE: May 6, 2026
FROM: Robert Barr, Deputy City Manager
RE: Overview of the 340B hospital drug pricing program & potential benefits

This memo provides a high-level overview of the 340B Program and outlines what would be required for the CBJ to utilize 340B drug pricing benefits for our self-insured employee health plan.

The 340B Drug Pricing Program, administered by the Health Resources and Services Administration (HRSA), requires pharmaceutical manufacturers to provide outpatient drugs to eligible healthcare organizations ("covered entities") at significantly reduced prices. BRH qualifies as a covered entity. The program's intent is to enable covered entities to stretch federal resources to expand services and improve access to care for vulnerable populations.

Because BRH is part of the CBJ self-insured employee health plan, there is the potential to utilize discounted 340B pricing for employee pharmacy costs. For employee prescriptions to be eligible for 340B pricing, the employee must be a patient of BRH and the prescription must be written within the scope of care provided by BRH. If employees receive care from BRH-employed providers in a manner that meets 340B patient definition standards, prescriptions may be eligible for 340B pricing. The hospital's recent expansion into providing primary care helps meet one program requirement. However, the hospital would also need to establish an outpatient pharmacy to dispense the drugs covered under the program to employees. At this time, BRH does not have an outpatient retail pharmacy.

A basic analysis of pharmacy costs for the CBJ health plan indicates that utilization of 340B pricing for top 30 most costly employee prescriptions on our health plan could result in annual cost savings of up to \$1.5 million dollars in a future fiscal year.

Below is a high-level list of items that must be accomplished to implement 340B pricing:

- BRH must establish an outpatient retail pharmacy to administer 340B-eligible employee prescriptions.
- We must change our health plan design in a manner that provides the financial incentive but does not require benefited employees to utilize BRH providers and pharmacy for the plan to benefit from 340B pricing.
- Coordination with the current Pharmacy Benefit Manager (PBM) and Third-Party Administrator (TPA) working with the CBJ health plan to administer 340B eligible pharmacy claims.
- Ensure additional coordination through BRH clinical and pharmacy departments and CBJ benefits program through policies and procedures that document compliance with the federal 340B program.

While leveraging 340B pricing within our self-insured health plan may offer significant cost savings, it requires some capital investment and careful structuring to ensure strict compliance with federal program rules. However, the potential savings from implementing this program appear to make it worth the up-front investment. It will take some time to accomplish the tasks necessary to implement this program.

Implementation of 340B pricing within our health plan will not result in immediate cost savings identifiable in the FY27 and potentially FY28 budgets, but it will keep employer healthcare costs for BRH and CBJ down over time, increase the opportunity for employee health benefits costs to remain reasonable, and provide an opportunity for BRH to increase their primary care and pharmacy lines of business.

Recommendation:

If the Assembly agrees with this approach, then direction can be provided to the Manager's Office and BRH work together to implement 340B pricing for the CBJ/BRH/JSD health plan. BRH tentatively estimates FY29 would be a reasonable target date for implementation.



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TO: Chair Woll and Assembly Finance Committee
 FROM: Katie Koester, City Manager
 DATE: May 06, 2026
 RE: Sales tax revenue diverted to Utility projects

[Ordinance 2025-27](#) passed in June of 2025 setting the utility rates for the next 5 years at a 5% annual increase. That rate was based on key assumptions: 1) minimize capital spend and push larger projects out beyond 2030; 2) use \$7.5M in low interest ADEC debt (pushing out payback for that debt to future years) and; 3) buy down the rate increase with a cumulative \$9.4M in subsidy from sales tax/ bond debt. The FY27 capital budget includes \$1.4M in water/wastewater infrastructure that would otherwise have gone to street projects. In future years, an average of \$2M in non-utility revenue (most likely sales tax unless a bond passes) will be used to pay for utility infrastructure.

What would the utility rate increase be if the \$2M/ year (\$9.4M total) was paid by rate payers?

- Scenario 1 is what was approved in Ordinance 2025-27.
- Scenario 2 is a status quo rate increase (5%) in FY 27 spreading the remainder over 3 years
- Scenario 3 spreads the increase equally over the next 4 years.
- Scenario 4 is a 10% increase in FY27 and spreading the remainder over 3 years

Water	FY2027	FY2028	FY2029	FY2030
1. Original Scenario	5.00%	5.00%	5.00%	5.00%
2. Change FY2028 – FY2030	5.00%	7.50%	7.50%	7.50%
3. Change FY2027 – FY2030	6.50%	6.50%	6.50%	6.50%
4. 10% Increase in FY2027	10.00%	4.25%	4.25%	4.25%

Sewer	FY2027	FY2028	FY2029	FY2030
1. Original Scenario	5.00%	5.00%	5.00%	5.00%
2. Change FY2028 – FY2030	5.00%	12.75%	12.75%	12.75%
3. Change FY2027 – FY2030	9.75%	9.75%	9.75%	9.75%
4. 10% Increase in FY2027	10.00%	9.50%	9.50%	9.50%

What capital spend is required in the out years if FY27 raises rates by 10% (essentially adding a rate increase commiserate to the sales tax that was removed in 2025)

Sewer	FY2027	FY2028	FY2029	FY2030
10% Increase in FY27 then 5% Annually	10.00%	5.00%	5.00%	5.00%
Capital Infusion (\$M)	\$-	\$-	\$1.9	\$3.2

Water	FY2027	FY2028	FY2029	FY2030
10% Increase in FY27 reduces increase to 4.25% Annually	10.00%	4.25%	4.25%	4.25%
Capital Infusion (\$M)	\$-	\$-	\$-	\$-

What street reconstruction projects don't get done if the \$9.4M is diverted over the next 4 years? Streets (and underground utilities) are assessed annually and move up and down the priority list. The FY27 budget has \$7.5M a year in streets reconstruction projects (with the remainder of the 1% street sales tax dedicated to maintenance accounts for pavement management, drainage, and sidewalk and stairs). It is safe to assume the street projects towards the end of the 6-year CIP will get pushed further out.

Enc: 6-year CIP for Streets

Division - Project	Priority	Proposed for Funding	FY27	FY28	FY29	FY30	FY31	FUTURE
Streets								
Gold Creek Flume Repairs	1	\$ 60,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 5,000,000
Pavement Management	2	\$ 733,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 5,000,000
Sidewalk and Stair Repairs	3	\$ 250,000	\$ 250,000	\$ 250,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000
Areawide Drainage	4	\$ 133,000	\$ 200,000	\$ 200,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000
9th Street Hill/Indian St (WW & WU Need Replaced)	5	\$ 2,500,000	\$ 2,500,000					
Foster Ave Improvements (South of Cordova)	6	\$ 1,402,000	\$ 5,500,000					
Lakeview Court Improvements	7	\$ 2,000,000	\$ 2,500,000					
Chelsea Ct. Improvements	8	\$ 1,922,000	\$ 2,800,000					
5th Street Douglas (Summers St to Treadwell)	9		\$ 3,500,000					
Troy Avenue Improvements	10			\$ 4,500,000				
N. Longrun Dr Improvements (Riverside to end)	11			\$ 6,100,000				
Tornure St and Mint Way	12			\$ 5,600,000				
Ralphs Way	13			\$ 1,250,000				
N. Riverside Dr Improvements (Division St. to Taku Blvd)	14				\$ 7,400,000			
Mallard St. Improvements	15				\$ 4,200,000			
Creek Street Improvements	16				\$ 1,100,000			
N. Riverside Dr (Taku Blvd to Tournure St)	17				\$ 6,500,000			
Blackerby ST (Glacier Hwy to end)	18				\$ 2,500,000			
Taku Blvd (Loop Road to Poplar Ave)	19				\$ 3,800,000			
Radcliffe Rd from Berners Ave to the parking lot of the Mendenhall Refuge Trail	20					\$ 2,890,000		
Sharon Street	21					\$ 3,000,000		
Seward Street	22					\$ 4,500,000		
Willoughby - Glacier Ave	23					\$ 7,500,000		
St Anns Ave	24					\$ 4,350,000		
Taku Blvd (Poplar to Albatross)	25						\$ 5,400,000	
Thunder Mt. Road	26						\$ 3,665,000	
Taku Blvd (Albatross to Wood Duck)	27						\$ 3,830,000	
5th Street Douglas (Summers St to G Street)	28						\$ 8,270,000	
2nd Street Douglas (Bradley St to Beach Drive)	29						\$ 3,800,000	
White Subdivision (Dimond Dr and Bartlett Ave)	30						\$ 3,415,000	
Douglas Paving LID	31						\$ 15,000,000	
Taku Blvd (Poplar to Albatross)	32						\$ 5,400,000	
Thunder Mt. Road	33						\$ 3,700,000	
Taku Blvd	34						\$ 3,800,000	
5th Street Douglas (Summers St to G St)	35						\$ 8,300,000	
Douglas Paving LID	36						\$ 15,000,000	
Conifer Lane	37						\$ 3,000,000	
Highlands Storm Drainage Repairs	38						\$ 5,000,000	
Streets Division Total:		\$ 9,000,000	\$ 20,350,000	\$ 21,000,000	\$ 16,350,000	\$ 16,450,000	\$ 25,890,000	\$ 98,130,000



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TO: Chair Woll and Assembly Finance Committee
DATE: April 29, 2026
FROM: Katie Koester, City Manager
RE: FY27 General Fund Travel and Training

The purpose of this memo is to provide additional information with respect to the list of potential budget cuts as it relates to the General Fund's travel and training budget. Focusing solely on general funded, non-grant funded, planned expenditures, the training plan can be broken into these buckets:

- \$450K Mandatory/Required Training
- \$550K Training that is not required
- \$110K Training that is one-time in nature (\$65K is required)

Training provides value to the organization and community through many ways beyond meeting requirements, maintaining certifications and otherwise meeting mandates. Some training includes travel, but not all training across the organization requires employees to leave Juneau. Training ensures that CBJ provides services following best industry practices. It provides a forum for CBJ to mature and update policies and procedures as professions evolve over time. It also is a key element for developing and retaining our staff as they grow in their career. CBJ encourages staff to be involved in their professional organizations, including taking on leadership roles within those organizations. This commitment often requires these staff to attend training and conferences for those organizations. While CBJ has made a commitment to support these roles, it is not mandatory and is not reflected in the mandatory training figure above.



Office of the City Manager

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Katie.Koester@juneau.gov

TO: Chair Woll, Assembly Finance Committee

FROM: Katie Koester, City Manager

DATE: May 6, 2026

RE: Administration Department Admin Support

The summary of budget reductions includes a reduction in administrative support of .5 FTE in the Administration Department. There are 4.5 administrative staff in the Administration Department that provide administrative support for 36.6 FTE in the divisions of the Manager's Office, Clerks, Emergency Programs, Tourism, Lands, Information Technology, Communications, and Special Projects, as well as the nine members of the Assembly.

The FY27 budget reflects leaving the Lands administrative officer vacant. The remaining administrative staff are tasked with supporting the divisions and their activities which include but are not limited to managing budgets, coordinating travel, managing calendars, purchasing, personnel actions, email correspondence, managing questions, and appeals on parking citations, special projects, and answering the phone.

The Manager's Office does not utilize a phone tree, and all calls are answered directly by staff. The Clerk's Office utilizes a simplified phone tree; however, callers are quickly routed to a live staff member rather than an automated system. Both offices prioritize direct human interaction and receive a variety of inquiries. When there is only one person answering the phones, it impacts staffs' ability to care for other tasks.

In the Clerk's Office, administrative staff also support a significant portion of public meeting coordination responsibilities, including ensuring meetings are accurately calendared online, properly noticed and advertised to meet public posting requirements, coordinating with departments regarding scheduling changes, and preparing, printing, and posting agendas for distribution and public postings.

Additionally, the 0.5 FTE supports election operations in the fall, which helps reduce the number of election workers needed and provides greater flexibility in scheduling.

In summary, a reduction in administrative capacity would reduce responsiveness to the Assembly and the public. Administrative staff are first in line in greeting the public, responding to parking ticket complaints, and connecting people to the right departments.



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TO: Chair Woll & Assembly Finance Committee
DATE: May 6, 2026
FROM: Robert Barr, Deputy City Manager
RE: Cat Licenses

At the April 22 Assembly Finance Committee meeting, members requested additional information on cat licensing.

Municipalities that require licenses for cats typically do so for two policy reasons:

- 1) To generate revenue to offset the costs of Animal Control
- 2) To incentivize/disincentivize specific behavior (e.g. incentivizing or requiring cat owners spay/neuter their pets, or disincentivizing residents from allowing their cats be unattended outside).

Juneau Animal Rescue (JAR) is the organization CBJ contracts with to provide animal control and sheltering services. CBJ code requires CBJ provide for animal control.

JAR currently charges \$20 for altered (spayed or neutered) dogs and \$45 for unaltered dogs, with an additional \$15 late fee applied after March 31 each year. Despite the late fee and potential for an infraction, compliance is low. JAR estimates 25% of dogs in Juneau are licensed (2,500 out of an estimated 10,000).

It is likely that without additional investment in enforcement, cat licensing rates would be lower given a significant proportion of cats are indoors 100% of the time. While JAR cares for far more cats than dogs, it is a relatively small number of cat owners who drive the need for that care: specifically, those who do not spay/neuter and who permit their cats be unattended outdoors.

JAR is opposed to additional licensing requirements due to their views of projected revenue, participation rates, and additional costs for administration, database management, public outreach, and enforcement. Unlicensed cats are more challenging to enforce against than unlicensed dogs in communities like ours where it is permissible for cats to be free-roaming and/or un-owned.

CBJ taxpayers are projected to spend \$1.5M in FY27 on animal control and sheltering in addition to specific revenues JAR collects from animal owners (fines and fees related to licensing, sheltering, veterinary, etc.). From a population perspective, JAR serves about 70% cats, 30% dogs.



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

TO: Chair Woll & Assembly Finance Committee
DATE: May 6, 2026
FROM: Robert Barr, Deputy City Manager
RE: Douglas Fire Station Lease

At the April 22 Assembly Finance Committee, members requested additional information on the impacts of leasing the Douglas Fire Station.

The Douglas Fire Station is currently used for the following purposes:

- Short-term housing for new employees
- Storage for two apparatus (one ambulance, one engine)
- Backup infrastructure & increased resiliency in the event of bridge compromise

The Douglas Fire Station currently provides an insurance service organization (ISO) rating to surrounding commercial property that is likely beneficial to insurance rates. While the Station is not typically used for active response (dispatch occurs from Station 1 – Downtown), having a station with housed equipment results in an ISO rating that likely decreases insurance costs for nearby commercial properties. This may also impact residential properties. We do not have enough information – and insurance companies are unlikely to provide it – to estimate the specific impacts of a reduced ISO rating.

In the event of a lease, we would need to re-house the ambulance and engine currently located at Douglas. These are backup apparatus that are used when a primary vehicle is being repaired or is otherwise out of service. Indoor, climate-controlled storage of ambulances and engines is highly desired due to sensitive equipment and on-board medications that cannot freeze. In the event of a lease, these two vehicles would likely displace vehicles at Station 4 (Auke Bay), which are used by the Community Health (CARES) team. Those two vehicles would be stored outside which would result in increased maintenance costs and shorter lifespans.

From a revenue perspective, a rough order of magnitude lease estimate is \$9k/month.



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

TO: Chair Woll and Assembly Finance Committee
DATE: April 30, 2026
FROM: Katie Koester, City Manager
RE: Proposed Manager's Increments – FY27 Budget

The purpose of this memo is to present the Manager's Proposed Increments to the FY27 budget. These increments were not included in the FY27 budget because the information came after the budget was published.

1. The CBJ is required to provide public defense services for the misdemeanors that we prosecute, as opposed to having the State provide prosecution and defense services. The Proposed Budget includes \$295,000 for public defender services. The contract procurement process is nearly complete and will require an additional \$105,000 in FY27 to provide the same level of service. If prosecution is removed from CBJ Law, this incremental request is no longer required.
2. The year-round operation of Emergency Sheltering Services requires an additional \$576,260 in FY27. This request is the natural follow on to Ordinance 2025-01(b)(AF) approved by the Assembly on April 6, 2026, extending services through June 30, 2026.
3. Gastineau Human Services substance use disorder treatment program is requesting an additional \$247,000 in FY27. Please see the attachment memo from Deputy City Manager Barr.

Recommendation: Discuss Manager's Increment Request. Approve, deny, or move to pending list.



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

TO: Chair Woll and Assembly Finance Committee
DATE: May 6, 2026
FROM: Robert Barr, Deputy City Manager
RE: Gastineau Human Services (GHS) FY27 Funding Request & Opioid Settlement Funds

Late in 2024, GHS took over substance use disorder (SUD) treatment from the hospital when Rainforest Recovery closed. As part of that transition, the Assembly provided \$500k in one-time funding to GHS so that GHS could expand the number of residential beds available for SUD treatment.

For many years, the State of Alaska has provided funding to GHS through the Comprehensive Behavioral Health Treatment and Recovery (CBHTR) grant. Around 2017/2018, SUD services became eligible for Medicaid reimbursement through the 1115 Waiver program. Also, around that time, the State began communicating to CBHTR recipients that they should begin seeking Medicaid funding for SUD services, which GHS does. Last September, the State notified CBHTR recipients that ongoing operational funding would drop to 25% in FY27 and 15% in FY28 and the funding (all federal) would transition to competitive grants, not intended for ongoing operational support. The expectation from the State is that Medicaid payments would fill that gap. Medicaid payments for these types of services typically do not cover the actual cost of care. At GHS, Medicaid payments currently cover 93% of the total program budget (\$3.5M) and this request is for the 7% remaining (\$247k).

Additionally, half to somewhat more than half of GHS patients are SEARHC beneficiaries. While SEARHC does provide SUD services, they do not provide this type of care in Juneau and do not reimburse non-SEARHC providers for care provided to their beneficiaries.

GHS has requested \$247k in CBJ General Fund support to maintain SUD services in FY27. While GHS intends to apply for the competitive grants noted above in FY28, there is no guarantee of funding through the new State grant opportunities. The State is working on re-rating Medicaid rates. A re-rate *may* mean higher (or potentially lower) reimbursements. It is frustrating that this re-rating process is taking place after the reduction of grant support and not before or concurrently.

We believe it is very likely this will turn into an annual recurring request and join the long list of services that used to be provided by higher levels of government that are now either being funded locally or not at all.

One possible funding mechanism for this FY27 request is the Opioid Settlement Fund, which currently has \$309,800 available. We currently estimate this fund will receive new revenue at approximately \$50k/year (this number is highly variable) for the next 12 years. Another possible funding source or service partnership opportunity could exist through direction of support from BRH as the previous provider of these services. A final option, to the extent you have it at the end of the FY27 budget process, is the use of General Fund.

Recommendation:

Discuss and decide whether this funding request should be part of the Assembly's FY27 budget and if so, from what fund source.

Discuss and decide next steps for the Opioid Settlement Fund. If the Assembly decides not to use the entirety of this fund in the current + future fiscal years for 3.1/SUD support, staff recommend engaging with the Juneau Community Foundation to establish grant program(s) to organizations serving people impacted by opioids.



DATE: April 30, 2026
TO: Assembly Finance Committee
FROM: Angie Flick, Finance Director
SUBJECT: **FY27 CIP Amendments**

155 Heritage Way
 Juneau, AK 99801
 Phone: (907) 586-5215

As part of the budget process every year, the Capital Improvement Program (CIP) is presented to the Assembly Finance Committee (AFC) with time to ask questions and discuss any desired changes. In the FY27 budget process, the AFC was briefed on the CIP plan during the Saturday, April 11, 2026 Budget Retreat and the resolution follows this memo.

Staff do not have any recommended changes to present to the AFC. This item on the agenda today is to ensure that anyone who has proposed changes to the CIP has the opportunity to bring them forward to the AFC for consideration.

There are a handful of items on the Service Reduction Summary presented at the April 22, 2026 AFC related to the CIP Resolution. While we have scheduled discussion on Service Reductions for next week (May 13), these items could be discussed and/or acted upon this evening if the Body desires. Specifically, items 15, 16, 17 and 19:

Service or Expense Reductions			
Item #	Agreement	Idea	
			Operating One-Time
	4	Capital Improvement Project Reductions	
15		(1) Lemon Creek Multi-Modal Path	1,500,000
16		(1) Gastineau Widening & Turn Around	1,000,000
17		(1) Remaining funds in Jackie Renniger Park Project	675,500
18		(1) Transfer from developed parks and playgrounds to other projects - does not create savings	
19	3	Affordable Housing Fund contribution reduction (\$150K - \$250K) *	200,000

RECOMMENDED ACTION: Discuss, approve, deny or move to the pending list any amendments to the CIP. If no amendments exist, no action is necessary. On May 20, the Resolution is slated to be approved and moved to the full Assembly for action.

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 4044

**A Resolution Adopting the City and Borough of Juneau
Capital Improvement Program for Fiscal Years 2027
through 2032, and Establishing the Capital Improvement
Project Priorities for Fiscal Year 2027.**

WHEREAS, the CBJ Capital Improvement Program is a plan for capital improvement projects proposed for the next six fiscal years; and

WHEREAS, the Assembly has reviewed the Capital Improvement Program for Fiscal Year 2027 through Fiscal Year 2032, and has determined the capital improvement project priorities for Fiscal Year 2027.

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Capital Improvement Program.

(a) Attachment A, entitled "City and Borough of Juneau Capital Improvement Program, Fiscal Years 2027-2032," dated June 1, 2026, is adopted as the Capital Improvement Program for the City and Borough.

(b) The following list, as set forth in the "City and Borough of Juneau Capital Improvement Program, Fiscal Years 2027 - 2032," are pending capital improvement projects to be undertaken in FY27:

**FISCAL YEAR 2027
GENERAL SALES TAX IMPROVEMENTS**

DEPARTMENT	PROJECT		FY27 BUDGET
Eaglecrest	Deferred Maintenance /Mountain Operations Improvements	\$	167,000
Manager's Office	Waste Transfer Station	\$	250,000
P&R - Facilities Maintenance	Deferred Maint. + Fire station HVAC	\$	1,286,000
Parks & Recreation	Park & Playground Deferred Maintenance and Repairs	\$	245,000
Parks & Recreation	Trail Improvements	\$	188,000
Parks & Recreation	Sports Field Resurfacing & Repairs	\$	225,000
Parks & Recreation	DPAC & ZGYC Security Cameras	\$	39,000
General Sales Tax Improvements Total:		\$	<u>2,400,000</u>

**FISCAL YEAR 2027
AREAWIDE STREET SALES TAX PRIORITIES**

DEPARTMENT	PROJECT		FY27 BUDGET
Street Maintenance	Gold Creek Flume Repairs	\$	600,000
Street Maintenance	Pavement Management	\$	733,000
Street Maintenance	Sidewalk and Stair Repairs	\$	250,000
Street Maintenance	Areawide Drainage Improvements	\$	133,000
Street Maintenance	9th Hill St/Indian St	\$	2,500,000
Street Maintenance	Lakeview Court	\$	1,325,000
<i>Wastewater Utility</i>	<i>Lakeview Court Sewer Infrastructure</i>	\$	270,000
<i>Water Utility</i>	<i>Lakeview Court Water Infrastructure</i>	\$	405,000
Street Maintenance	Chelsea Court	\$	1,500,000
<i>Wastewater Utility</i>	<i>Chelsea Court Sewer Infrastructure</i>	\$	401,000
<i>Water Utility</i>	<i>Chelsea Court Water Infrastructure</i>	\$	21,000
Street Maintenance	Foster Avenue	\$	1,402,000
Capital Transit	Bus Shelter Replacements	\$	60,000
Areawide Street Sales Tax Priorities Total:		\$	<u>9,600,000</u>

**FISCAL YEAR 2027
 TEMPORARY 1% SALES TAX PRIORITIES
 Voter Approved Sales Tax 10/01/23 - 09/30/28**

DEPARTMENT	PROJECT		FY27 BUDGET
P&R - Facilities Maintenance	CBJ Building Maintenance	\$	2,000,000
Parks & Recreation	Lemon Creek Multi-Modal Path	\$	1,500,000
Parks & Recreation	Paving Repairs	\$	200,000
Parks & Recreation	Parks & Play Major Repairs	\$	800,000
School District	JSD Buildings Facility Maintenance	\$	1,000,000
Managers	Gastineau Ave Widening & Turnaround	\$	1,000,000
Managers	Affordable Housing Fund	\$	750,000 *
Managers	Childcare Funding	\$	500,000 *
Managers	Information Technology	\$	750,000
Managers	Restricted Budget Reserve	\$	2,720,000 *
Temporary 1% Sales Tax Priorities Total:			\$ 11,220,000

* denotes Operating Budget Funding

**FISCAL YEAR 2027
 MARINE PASSENGER FEE PRIORITIES**

DEPARTMENT	PROJECT		FY27 BUDGET
Docks	Waterfront Covered Shelter with Restrooms	\$	3,500,000
Port Development Fee Priorities Total:			\$ 3,500,000

**FISCAL YEAR 2027
 PORT DEVELOPMENT FEE PRIORITIES**

DEPARTMENT	PROJECT		FY27 BUDGET
Docks	Taku Seawalk Replacements	\$	3,000,000
Docks	Water System Upgrades	\$	750,000
Port Development Fee Priorities Total:			\$ 3,750,000

**FISCAL YEAR 2027
 STATE MARINE PASSENGER FEE PRIORITIES**

DEPARTMENT	PROJECT		FY27 BUDGET
Docks	Seawalk Extension	\$	9,000,000
State Marine Passenger Fee Priorities Total:			\$ 9,000,000

**FISCAL YEAR 2027
FACILITIES MAINTENANCE FUND**

DEPARTMENT	PROJECT	FY27 BUDGET
P&R - Facilities Maintenance	CBJ Building Maintenance	\$ 350,000
Facilities Maintenance Fund Priorities Total		\$ 350,000

**FISCAL YEAR 2027
BARTLETT HOSPITAL ENTERPRISE FUND**

DEPARTMENT	PROJECT	FY27 BUDGET
Bartlett Hospital	Deferred Maintenance	\$ 3,000,000
Bartlett Hospital	Aurora Infusion & Pharmacy Renovation	\$ 1,500,000
Bartlett Hospital	Security Enhancement Cameras, Crossing, and Lighting	\$ 723,000
Bartlett Hospital Enterprise Fund Total:		\$ 5,223,000

**FISCAL YEAR 2027
DOCKS AND HARBORS FUND**

DEPARTMENT	PROJECT	FY27 BUDGET
Harbors	Aurora Harbor Office Replacement	\$ 2,000,000
Harbors	North Douglas Boat Ramp Expansion	\$ 225,000
Water Utility (from Docks)	DT - Outer Drive Water Main Replacement (S Franklin - Thane)	\$ 201,500
Docks and Harbors Fund Total:		\$ 2,426,500

**FISCAL YEAR 2027
LANDS & RESOURCES FUND**

DEPARTMENT	PROJECT	FY27 BUDGET
Lands & Resources	Pits and Quarries Management, Infrastructure Maintenance and Expansion	\$ 100,000
Lands & Resources	Floyd Dryden and Marie Drake Major Maintenance	\$ 581,500
Lands & Resources Fund Total:		\$ 681,500

**FISCAL YEAR 2027
WASTEWATER ENTERPRISE FUND**

DEPARTMENT	PROJECT	FY27 BUDGET
Wasterwater Utility	9th Hill St/Indian St Sewer Infrastructure	\$ 500,000
Wasterwater Utility	MWWTP SBR Influent Valve Replacement	\$ 500,000
Wasterwater Utility	JDPT Aeration Basin and Digester Ventilation	\$ 500,000
Wasterwater Utility	MWWTP Pretreatment Improvements (FOG / Grit removal / Septage)	\$ 100,000
Wasterwater Utility	MWWTP AHU 107 Assessment	\$ 1,200,000
Wasterwater Utility	MWWTP Treatment Upgrades SBR Tank Rehab / Full Floor Aeration	\$ 500,000
Wasterwater Utility	Lift Station Upgrades	\$ 1,150,000
Wasterwater Utility	Flood Repairs - Skater's Cabin Liftstation	\$ 800,000
Wasterwater Utility	Pavement Management Program Utility Adjustment (Frame and Lid Replacement)	\$ 33,000
Wasterwater Utility	Areawide Collection System Repairs and Improvements	\$ 165,000
Wasterwater Utility	ADOT Road Construction project WW Util Repl.	\$ 550,000
Wasterwater Utility	Foster Ave Street Reconstruction	\$ 250,000
Wasterwater Utility	MWWTP Boiler Replacement	\$ 525,000
Wastewater Enterprise Fund Total:		\$ 6,773,000

**FISCAL YEAR 2027
WATER ENTERPRISE FUND**

DEPARTMENT	PROJECT	FY27 BUDGET
Water Utility	LCB Well Pump VFD Conversion and Programming	\$ 1,500,000
Water Utility	9th Hill St/Indian St Water Infrastructure	\$ 315,000
Water Utility	Upper Creek Street Douglas	\$ 600,000
Water Utility	National Park Rd Waterline Replacement	\$ 900,000
Water Utility	MOV Installations & Communications	\$ 750,000
Water Utility	Patricia Place Waterline Replacement	\$ 275,000
Water Utility	Potable Water Distribution Instrumentation	\$ 100,000
Water Utility	Fritz Cove/Mend Peninsula Water Replacement	\$ 100,000
Water Utility	Water Pipeline Condition Assessment	\$ 150,000
Water Utility	Salmon Creek Plant Filter Replacement	\$ 1,050,000
Water Utility	Salmon Creek Compressor Replacement	\$ 100,000
Water Utility	Water Infrastructure Building Painting	\$ 75,000
Water Utility	Chelsea Court Water Infrastructure	\$ 497,000
Water Utility	Crow Hill Pump Station Upgrades / Rehab	\$ 350,000
Water Utility	Glacier Hwy Ross to Salmon Ck Transmission Main Repl	\$ 250,000
Water Utility	Foster Ave Street Reconstruction	\$ 250,000
Water Utility	Yandukin Water Crossing	\$ 250,000
Water Utility	DT - Outer Drive Water Main Replacement (S Franklin - Thane)	\$ 250,000
Water Enterprise Fund Total:		\$ 7,762,000

ORDINANCE 2026-01 CAPITAL PROJECTS FUNDING TOTAL: \$ 58,716,000
ORDINANCE 2026-01 OPERATING BUDGET FUNDING TOTAL: \$ 3,970,000 *

(c) The following list, as set forth in the "City and Borough of Juneau Capital Improvement Program, Fiscal Years 2027-2032," are capital improvement projects identified as priorities proposed to be undertaken beginning in FY27, but are dependent on other unsecured funding sources. As the sources are secured, the funds will be appropriated:

**FISCAL YEAR 2027
AIRPORT UNSCHEDULED FUNDING**

DEPARTMENT	PROJECT		
Airport	E-1 Ramp Rehab	\$	6,000,000
Airport	RWY 26 MALSR	\$	6,700,000
Airport	MAGVAR Conversion	\$	400,000
Airport	Movement Area Markings	\$	250,000
Airport	Terminal Design	\$	800,000
Airport	Outbound Baggage Belt Upgrades Design	\$	100,000
Airport	Terminal Heat Pump Replacement	\$	300,000
Airport	Airfield Comprehensive Survey	\$	50,000
Airport	Gate 2 PBB Subfloor and Carpet	\$	50,000
Airport	Terminal DOAS-1 Replacement Design	\$	50,000
Airport Unscheduled Funding Total:			\$ 14,700,000

**FISCAL YEAR 2027
UNSCHEDULED FUNDING**

DEPARTMENT	PROJECT		
Library	Repair and Repaint Historic Buildings	\$	95,000
JSD	JSD Districtwide Security and Safety Upgrades	\$	2,000,000
Capital Transit	Bus Charging Infrastructure	\$	3,920,735.00
Capital Transit	FTA Grant - Bus Barn Upgrades	\$	2,264,000.00
Capital Transit	New Bus Maintenance Facility	\$	250,000.00
Harbors	Aurora Harbor Bathrooms	\$	500,000.00
Harbors	Statter Harbor - Zinc Anodes	\$	500,000.00
Unscheduled Funding Total:			\$ 9,529,735

Section 2. Fiscal Year 2027 Budget. It is the intent of the Assembly that the capital improvement project budget allocations as set forth in the FY27 pending Capital Improvements List in Section 1(b), above, not already appropriated, shall become a part of the City and Borough's Fiscal Year 2027 Budget.

Section 3. State and Federal Funding. To the extent that a proposed CIP project, as set forth in Section 1(c), above, includes state funding, federal funding, or both, the amount of funding for that project is an estimate only, and is subject to appropriation contingent upon final funding being secured. It is the intent of the Assembly that once funding is secured, these items will be brought back to the Assembly for appropriation.

Section 4. Effective Date. This resolution shall be effective immediately upon adoption.

Adopted this _____ day of June, 2026.

Attest:

Beth A. Weldon, Mayor

Breckan L. Hendricks, Municipal Clerk



MEMORANDUM

DATE: April 30, 2026
TO: Assembly Finance Committee
FROM: Alexandra Pierce, Visitor Industry Director
SUBJECT: Marine Passenger Fee Highlights

At the April 1 meeting, the Assembly Finance Committee received an initial presentation of the Marine Passenger Fee budget, this memo provides updates on the highlights of that discussion.

Covered Shelter with Restrooms: CBJ has received at least one request for additional downtown restrooms annually for the past several years, and more restroom space is a frequently discussed need among tour vendors and other dock workers. Additionally, there have been multiple requests for improved covered spaces for passenger staging. Currently, passengers queue under tents and in the stairwell for the Marine Parking Garage. This proposal is already partially designed and fulfills both those needs. The PWFC discussed the project on February 23, and Docks & Harbors held a public meeting to receive feedback on the project on April 7. The key concern is that funding this project effectively eliminates the possibility of constructing a future waterfront City Museum on the site. If the project is funded, the VITF (Visitor Industry Task Force) will also weigh in on the proposed project plan, size and elements.

Seawalk: With the Franklin to A.J. Dock project moving forward, CBJ staff recommends funding the Seawalk project to the greatest degree possible in FY27. This reduces the amount of debt service necessary to complete the project. The project is slated to start construction in spring of 2027 and staff is working on design, easements, and construction access with our partners along the Seawalk alignment. The project is at 35% design and environmental permits have been submitted.

Crossing Guards: Travel Juneau manages the contract for crossing guards. Last year, they put the crossing guard contract out to bid and JEDC was the successful proponent. JEDC applied with a project budget that was accepted by Travel Juneau. This year, they applied for additional funds for the program. JEDC proposed two levels of service, one at 9,100 hours and \$461,436 and one at 13,300 hours and \$626,844. Staff's recommendation is to fund the expanded program minus

JEDC's requests for funding of equipment and uniforms for total recommended funding of \$614,749. Staff also recommends that the project is funded at the higher level of service for the entire summer. This will cost an additional \$250,976 to fund for the remainder of FY26. Travel Juneau has \$151,248 left in fund balance for the crossing guard program, so funding the program at the higher level of service will require additional funding of \$99,728. This is new information and was not included in the initial budget.

Juneau Mountain Rescue (JMR): Over the past few years, multiple cruise passengers have gone missing and required Juneau Mountain Rescue's services. The \$20,000 line item represents an attempt to offset costs borne by rescuing cruise passengers. JMR has also submitted a request for equipment funding. CBJ and JMR are meeting with CLIA on April 30 to discuss how the cruise industry can support preventative measures and education to help solve the problem of the increase in cruise passengers getting lost on local trails. Staff will provide a verbal update on the outcome of this meeting.

At the April 1 meeting, several Assemblymembers expressed concern that several items that were funded in previous years were not in the proposed budget. Downtown Ambassadors and private dock funding were requested by the Assembly to be one time funding in FY26. The Downtown Ambassador request is \$75,000 and while private dock funding requests vary, the Assembly has historically funded \$30,000 for restrooms and \$150,000 for security per dock at private docks. The Assembly raised dockage fees for CBJ docks which took effect at the start of this summer season. One of the many conversations included no longer needing to provide MPF funds to any of the docks as they would all be charging an amount to cover the cost of providing the services. Following the approach of putting all local docks on an even playing field, funding private docks would also include equal funding for Docks & Harbors. If the Assembly decides to fund additional programs and services, including expanding funding for crossing guards for the remainder of FY26, the funds would be deducted from the Seawalk line item.

On a final note, there is currently a line item in the state capital budget for \$9 million from one account and \$6 million from another for shore power in Juneau using state CPV funds. This will greatly advance that project as long as this funding is not vetoed by the Governor. After the state budget is finalized, staff will come back with a shore power project update and discussion on the funding gap and options for completing shore power.

ATTACHMENT A

Key	Previously Funded
Fund	Discuss

Combined Passenger Fee Requests

Row #	File Attachments	Project	Amount Requested	Zone	Proposed to Fund	Notes	Staff Comment	
1	CBJ Department Requests							
2	CU Docks and Harbors	Docks/Harbors - Area Wide Port Operations	\$ 289,000.00	Zone A		ongoing maintenance and operating expenses	Funded with dockage fees	
3	CU Docks and Harbors	Docks/Harbors - Port Customs and Visitor Center Bldg Maint. Support	\$ 149,000.00	Zone A	Yes	maintenance funding	Fund	
4	CU Docks and Harbors	Safety Rail along Dock Face	\$ 2,100,000.00			new pedestrian guardrail from Marine Park to South Berth approach dock	Not an assembly priority	
5	CU Docks and Harbors	Dock Electrification	\$ 31,500,000.00	Zone A		AS & CT Dock electrification utilizing current CIP funds	\$13 million in CIP, looking for grant funding for the rest	
6	CU Docks and Harbors	Additional Personnel for Port of Call Access Control	\$ 315,000.00	Zone A	Yes	17 Part Time Limited Harbor Technicians	Security funding - for assembly discussion. Same as private docks if funded.	
7	CU Docks and Harbors	Lone Sailor Statue	\$ 100,000.00			Donation to Pioneers of Alaska - Igloo 6 (sponsor of the statue)	Not an assembly priority	
8	CBJ Docks & Harbors - Carl Uchytel	CU Docks and Harbors	USS Juneau Memorial - expansion	\$ 6,300,000.00		historical educational display and honor of sea going services	Not an assembly priority	
9	CU Docks and Harbors	Reestablishment of Emergency Vessel Loading Float	\$ 1,050,000.00			secondary emergency vessel mooring location to offload cruise ship passengers in result of mishap	Not an assembly priority	
10	CU Docks and Harbors	Relocation of Port Director's Office to New Aurora Harbor Facility	\$ 1,000,000.00			current office is month to month where Goldbelt is expressing a replacement that may or may not include suitable /affordable accommodations for Docks and Harbors	Not allowable under settlement	
11	CU Docks and Harbors	Waterfront Covered Shelter w/ Restrooms	\$ 3,500,000.00	Zone A	Yes	Downtown Waterfront Improvement	Fund	
12	CU Docks and Harbors	Taku Seawalk Replacement	\$3,000,000	Zone A	Yes	3400 sq ft - between Taku Smokeries and Fishermans Memorial	Fund	
13	CBJ Tourism	Seawalk	Seawalk extension	\$5,000,000	Zone A	Yes	Franklin to AJ Seawalk	Fund
14	CBJ CCFR - Andrew Pantiskas	AP CCFR ventilators	ZOLL Z Ventilators	\$ 30,485.00	Areawide	Yes	Extra ventilators stationed at cruise docks for transport	Fund
15	CBJ IT Department	Public WiFi	Operational expense	\$ 771,470.00	Zone A/B	Yes	Annual expense of cruise supporting wifi	Fund
16	CBJ Parks & Rec	Rainforest Trail	Major maintenance to passenger fee funded trail	\$ 500,000.00	Areawide		Trail originally built with passenger fees for tour use	Discuss
17	CBJ Transit	Enhanced operations	Operational expense	\$ 1,100,000.00	Areawide	Yes	Annual expense of supporting extra bus service for cruise	Fund
18	CBJ Utilities	Water System Upgrades	Service to cruise ship docks	\$ 750,000.00	Zone A/B	Yes	Completion of upgrade project started in FY26	Fund
19	Partner Grant Requests							
20	AGreen AJ dock	AJ Dock Port Facility Security	\$ 240,000.00	Zone A		required by USCG regulations to achieve compliance with MTSA and ISPS	For Assembly discussion - \$150K if funded	
21	AGreen AJ dock	Cybersecurity Facility Security Plan & Exercise	\$ 15,000.00			Plan to include assessment, designation and training, employee training, exercise / drills as required by MTSA	Use own dockage fees	
22	AGreen AJ dock	AJ Restroom Cleaning, Sanitation and Maintenance	\$ 30,000.00	Zone A		cleaning, maintenance, repairs, supplies and janitorial services at AJ Dock (cleaning 3 x day on ship days)	For Assembly discussion	
23	Andrew Green - A.J. dock	AGreen AJ dock	Mooring Line Dock Winch Replacement	\$ 320,000.00		replace 4 of 6 mooring line winches that have exceeded useful life - quote includes design/build mounting pedestal, winch, shipping & installation	Use own dockage fees	
24	AGreen AJ dock	AJ Uplands Fence Line Repair and Landscaping	\$ 30,000.00			Repair/replace AJ Dock fence line between dock entrance and tour coach staging area	Use own dockage fees	
25	AGreen AJ dock	Permanent covered AJ Shuttle Pavilion	\$ 570,000.00			similar in type, larger in scale to CBJ covered area built at Columbia Lot on the downtown side of AJ Shuttle	Use own dockage fees	

ATTACHMENT A

Combined Passenger Fee Requests

Row #	File Attachments	Project	Amount Requested	Zone	Proposed to Fund	Key	Previously Funded
						Fund	Discuss
Notes	Staff Comment						
26	AGreen AJ dock	Permanent covered AJ Shuttle Pavilion	\$ 775,000.00			replace canvas covered area & expand covered area to 18 lanes from current 10	Use own dockage fees
27	AGreen AJ dock	AJ Dock Safety Barrier Fence Replacement	\$ 340,000.00			AJ dock fencing around perimeter of barges...previously approved but reallocated in 2021/2022	Use own dockage fees
28	AGreen AJ dock	AJ Terminal, Security and Screening Facility	\$ 380,000.00			engineering and architectural work for indoor screening - replacing current makeshift outdoor spaces	Use own dockage fees
29	Andrew Green - A.J. dock AGreen AJ dock	AJ Uplands Modifications for Passenger Safety, Movement and Vehicle Staging	\$ 679,000.00			widening areas for pedestrian movement with clear distinctions of shuttle, tour and port facility operations	Use own dockage fees
30	AGreen AJ dock	Dock and Uplands Lighting Head Replacement to Motion Activated LED	\$ 48,000.00			replace existing lighting for passenger, vehicle areas, dock surfaces and working/restricted areas	Use own dockage fees
31	AGreen AJ dock	CCTV Security Camera System	\$ 325,000.00			to cover entire restricted area of port facility and adjacent uplands	Use own dockage fees
32 Franklin Dock - Kirby Day	KD Franklin Dock	Franklin Street / Dock Enterprises	\$ 180,000.00	Zone A	Yes	Franklin Dock - security and restrooms	For Assembly discussion
33 JEDC - Brian Holst	BH JEDC housing	Workforce Housing Loan	\$ 1,000,000.00			development/rehab yr-round workforce housing within walking distance of cruise docks	Not allowable under settlement
34 JMR - Marissa Capito	Marissa Capito JMR training and tools	Offset of expenses to JMR from cruise ship passenger rescues	\$ 20,000.00	Areawide	Yes	Includes: rescue training / certs; equipment/tools; outreach/prevention	Fund
35 JMR - Pat Dryer	PD drones	JMR - Mobile Incident Command & Aerial Response	\$357,000 - \$388,000	Areawide		purchase of a mobile incident command vehicle, public-safety unmanned aerial systems (UAS), portable emergency lighting, and ALMR-compatible radios	Discuss
36	LP TBMP	TBMP operations requests	\$ 46,965.00	Areawide	Yes	request letter \$46965 / budget outlines a total of \$46,655	Fund
37 Travel Juneau TBMP Program - Liz Perry	LP Travel Juneau 1 - Crossing Guard Program	Crossing Guard Program Reimbursement	\$ 39,500.00			Request to Reimburse	Fixed contract awarded in FY26
38	LP Travel Juneau 3 - Budget	JEDC V.1 - FY27 (Personnel Services)	\$ 614,749.57	Zone A	Yes	Proposed FY 27 Budget	Fund
39	LP Travel Juneau 3 - Budget	JEDC V.1 - FY27 (Equipment/Supplies)	\$ 12,095.00			Proposed FY 27 Budget	Fixed contract awarded in FY26
40 Travel Juneau Visitor Services Program - Liz Perry	LP Visitor Information Services	Visitor Information Services Program	\$ 312,200.00	Zone A	Yes	Visitor center facility staffing	Fund
41 Public Requests							
42 Andrew Dyke	AD Gold Creek restoration	Gold Creek Stream Restoration Feasibility Study	\$ 100,000.00			study viability of restoring Gold Creek - Cope Park to stream terminus	Not allowable under settlement
43 Andrew Park	Andrew Park Surf Wave	Gold Creek Surf Wave Initiative	\$ 3-5 million			engineered adjustable river surf feature	Use own dockage fees
44 Anjuli Grantham	AG water fountain	dock side water fountains/water bottle refilling	\$ 20,000.00			a water fountain at each dock for public use	There is a \$50K CIP for water bottle stations at existing CBJ water fountains, additional filling stations would require infrastructure upgrades.
45 Ashtyn Leana Aure	ALA un named	benefit cruise and residents	nothing offered			anything that would be open year round	Use own dockage fees
46	BW multiple	Seawalk extension		Zone A		AJ dock to Rock Dump	Project underway
47	BW multiple	Trail Maintenance & Signs				Valley bus stop at Back Loop to the Glacier	Not allowable under settlement
48 Bjorn Wolter	BW multiple	Electric buses				require four buses to be electric	Not within CBJ's authority
49	BW multiple	Increase Bus operations		Areawide		Fund enhanced transit annually	Has been funded since FY25
50	BW multiple	Brotherhood Park				Fund trail maintenance	Not allowable under settlement
51	BW multiple	Flood defense				tourist infrastructure protection	Not allowable under settlement
52 Christine Ermold	Christine Ermold waste management improvement	waste management / garbage access improvements	\$ 250,000 - \$ 750,000			make large dumpsters available / free and accessible by everyone	Not allowable under settlement
53 Chuck Cohen	CC bridge	Second Channel Crossing	\$ 50,000,000.00			Complete funding for second bridge crossing	Not allowable under settlement
54 Emily Kane	Emily Kane BRH	bolster hospital to the max	none given			no specific details of what it means to "bolster to the max"	Not allowable under settlement

ATTACHMENT A

Key	Previously Funded
Fund	Discuss

Combined Passenger Fee Requests

Row #	File Attachments	Project	Amount Requested	Zone	Proposed to Fund	Notes	Staff Comment
55	Emily Kane BRH	increasing public transportation in summer	none given	Areawide		generic - increase public transit during the summer	Has been funded since FY25
56	Heather Marlow	HW 16b				"pay off 16b however it's been manipulated for refinancing"	Not an assembly priority
57	Hilliard Lewis III	HL public restrooms	\$ 500,000.00	Zone A		5 new restrooms where there are none	Recommended to fund through Docks & Harbors request
58	James McCants	James McCante binoculars	\$ 320,000.00			Binoculars tour attraction	Not an assembly priority
59	Jim Parise	Jim Parise	\$ 100,000.00			suggesting a study - We keep hearing about the impact of how a decrease in cruise ship tourism would hurt Juneau families but a good use of the head tax would be to find out if that is actually true	Covered in Economic Impact Study
60	Joe Roth	Joe Roth Allen Marine left turn lane	\$ 10,000,000.00			widen roadway to provide bus/traffic turning lane that does not block north bound traffic with tour buses	DOT road, not allowable under the settlement
61	Joe Roth	Joe Roth Rip rap Montana Creek	\$ 300,000.00			Rip-rap - shore up road at Montana Creek from bridge to end of the road	Not allowable under settlement
62	Joe Roth	JR Bouy	\$ 500,000.00			3-4 buoys	buoys record cruise ship speed, fines can then be assessed to violators
63	John Wright	John Wright	none given			N/A	
64	Julie Staley	Julie Staley cross walk lighting				near downtown Sheraton 4 Points; Glacier Hwy near Breeze In and Glacier Hwy / Alaway Ave	DOT road
65	Karla Hart	Karla Hart Drone Mapping	\$ 100,000.00			limited pilot demonstration project	Not within CBJ jurisdiction
66	Kerry Crocker	KC Electric Shuttles	\$ 35,094.00			International Longshore and Warehouse Union integration of Cushman electric shuttles within the organization	Should be funded through longshore fees
67	LS Thane	streetlights	unknown			S Franklin St Dock to Mill Street	DOT road
68	laurie craig paid staff..	Paid Staff at Travel Juneau Visitor Centers	\$ 2,100,000.00	Zone A		paid staff at visitor information centers, kiosk downtown & at airport	Fund through Travel Juneau request
69	Larri Spengler	laurie craig paid staff..	\$150,000			additional to the current 1 x day trash disposal	Discuss with Engineering
70	laurie craig paid staff..	bear resistant cans	\$95,000	Zone A/B		bear resistant and easy for tourists to use	Funded in FY25
71	laurie craig paid staff..	Crossing guards	none given	Zone A		no additional details	Funded
72	Mark Johnson	MJ EMS	\$ 350,000 / year			additional staffed EMS ambulance to serve cruise ship passengers	CCFR work through cost allocation
73	Molly Hodges	Molly Hodges arborist	\$ 75,000.00			maintain downtown Evergreen Park and Cemetery Arboretum	P&R work through cost allocation
74	Morgan Johnson	Locals Lane	\$ 950,000.00			Alternative to DBA	Not allowable under settlement agreement
75	Nicole Lynch	Nicole Lynch ND to False Outer Point path	\$ 100,000.00			walking/bike path ND boat launch to False Outer Point	Not allowable under settlement agreement
76	Patrick McCormick	PM moorage	\$ 12,445.00			Reduce Moorage fee's	reduce moorage fee's for commercial fisherman
77	Paul DiCarlo	PD glof	none given			long term glacier flood solution	Not allowable under settlement agreement
78	Peter Metcalfe	PM JMPF	\$ 27,740.00	Areawide		additional funding to implement a 911 app - attachments on file include 4 letters of support	Discuss with JPD/CCFR
79	Rebecca Albert	RA trail safety	none given	Areawide		QR codes at trailheads to a video or bullet list of precautions - update what has been done before and add QR codes	Discuss with P&R - likely impact on staff time, not capital budget
80	Sally Saddler	Sally Sadler CBJ Dock Electrification	none given	Zone A		to reduce local and climate pollution from cruise ships in port	Recommended for grant funding pursuit
81	Sam Roche	SM multiple	none given			develop sidewalk barriers, signage and alternative pedestrian routes; additional crossing guards	Funding crossing guards, have CIP for signage, needs champion

ATTACHMENT A

Key

Previously Funded

Fund

Discuss

Combined Passenger Fee Requests

Row #	File Attachments	Project	Amount Requested	Zone	Proposed to Fund	Notes	Staff Comment
82	Sam Roche SM multiple	boardwalk / dock development	none given	Zone A		develop boardwalk facing businesses / restaurants alleviating clogged sidewalks/roadways	Seawalk key funding priority
83	Sam Roche SM multiple	Wifi infrastructure	none given	Zone A		improve downtown bandwidth of cellular services for emergency communications	Funded and implemented in FY26
84	Sandy Warner SW safety video	Outdoor Safety Video	\$ 30,000.00			using Outdoor Safety Video created in 2000, produced by KTOO - use similar partnerships and create an update	In discussions with cruise lines and JMR about how to promote safety
Total Recommended for Funding			\$ 15,969,869.57				

From: [Sally Bibb](#)
To: [Alexandra Pierce](#)
Subject: Support for Crossing Guard Program
Date: Friday, April 24, 2026 11:09:39 PM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Ms. Pierce,

I am writing to support the proposed funding of Travel Juneau and JEDC for the Downtown Crossing Guard Program from Marine Passenger Fees. I live on Thane Road and drive through downtown Juneau almost daily during the cruise ship season. The crossing guards are essential to pedestrian safety and the smooth movement of pedestrians and traffic in this busy area. They are the most important program that the City funds to help mitigate the negative impact of cruise ship tourism on me. I really appreciate how much better the program operated under JEDC management last year. Many of the issues we had identified in previous years were addressed.

I continue to observe that being a crossing guard is a difficult job, and I think that the people in these jobs need adequate salaries to make the job attractive, and they need supervision and mentorship to help support them in the conflicts they face in their job. The vast majority of pedestrians are respectful of the crossing guards, but I regularly see tourists ignore their directions, which sets up tension between pedestrians and drivers. This is a difficult position for the crossing guards to navigate.

Sally Bibb
5550 Thane Road

From: [Angela Imholt](#)
To: [Alexandra Pierce](#)
Subject: Marine Passenger Fees
Date: Thursday, April 23, 2026 6:01:40 PM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hi Alexandra,

I'd suggest directing MPF funds toward Juneau's core infrastructure, services that cruise ship passengers actively rely on, such as the hospital, EMS and rescue, water utilities, waste management, and public transit.

At a time when CBJ is facing budget shortfalls, priorities should center on essential systems rather than beautification projects. Juneau's natural beauty already speaks for itself; maintaining the infrastructure that supports both residents and visitors is the more pressing need.

Thank you for the opportunity share my perspective.

Angie

From: [Mark Luchini](#)
To: [Alexandra Pierce](#)
Subject: Public comment for Marine Passenger Fees
Date: Thursday, April 23, 2026 4:19:13 PM
Attachments: [image001.png](#)
[MIZ RFP coverage map.png](#)
[Wi-Fi coverage map updated by vendor 4-23-2026.png](#)
[2025 CBJ Bidding Review Board Decision-RFP25-190 Provision of Internet Services for JNU-MIZ.pdf](#)

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Effective stewardship of our waterfront funds requires a critical look at current project performance; the data provided herein demonstrates how transitioning to a local provider for the Maritime Industrial Zone Wi-Fi project will recapture over **\$1 million** dollars in budget capacity for the city.

In 2025, the city awarded the Downtown Maritime Industrial Zone Wi-Fi project to an out-of-town vendor, bypassing a proven local provider whose bid was significantly lower. Over the five-year project term, this decision will cost the city over **\$2 million** for the exact same scope of work. Despite a formal protest leading to a **unanimous vote** by the CBJ Bid Review Board to terminate the award—one of the reasons being that the pricing was not in the city’s best interest—the city chose to ignore the Board’s recommendation. Today, as of April 23, 2026, the project remains unfinished, with nearly 50% of the required Wi-Fi coverage area still non-operational. As the attached documentation shows, the city is not only overpaying significantly but is also failing to receive the services it contracted for.

The city’s \$749,000 expenditure in 2025 should not justify further overpayment. The table below demonstrates that scrapping the current contract today—even while absorbing the initial first-year loss—would save taxpayers millions of dollars over the project’s five-year duration. Even under a worst-case scenario where the city cannot transition until **2027**, the fiscal advantage of switching to Snowcloud Services is still very significant.

Original Pricing							Savings with Snowcloud Services
	Year 1(2025)	Year 2(2026)	Year 3(2027)	Year 4(2028)	Year 5(2029)	5 year Grand Total	
current vendor	\$749,000.00	\$771,470.00	\$794,614.00	\$818,452.52	\$843,006.10	\$3,976,542.62	
Snowcloud Services	\$863,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,663,000	+ \$2,313,542.62
Adjusted Pricing for remaining 4 years of project							
		Year 2(2026)	Year 3(2027)	Year 4(2028)	Year 5(2029)	4 year Grand Total	
current vendor		\$771,470.00	\$794,614.00	\$818,452.50	\$843,006.10	\$3,227,542.60	
Snowcloud Services		\$863,000	\$200,000	\$200,000	\$200,000	\$1,463,000	+ \$1,764,542.60
Adjusted Pricing for final 3 years of project							
			Year 3(2027)	Year 4(2028)	Year 5(2029)	3 year Grand Total	
current vendor			\$794,614.00	\$818,452.50	\$843,006.10	\$2,456,072.60	
Snowcloud Services			\$863,000	\$200,000	\$200,000	\$1,263,000	+ \$1,193,072.60

The most effective way to optimize the 2027 Marine Passenger Fee budget is to acknowledge the significant overpayment on this project and pivot to a more cost-effective local provider, thereby recapturing over a million dollars in funds for other critical projects.

Mark Luchini
907-789-7702





Proposed Zone B addition

Zone B

Zone B

Zone A

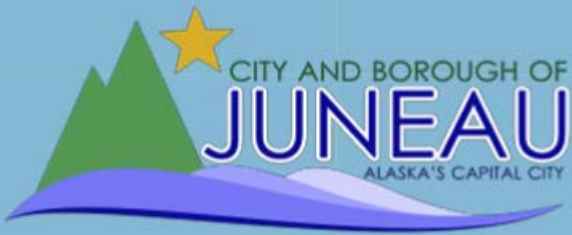
Zone B





**Free Public Wi-Fi services
brought to you by your cruise
ship passenger fee's. Current
coverage areas in yellow.**

**Operational hours 7 days a week
7am-10-pm, During Summer
Tourism Season**



**BEFORE THE BIDDING REVIEW BOARD
OF THE CITY AND BOROUGH OF JUNEAU**

In re:

Snowcloud Services LLC, Protestor.

Protest of: Provision of Internet Services
in the Juneau Maritime Industrial Zone,
RFP No. 25-190.

RECOMMENDATION TO GRANT PROTEST

I. Procedural History

On December 30, 2024, the City and Borough of Juneau (“CBJ”) Purchasing Division posted Notice of Successful Proposer for the Provision of Internet Services for the CBJ Juneau Maritime Industrial Zone (“Project”), showing North River IT Services Co. (“NRIT”) to be the apparent successful proposer and Snowcloud Services LLC (SCS) ranked second. SCS filed a timely written protest with the CBJ Purchasing Officer (“PO”) pursuant to CBJ 53.50.062. The PO denied the protest on January 21, 2025, and SCS requested review by the CBJ Bid Review Board (“BRB”). A hearing on the protest was held February 19, 2025. SCS¹ and the PO² participated in the hearing. The BRB deliberated in closed session on the afternoon of the hearing. By unanimous vote, the BRB has adopted this recommendation and the findings of fact and conclusions of law that support it.

II. Issue

Whether the PO erred by denying SCS’s protest and upholding the determination that NRIT’s proposal was responsive and responsible.

III. Summary Recommendation

The BRB recommends that SCS’s protest be granted and that NRIT’s bid be rejected pursuant to CBJC 53.50.062(m)(1)(b). Less formally it is suggested that the PO either consider the second-place

¹ Mark Luchini and Chris Ruschmann spoke on behalf of SCS.

² PO Renee Loree and IT Director Chris Murray spoke on behalf of the PO.

proposer or cancel the RFP. The BRB believes NRIT's proposal failed to address the necessary electrician requirements, failed to address the complexities and challenges of the job, and their proposal, including "if" statements, was nonresponsive to the request.

IV. Standard of Review

The City and Borough of Juneau ("CBJ") bid protest procedures are set out in CBJ 53.50.061-.080. The BRB is tasked with conducting fair and informal bid protest hearings and issuing recommendations that contain findings of fact and conclusions of law, based on "the provisions of [CBJ] Code interpreted in light of applicable state case law and generally accepted principles of government purchasing as set forth in standard treatises, decisions of the United States Comptroller General and similar authorities." CBJC 53.50.062(k) and (l). The protester has the burden of proof to persuade the BRB that the PO's response to the protest was erroneous. BRB Hearing Procedure ¶ 4.

V. Analysis of Evidence, Findings of Fact, and Conclusions of Law

The BRB has carefully considered the parties' presentations and the submitted evidence in this matter, including SCS's written protest and letter to the BRB, the PO's response to the protest, the Posting Notice of Successful Proposers and Evaluation Summary, the Request for Proposal No. 25-190, including Addendums 1-4, the proposal responses submitted by Alaska Communications (ACS), Boldyn Networks (Boldyn), ICE Services, NRIT, and SCS, and the score sheets completed by the evaluators.

Under CBJ's procurement code a contract for professional services of over \$50,000 must be awarded to a responsive and responsible offeror whose proposal is determined to be most advantageous to CBJ. CBJC 53.50.050(c)(3). A responsive proposer is one whose proposal conforms to the RFP in all material, procedural, and substantive aspects.³ A responsible bidder is one who proves they have the financial capacity and expertise to carry out the work.⁴ These definitions are nearly identical to those used in CBJ Purchasing's

³ 70 AMJUR POF 3d 97 §2.

⁴ 185 AMJUR POF 3d 161 §44.

“Attachment A, General Terms and Conditions”.⁵

BRB found NRIT’s proposal lacking in several areas. NRIT dismissed the challenges on this project altogether. One such challenge they failed to address is the requirement that licensed electricians work on electrical work covered by the National Electric Code. *See* 12 AAC 32.075 and AS 08.40. NRIT failed to identify what subcontractor would be doing that work. LinkUp Alaska, one of NRIT’s subcontractors, do not identify themselves as licensed electricians licensed to complete work under the National Electric Code, and therefore are not qualified to do the work.

NRIT proposes to tap into “respective light poles” but do not identify who owns the light poles or what obstacles there are to accessing them.⁶ The light poles in this area belong to ADOT, CBJ, or CBJ Docks & Harbors. Each of these proposed locations have different permitting processes, electrical configurations, and most likely different structural capacities that may, or may not, preclude their use for NRIT’s intended purposes. These can result in delays, system redesign, and increased costs if not accounted for in their project. NRIT’s one acknowledgement of needed electrical connectivity is a cut sheet of a Solis component that may (with permit approval and required electrical and structural analysis) plug into one variety of light poles, but certainly not others proposed by NRIT. Other light poles identified by NRIT need electrical circuitry to power their systems (i.e., ACS’s proposal). Other challenges NRIT failed to address is that ACS will need to run new lines, and the weather impacts to both installation and infrastructure. The failure to address these issues is misleading and non-responsive to the RFP.

As a comparison, ICE’s proposal provided a detailed understanding of the RFP in their proposal. ICE explained their current (nonexistent) backbone, laid out the challenges inherent in the project, and included the structural analysis necessary for this project. They provided acknowledgment that the rain in Juneau can cause the equipment to not function without direct line of sight and they addressed how they overcame that

⁵ See BRB Agenda Packet, p. 392.

⁶ BRB Agenda Packet, p. 239.

challenge in the design. SCS's proposal addressed their existing infrastructure and how they will access buildings for installing additional infrastructure.

NRIT's proposal has a lot of "if" statements. For example, "[t]he design relies on...", "[w]ith agreement from..." "[i]t is believed..."⁷ If the assumptions that accompany these "if" statements are incorrect then it will lead to extra costs and time. To be responsive to the RFP, NRIT should have investigated their assumptions, discovered the answers, and addressed the realities in their proposal, as other proposers did.

BRB notes that NRIT is outsourcing much of their work to other companies. This indicates they are not themselves experienced and qualified in providing this type of professional internet service. This is evidenced by their experience and qualifications section. The projects are primarily installing equipment rather than providing the required service. One of the example projects involved two of the companies they are working with, Cambium Networks and Frontera, but NRIT is not listed as participating in that project.⁸ NRIT indicates that they are using ACS as a provider and marked where ACS comes into the MIZ. NRIT will operate out of city hall according to their proposal. They fail to address how they will fix the equipment after hours if the equipment is inside the secured city hall. Their use of CBJ's firewall and ACS is nonresponsive to the RFP requirements.

Competitive bidding exists to further the public benefit and to protect taxpayers by ensuring the responsible use of public funds.⁹ To that end, the RFP must be accurate, complete, and "not so defective" in form or content as to exclude competition, to make the advertisement insufficient for bidders to accurately or timely respond to, and then to allow a bid to be awarded thereupon.¹⁰

The RFP itself in this case may have led to some of the failures by NRIT in their proposal. The

⁷ NRIT Proposal, Understanding & Methodology Section, p. 6; BRB Agenda Packet, p. 238.

⁸ NRIT Proposal, Experience & Qualifications Section, p.14; BRB Agenda Packet, p.246.

⁹ *McBirney & Associates v. State*, 753 P.2d 1132, 1136 (Alaska 1988).

¹⁰ 70 AMJUR POF 3d 97 §3.

pricing structure is confusing, and this is exhibited by the responses received. The protestor did a good job showing the differences in the pricing structures in their summary of the five-year estimates, which highlights that the companies are not all on the same page.¹¹ The table shows how each company priced their proposals to account for the infrastructure installation with the bulk of the costs being up front in the first year. If the companies were successful in continuing the contract throughout the potential five-year term, they included the cost to maintain the infrastructure and provide the service in the following years. This is converse to NRIT's proposal which inexplicably carries their costs over the five-year term. This results in the initial year being less than any other company, however NRIT's total five-year cost as proposed is more than double that of SCS. NRIT's five-year cost is approximately \$4 million versus SCS's at \$1.7 million. The next highest proposal is Boldyn at \$2.5 million. This gives a strong impression of manipulating the system by lowering the costs at the front end to gain an advantage over their competitors and secure the contract. The result is far greater cost to the CBJ beyond one year which is not in the taxpayers' best interests and is not "the most advantageous" proposal to the City and Borough, as required by CBJC 53.50.050(c)(3).

BRB is also concerned with the lack of transparency in the RFP regarding the funding of this project. Chris Murrey testified that companies had to do their own research on the funding source so they would know the amount available from the Marine Passenger Fees. The BRB finds this concerning in a public process. Rather than hide the available funding, the RFP should provide where the funding is coming from, how much is available, any restrictions on that funding, and what challenges there will be to continue funding in future years. Making the process more transparent would provide for more responsive proposals. The RFP could include a cost proposal that considers the entire potential cost of the project over five years to ensure apples-to-apples comparison of costs or ask for annualized costs to account for the possibility that funding does not continue.

While this contract is advertised as a service contract the BRB finds this project is a combination of

¹¹ See BRB Agenda Packet, p. 409.

construction and service contract given the work necessary to install equipment as well as provide the service. The specific and varied skills required for this project suggest that at least one evaluator should have engineering experience or at least understand the technical complexities of a public wi-fi project.

As established in Alaska law, competitive bidding exists to further the public benefit and to protect taxpayers by ensuring the responsible use of public funds.¹² The competitive bid system is not for the benefit of other bidders, and its requirements must be construed with the purpose of best advancing the public interest.¹³ It is well established that a court's determination of whether a bid is responsive is, first whether the bid varies in some material way from the advertised specifications, and, second, whether that variance gives a bidder a substantial advantage or benefit over the other bidders on the project.¹⁴ While the PO has the authority to waive minor proposal defects that result in no injustice or prejudice to the bidders as a group, if a proposal varies in a material way from the advertised specifications, and that variance gives a bidder a substantial advantage or benefit over other bidders on the project courts have been known to overturn the agencies action.¹⁵

The protestor has proven that the defects in NRIT's proposal are not minor. The failure by NRIT to address the complex challenges of this project as requested by the RFP, including electrical requirements, and sufficient experience and qualifications made their proposal nonresponsive to the RFP requirements. NRIT's divergent pricing structure gave them a distinct advantage over other bidders while at the same time penalizing taxpayers. The BRB acknowledges that the very things that made the NRIT's proposal unresponsive should have resulted in it receiving a lower score than the other bidders. The PO may want to consider reissuing the RFP and ensuring all evaluators are well versed in the necessary requirements of the project.

¹² McBirney & Associates v. State, 753 P.2d 1132, 1136 (Alaska 1988).

¹³ Id.

¹⁴ Am. Jur. 2d, Public Works and Contracts § 58. See Laidlaw Transit, Inc. v. Anchorage School District, 118 P.3d 1018, 1032 (Alaska 2005).

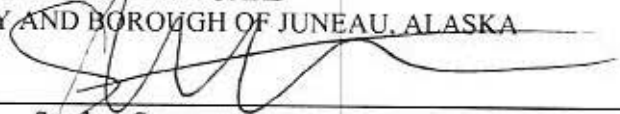
¹⁵ Sec 70 AMJUR POF 3d 97.

VI. Conclusion

The BRB finds the PO acted unreasonably in determining NRIT's bid was responsive. It further finds that the RFP was lacking in clarity and information. It recommends that SCS's protest be granted, that NRIT's proposal be rejected as nonresponsive under CBJC 53.50.062(m)(1)(b).

DATED this 5th day of March, 2025.

BIDDING REVIEW BOARD
CITY AND BOROUGH OF JUNEAU, ALASKA


By: Stephen Sorensen
Chair/Presiding Officer

From: [Maïke Undurraga](#)
To: [Alexandra Pierce](#)
Subject: Marine Passengers Fees: Bartlett Hospital
Date: Thursday, April 16, 2026 12:21:28 PM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear CBJ,

As a Juneau resident I would like to suggest that part of the Marine Passenger Fees be allocated to Juneau's Bartlett Regional Hospital. You are aware that during the tourist season pressure on CBJ facilities increases. This includes our community hospital, which has limited resources & staffing. Allocating funding towards staffing needs could help offset the increased demand on services that benefit a large number of cruise ship passengers who utilize our medical facility each year.

Thank you for your attention & consideration,

Maïke
Juneau, AK

From: [vicki campbell](#)
To: [Alexandra Pierce](#)
Subject: how to spend \$13 pax fee
Date: Sunday, April 12, 2026 11:04:22 AM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hi,

Please put as much money as possible towards cleaning up the constant and massive litter problem that Juneau has. I appreciate the few workers I see picking up small bits of litter in the downtown streets but the problem goes far beyond this minor effort and can't be managed by these few staff plus local volunteers alone.

Thank you,
Vicki

From: [Cynthia Krehbiel](#)
To: [Alexandra Pierce](#)
Subject: Public Comment Cruise Ship Passenger Fees
Date: Thursday, April 9, 2026 9:10:47 PM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

My priorities for the cruise ship passenger fees are:

- Offset additional expenses to JMR
- Improved downtown wifi
- Rainforest Trail maintenance

Thanks for your help on this.

Sincerely, Cynthia Krehbiel
Juneau, AK

If we can experience the moment we're in, we discover that it is unique, precious and completely fresh. It never happens twice. ~ Pema Chodron

From: jquigg@hollatzengineering.com
To: [Alexandra Pierce](#)
Subject: Cruise ship passenger funding for BRH
Date: Thursday, April 9, 2026 10:43:17 AM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear CBJ,

As a Juneau resident I would like to suggest that part of the Marine Passenger Fees be allocated to Juneau's Bartlett Regional Hospital. You are aware that during the tourist season pressure on CBJ facilities increases. This includes our community hospital, which has limited resources & staffing. Allocating funding towards staffing needs could help offset the increased demand on services that benefit a large number of cruise ship passengers who utilize our medical facility each year.

Thank you for your attention & consideration,

JoAnn Quigg and John Burick
16291 Oceanview Dr
Juneau, AK

From: [Shireen Taintor](#)
To: [Alexandra Pierce](#)
Subject: Marine Passenger Fees: Bartlett Hospital
Date: Thursday, April 9, 2026 10:24:39 AM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear CBJ,

As a Juneau resident I would like to suggest that part of the Marine Passenger Fees be allocated to Juneau's Bartlett Regional Hospital. You are aware that during the tourist season pressure on CBJ facilities increases. This includes our community hospital, which has limited resources & staffing. Allocating funding towards staffing needs could help to offset the increased demand on services that benefit a large number of cruise ship passengers who utilize our medical facility. At the very least data should be collected on the # of cruise ship passengers that utilize Bartlett Hospital each season.

Thank you for your attention & consideration,

Shireen
Douglas, AK

From: [Jeff Hoover](#)
To: [Alexandra Pierce](#)
Subject: Comments on 2026 Passenger fee requests
Date: Wednesday, April 8, 2026 7:47:15 AM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hello

I am making comments on the 2026 passenger fee requests recently listed in the Juneau Empire. These comments reflect my personal opinion and are not related to any employer I work for. I seasonally work for JEDC as a summer Juneau Ambassador. I mention this as I am on the Juneau docks from April through September appx 4 days a week so I see a lot of the tourism activity that occurs.

I generally support the proposed funded list but I wanted to make a few comments.

1. I don't see any CBJ police request on the entire list, but I believe additional CBJ policeman should be assigned in the downtown dock area. When I am out walking the docks, I see local residents who are either drunk, drinking alcohol or sleeping in the dock area. I don't know if all these residents are homeless, but I have seen unpleasant encounters with intoxicated residents and tourists. I think an expanded CBJ police presence (walking or on bicycles) would reduce the number of local residents that are either breaking the law or causing a disturbance.

2. I see the dock electrification project is expensive and is partially funded with a CIP project but more funds are needed. I think getting full electrification on the two CBJ docks should be high CBJ priority so cruise lines can turn off their power while docking in Juneau. I see no 2026 passenger fee funds are going to this important project. Running two cruise ships a day while in port can cause a lot of unnecessary smoke and exhaust pollution. My understanding is the two privately owned docks already have electrified docks so they are setting a good example for the CBJ to follow. I also see the comment that "grant funding" should be pursued. I don't know how realistic that comment is and it would be helpful if CBJ had a multiple year plan to fund this dock electrification project to make it a reality.

3. I strongly support expanding the Seawalk from the Franklin dock to the AJ dock (\$5 million) so more tourists can easily walk to town. The current situation is not good with the AJ dock as it puts a lot of tourists walking on the road and sidewalks and increases the number of busses running between the AJ dock and the Mt Roberts tram parking lot. Expanding the Seawalk should reduce the number of buses (less traffic and pollution) and increase the safety of passengers walking to town.

4. I support adding another bathroom downtown on the docks. I think public restrooms are limited and there should be some better signage on the docks to show the location of public restrooms. I see \$3.5 million is identified under a CBJ docks and

harbor project but it would be helpful to know where that will be located (hopefully near the Goldbelt tram area) and the details of the shelter. I see a lot of Facebook comments on how expensive a \$3.5 million dollar restroom is and I assume the proposed shelter will be using most of those funds. CBJ could improve the communication/marketing of this project with the residents by providing more details about the project.

5. I support other funded requests which include \$1.1 million for buses and \$771 thousand for Wi-Fi as I see the impacts on locals and tourists every time I am on the docks. Tourists are frequently using the local busses even though local resident workers recommend using other transportation methods. When more than 3 ships are in Juneau, the internet in the downtown core area becomes really SLOW and no one (tourists or locals) can successfully use the internet.

6. There are other unfunded requests that I support, but given that incoming revenues are less than the total requests, I am not commenting further.

Thank you for accepting comments on CBJ's proposed 2026 passenger fee requests.

Jeff Hoover
907-209-6263

From: [Fletcher Sewall](#)
To: [Alexandra Pierce](#)
Subject: Recommendations for use of Marine Passenger Fees for FY27
Date: Tuesday, April 7, 2026 11:29:27 PM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hello,

As a Juneau resident during the open public comment period, I would like to recommend that some portion of the marine passenger fees for FY2027 be allocated towards the maintenance and repair of hiking trails commonly used by cruise ship passengers, such as the East Glacier Trail. I encountered 8 guided tour groups comprised of at least 10 cruise ship passengers per group during the span of about 90 minutes that I walked along that trail on a weekend morning during the summer of 2026. This level of use during the summer season obviously generates wear of the trails that requires periodic shoring up of dirt and rock sections, clearing and resetting drainage ditches, repairing and replacing worn and broken wooden steps, bridges, and handrails, etc. The wear and tear is accelerated compared to what would result from solely local resident use of the trails. The financial burden of maintaining the trails that are heavily used by cruise ship passengers, whose numbers seasonally exceed that of local residents on some trails, should be shared.

Thank you,

Fletcher Sewall

From: [M](#)
To: [Alexandra Pierce](#)
Subject: Re: MPF Comment for Shelters and Restrooms
Date: Monday, April 6, 2026 10:57:47 AM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

M reacted via [Gmail](#)

From: [Linda Kruger](#)
To: [Alexandra Pierce](#)
Subject: Marine Passenger Fees
Date: Sunday, April 5, 2026 9:01:03 AM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

We need more restrooms, water fountains and water bottle refill sites. More benches would be nice too. Let's welcome our visitors with adequate facilities!

Linda Kruger
3042 Nowell Ave
Juneau
907-957-0335

From: [Holly Rose](#)
To: [Alexandra Pierce](#)
Subject: MPF
Date: Saturday, April 4, 2026 2:30:02 PM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hi Alexandra,

I'd like to offer a perspective on how Marine Passenger Fees (MPF) are being prioritized, particularly in relation to the impacts of tourism on vulnerable populations in Juneau.

Over the years, it appears that efforts have been made to shift the visibility of homelessness away from downtown areas that are most frequented by visitors. While this may improve the immediate tourism experience, it has had unintended consequences. Relocating services and populations to more residential areas has increased strain on neighborhoods and local businesses, while also reducing accessibility to essential services for individuals experiencing homelessness.

Juneau already has limited resources available for people in need, and further distancing those services from centralized, walkable areas creates additional barriers. At the same time, the cruise industry contributes significantly to the pressures on public infrastructure, public safety services, and the overall cost of living—factors that can indirectly contribute to housing instability.

I understand that MPF funds are legally designated for projects that support the visitor industry and mitigate its impacts. However, I encourage the Assembly to consider whether some proposed uses of these funds could more directly address the broader community impacts of tourism—including those affecting unhoused residents. Investments that reduce strain on neighborhoods, improve access to services, and support community stability ultimately benefit both residents and visitors.

I also recognize there may be legal constraints or past challenges related to how MPF funds can be used. Even so, I encourage the City to explore all allowable avenues to ensure that the impacts of tourism are being addressed in a way that reflects the needs of the entire community.

Thank you for considering this perspective.

Holly Adams

From: domadmin@juneau.org
To: [Alexandra Pierce](#)
Subject: New submission from TBMP - MPF Request Form
Date: Saturday, April 4, 2026 8:52:32 AM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Name
Diane Antaya
Email
antaya4@ak.net
I have read the settlement agreement
<ul style="list-style-type: none">• I have read the settlement agreement
Project Description Options
Write out Project Description
Project Description (Written)
A dedicated bike path OFF the roadway from downtown cruise ship docks to the Mendenhall Glacier for tourists to use as the rent/ride e-bikes. Small tourist children are riding high speed bikes in high traffic areas that are promoted as a "safe activity" for families to do as they visit Juneau. It is especially dangerous from the landfill to Fred Meyers with all sorts of commercial and local traffic using this industrial area. Many cities have dedicated bike paths. Anchorage, Durango, Ridgway, Boise, Tahoe, Eugene, Fort Bragg and more. E-bikes are a great way to enjoy a day in Juneau for cruise ship passengers. Why not make is a safe activity.
Project Budget
No idea
Conformance with the Settlement Agreement
It's for tours already being done, unsafely. Also it would allow more people to Safely get to the glacier while being active! It will keep tourists off the city buses. People want to see Juneau...and not just downtown. This will allow Them to do a familiar activity in a new beautiful area.

From: [M](#)
To: [Alexandra Pierce](#)
Subject: MPF Comment for Shelters and Restrooms
Date: Friday, April 3, 2026 8:35:18 PM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear CBJ Tourism Manager,

I support the current Marine Passenger Fee proposals. They're a good start.

That said, they don't go far enough.

We are losing a large, functional shelter at Marine Park and replacing it with a performance space. That leaves a real gap for basic, everyday use—especially in the rain. That needs to be made up for.

CBJ should commit to at least two new large covered shelters:

- One in the north to replace what's being lost at Marine Park
- One in the south, especially if the Archipelago Lot is developed

They need to be sized for peak cruise days. Small structures won't cut it.

Public restrooms should be included with these shelters. This is basic infrastructure and an appropriate use of Marine Passenger Fees.

On top of that, the City needs to plan for continued growth. Tourism is increasing, and new docks to the north will push more people into the downtown corridor. If we build only for current demand, we'll be behind immediately.

Bottom line: the current plan is a step in the right direction, and more needs to be done—not just to replace what's being lost, but to keep up with where Juneau is heading.

Thank you,
Michael Riederer

From: [Caitlin Riley](#)
To: [Alexandra Pierce](#)
Subject: Marine Passenger Fees (MPF) Suggestions
Date: Friday, April 3, 2026 6:37:07 PM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Miss Pierce,

I have been a long Juneau resident for the last eight years and I've seen the impact the cruise ships have had on our economy, our residents, and our community. I feel like we need to take these fees and invest them back into our community for the long-term versus short-term projects this year. We should focus our fees on funding our EMS programs and additional supports and services which can be encompass into this.

I work at the hospital for five years, and I saw the impact at the cruise ship industry has had on our EMS, the hospital, and the way that the community is able to react to an emergency. And you know we are not prepared for catastrophic event, multiple traumas, or multiple EMS calls. We are unable to fully staff our ambulances at this time and focus our priorities on our vital infrastructure to make sure that we are able to support the safety of everyone around us.

In addition, we need to invest money into Wi-Fi for downtown along with a campaign to encourage cruise ship patrons to use the Wi-Fi versus our cell phone coverage. On a good day, we are spotty at best. There are many times that we are unable to make calls, search for the infinite for what we need, or a perform basic functions. As a place that expects to boast the natural beauty of the world around us we are unable to support our basic needs.

We need to look at supporting all our additional docks and harbors as many cruise ship passengers wander down to those areas to see what the small boats have to offer and there is not basic safety in those areas. I understand under the settlement there is limitations on where these fees can be spent, but I think there needs to be a reevaluation of how we can use this support, our local economy, and town throughout the year and two invested at the baseline so that it is around for future cruise ship seasons.

Please feel free to reach out to me if you have any questions.

Thank you

Caitlin Riley
828-551-2822

Sent from my iPhone

From: [Bruce Griggs](#)
To: [Alexandra Pierce](#)
Subject: Cruise ship passenger fees
Date: Friday, April 3, 2026 3:48:45 PM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Mrs. Harris.

Hi Alex. I see parks are included in the acceptable realm of passenger fees. Does this include trails?

It seems to me that if this was allowed by the great overlords,(the cruise industry), then we should explore the possibility of building more trails. Or enhanced maintenance of existing trails.

For example, what about rebuilding the Montana creek to windfall lake trail? If substantial passenger fees were used to rebuild such a trail then it should be allowable to guide visitors on these trails. Even angry old hikers couldn't bitch about tourists on the trails if they paid to rebuild them.

This is just one of many possibilities.

Send me a request for an RFP and I'll enlighten you.

One of your many admirers and at your service,
Bruce

Bruce Griggs
(907)723-7851
Creative Development Inc
SJS Excavation Inc

From: [katherine.beatty](#)
To: [Alexandra Pierce](#)
Subject: cruise ship taxes
Date: Friday, April 3, 2026 3:13:05 PM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

How to spend it;
Libraries
Seniors
Education

From: [Meghan Tabacek](#)
To: [Alexandra Pierce](#)
Subject: MPF Comment from Trail Mix
Date: Friday, April 3, 2026 2:33:31 PM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hi Alex,

Trail Mix would like to offer support for the following projects listed on the Marine Passenger Fee proposed project list:

#16: Rainforest Trail, major maintenance to passenger fee funded trail.

#79: RA Trail safety, hiking education safety briefings.

#16: Trail Mix has received many reports on the degraded condition of Rainforest Trail. Minimal work has been performed by Trail Mix staff and volunteers over the past four years that has resulted in only band-aid solutions. MPF could be leveraged to repair and rebuild the trail to sustainable standards that are more climate and heavy foot traffic resistant.

#79: Trail Mix has been in discussion with Juneau Mountain Rescue and agency partners on resources we could provide to locals and visitors alike to increase trail safety. Support from MPF would enable us to dedicate staff time and resources to developing, printing, and installing signage in collaboration with land managers and JMR.

Thank you,
Meghan

--
Meghan Tabacek (she/her)
Executive Director
Trail Mix, Inc.
509.981.5755
www.trailmixinc.org

--
Living and working on Lingít Aaní

From: [greg capito](#)
To: [Alexandra Pierce](#)
Subject: Marine Passenger Headtax
Date: Friday, April 3, 2026 2:20:04 PM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

These funds should be allocated to enhance health, life and safety of visitors. This includes:

1. Police, fire, paramedic services and Bartlett Hospital.

Since these departments are chronically understaffed, MPF could be used for hiring bonuses and expansion of recruitment and training.

There are serious CBJ liability issues associated with these programs, so they are the top priority.

2. Maintenance

Adding 10,000 people per day to our population, also stresses our parks, streets, sidewalks and docks. Daily maintenance and litter control requires enormous manpower/ equipment and this situation has overwhelmed the city's maintenance capability.

(The Bishop Kenny Park is scheduled for cleaning every other year!)

MPF could be used to upgrade equipment and staff necessary to keep Juneau tidy and clean.

And

given the City's reduced revenue stream, the clever use of MPF could ease this fiscal burden.

3. Transportation

Downtown streets are congested with walking tourists, mixed up with double decker buses, commercial trucks and other vehicle traffic.

Sidewalks on South Franklin, (not designed for high volume traffic), are so crowded, visitors walk in the street, camera in hand, oblivious to the dangers of these passing vehicles.

Fund a study that focuses on ways to alleviate this congestion and enhance the safe movement of people.

4. Use MPF to examine and answer this basic question:

Will continued high volume tourism destroy the unique character of our Capital City, and its ability to provide visitors with a safe, authentic, Southeast Alaska experience?

Thank you...

From: [Chris Mertl](#)
To: [Alexandra Pierce](#)
Subject: Marine Passenger Fees (MPF) Comment
Date: Friday, April 3, 2026 12:29:15 PM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hello Alix

I reviewed the MPF request spreadsheet and saw that one request was for streetlights along the roadway from Franklin Dock to Mill Street; this was deemed unfundable because it is an ADOT road.

As a Thane resident who drives this corridor daily, I cannot emphasize the life, health, and safety aspect of this request enough. During September and October, cruise ship passengers walk in the dark along Thane Road, without lights, back to their ship at the AJ Dock. This creates a trip-and-fall hazard for passengers when walking in complete darkness and a collision hazard with vehicles. With the warming shelter at the Rock Dump in operation, patrons walk the road at all hours of the night to reach it, often without lights and in dark clothing. Many are forced to walk in the roadway because sidewalks are not plowed, or they use push carts to carry their possessions, creating a significant hazard to life in the event of a vehicle collision.

We both know the Seawalk extension will be coming online in a few years, but in the meantime, these hazards will persist without adequate lighting along Thane Road. Please partner with ADOT to find a lighting solution and provide MPF funding to make this project happen.

Thank you for your consideration.

Chris Mertl

4615 Thane Road

907-988-9000

From: [Lizzie Solger](#)
To: [Alexandra Pierce](#)
Subject: Marine Passenger Fees
Date: Friday, April 3, 2026 12:12:11 PM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

I hope the fees will be used for the following, in order of priority:

- Additional EMS staff
- Offset of expenses to JMR from cruise ship passenger rescues
- JMR - Mobile Incident Command & Aerial Response

Thank you.

--

Lizzie Solger

From: [Page Bridges](#)
To: [Alexandra Pierce](#)
Subject: Vital use of cruise ship money
Date: Friday, April 3, 2026 11:39:33 AM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

I live above the ships and with so many in port last year, I noticed an acrid smell. I found out it is from burning sludge. The air is full of micro metal particles that go directly into one's cells and cause damage. We have to live with this more than half the year.

Please use the money to create charging stations so the ships don't have to burn their fuel in town. Thank you! Page Bridges

From: [Megan Behnke](#)
To: [Alexandra Pierce](#)
Subject: please use passenger fees for crossing guard program
Date: Tuesday, April 28, 2026 9:14:45 AM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hello--

Please use cruise ship passenger fees for the crossing guard program downtown--it's such a wonderful program to keep our streets safe, to keep locals and visitors alike safe, and to keep downtown drivable and usable for locals and visitors alike. It is a great use of those funds and it directly benefits both the visitor experience and the ability of locals to live.

Thank you.
Megan

--

Megan Behnke
(she/her)

megan.i.behnke@gmail.com

I live and work in Lingít Aaní.



DATE: April 29, 2026
TO: Assembly Finance Committee
FROM: Angie Flick, Finance Director
SUBJECT: **FY27 School District Budget for May 6 AFC Meeting**

155 Heritage Way
 Juneau, AK 99801
 Phone: (907) 586-5215

The School District’s budgeting process involves many steps and deadlines. Their budget request was shared during a joint meeting between the Assembly and the Board of Education on March 18. At the Special Assembly Meeting on April 29th the Assembly set the amount of local funding for school district operations at \$35,801,900. Through this motion, the Assembly communicates the least amount of funding the school district will receive from CBJ.

The attached Ordinance 2026-02 “An Ordinance Appropriating Funds from the Treasury for the FY27 School District Operations” will be on the May 18 regular Assembly meeting for public hearing and action from the Assembly. It includes appropriation authority for expenses funded by CBJ for school operations, other sources of revenue as well as the above-the-cap funding from CBJ. This last component (\$2,109,000 Special Revenue) is the piece available for discussion or amendment this evening. The relevant page from the March 18 School District presentation has been included in this packet for your reference.

While we have scheduled discussion on Service Reductions for next week (May 13), there is an item associated with the JSD funding ordinance in the Service Reduction Summary presented on April 22nd. It is item number 29:

Service or Expense Reductions				
Item #	Agreement	Idea	Operating	One-Time
29	1	School District - reduce above-the-cap by \$115K, retains transportation, food, activity, and considers other state funding	115,000	

Due to the timing of the next Regular Assembly meeting, and the charter requirement to appropriate school district funding by May 31, it is recommended to resolve this last component of the JSD funding at tonight’s meeting and forward Ordinance 2026-02 to the full Assembly.

RECOMMENDED ACTION: Discuss, approve, deny or amend the funding for the school district beyond the set local funding for operations. The ordinance will be updated to reflect the amount approved tonight if different than requested by the school district.

CBJ - FUNDING REQUEST

#	Description	Proposed FY 2027	Original FY 2026	Over (Under)
K-12 INSTRUCTIONAL PROGRAMS				
100	General School Operating Fund	35,801,900	35,004,712	797,188
NON-INSTRUCTIONAL PROGRAMS				
K-12 Non-Instructional				
101	High School Activities	1,200,000	1,200,000	-
102	Middle School Activities	90,000	90,000	-
205	Student Transportation	409,000	200,000	209,000
255	Food Service	160,000	125,000	35,000
Subtotal K-12 Non-Instructional		1,859,000	1,615,000	244,000
Other Programs				
103	Learn to Swim	50,000	50,000	-
105	Pre-Kindergarten	-	250,000	(250,000)
215	Community Schools	200,000	200,000	-
Subtotal Other Programs		250,000	500,000	(250,000)
NON-INSTRUCTIONAL TOTAL		2,109,000	2,115,000	(6,000)
GRAND TOTAL		\$ 37,910,900	\$ 37,119,712	\$ 791,188

Presented by: The Manager
Introduced: April 1, 2026
Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2026-02

**An Ordinance Appropriating Funds from the Treasury for FY27
School District Operations**

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. Estimated Funding Sources. The following amounts are the estimated funding sources for the City and Borough of Juneau School District, for the fiscal year beginning July 1, 2026, and ending June 30, 2027. It is anticipated that these estimated funding sources will meet the appropriations set forth in Section 3 of this ordinance.

ESTIMATED REVENUE:

State Support	43,389,900
Federal Support	4,164,600
User Fees, Permits, and Donations	3,656,100
Student Activities Fundraising	1,835,300
Total Revenue	<u>53,045,900</u>

TRANSFERS IN:

General Governmental Fund School District Support:	
Operations	35,801,900
Special Revenue	2,109,000
Education Interfund Transfers	589,000
Total Transfers In	<u>38,499,900</u>

Less: Fund Balance Decrease 5,702,600

Total Estimated Funding Sources \$ 97,248,400

Section 3. Appropriation. The following amounts are hereby appropriated for the fiscal year beginning July 1, 2026, and ending June 30, 2027.

APPROPRIATION:

General Operations	81,814,400
Special Revenue	15,434,000

Total Appropriations \$ 97,248,400

Section 4. Effective Date. Effective Date. This ordinance shall be effective immediately upon adoption.

Adopted this _____ day of _____, 2026.

Beth A. Weldon, Mayor

Attest:

Breckan L. Hendricks, Municipal Clerk

General Fund

	Unrestricted Balance	Restricted Balance	TOTAL
FY26 Projected Ending Balance	20,730,865	17,349,548	38,080,413
FY26 Adopted Budget Revenue	196,166,239		
FY26 Adopted Budget Expenses	(203,899,039)		
FY26 One-Time Revenue	(667,000)		
FY26 One-Time Expense	6,365,580		
FY27 Budgeted Investment Income over FY26 Budget	1,886,600		
Department Revenue Increases	492,600		
Property Tax Revenue (decrease mill rate to cap, increased valuation)	110,498		
Sales and Tobacco Taxes general decline	(3,524,600)		
Sales Tax Exemptions - Operating	(6,600,000)		
Sales Tax Exemptions - Projects	(4,400,000)		
Salary/Benefits changes	(3,649,200)		
Vacancy Factor Adjustments	3,169,300		
CIP allocation to Restricted Budget Reserve	(2,720,000)	2,720,000	
CIP Allocation to Projects from Sales Tax fund	7,900,000		
Increased support for Cruise Lines and Passengers from dockage fees	1,986,200		
State Shared Fisheries Business Tax	400,000		
Increased allocation support from Marine Passenger Fees	348,200		
Other revenue increases	188,500		
Revenue reductions (Comm Assistance and MPF)	(789,100)		
Grant reductions	(1,081,300)		
Cost shift from state for JSD maximum local contribution	(797,200)		
Municipal Building Maintenance Fee	(650,000)		
Recurring lease reductions	621,200		
Cost allocation increase (full and CIP)	557,400		
Floyd Dryden Fac. Maint covered by lease revenue	633,600		
Misc. Commodities and Services Reductions	226,521		
<u>Non-Recurring Revenues/Expenditures</u>			
Reserved for Eaglecrest FY27 Budget		(2,847,500)	
Reduced MPF allocation for Transit	(200,000)		
Negotiated Lump Sum wage payments	(766,300)		
Long-Term Temporary CCFR Apprentices (3.84 FTEs)	(393,600)		
Office Space Lease Costs (half of year)	(380,700)		
Assembly Grants (HeatSmart and AEYC Parents aas Teachers)	(356,200)		
Travel and Training	(111,900)		
Transit UTA APC Software Implementation Costs	(109,900)		
All Other Departmental One-Time Costs	(165,800)		
Website Redesign (Not Fully Expended in FY26)	(50,000)		
EOC Outfitting	(50,000)		
GF Subsidy to Fleet Maintenance	(26,600)		
Change in Fund Balance	(10,336,001)	(127,500)	(10,463,501)
FY27 Projected Ending Balance - Proposed Budget	10,394,864	17,222,048	27,616,912
<u>FY26 Legislation</u>			
Ord 2025-01(b)(AF) - Emergency Sheltering Services	(208,487)		
Ord 2025-01(b)(AG) - View Drive (pending)	(558,000)		one-time
Ord 2025-01(b)(AI) - Summer Childcare Programs (pending)	(270,000)		one-time
Ord 2025-01(b)(AL) - Goldbelt RSA Repayment (up to \$9.5M) (pending)	(9,500,000)		one-time
<u>FY27 Legislation</u>			
New Business - Airport Request AARF Truck Lease (not yet introduced)	(162,000)		one-time
Potential Change in Fund Balance	(10,698,487)	-	(10,698,487)
FY27 Projected Ending Balance	(303,623)	17,222,048	16,918,425
<i>Updated as of April 28, 2026</i>			

By resolution, Restricted Budget Reserve balance should be:

24,172,000

Other Fund Balances Available for Appropriation

Minimum fund balances should be maintained in each fund to hedge against revenue forecast volatility; no fund balance should be reduced to \$0.

Unrestricted Funding Sources

Hotel-Bed Tax Fund	114,000
Affordable Housing Fund	2,517,100
Tobacco Excise Tax Fund	322,900
<hr/>	
Total Other Unrestricted Fund Balances	2,954,000

Restricted per CLIA Settlement Agreement

Marine Passenger Fee Fund	591,200
Port Development Fee Fund	344,300
<hr/>	
Total Other Restricted Fund Balances	935,500

Updated as of April 28, 2026

City and Borough of Juneau
Assembly Finance Committee (AFC)

FY27 Budget Calendar and Key Dates – updated 4/30/2026

April 1st – 5:30pm Special Assembly (intro)

- A. Mill Levy Ordinance
- B. CIP Resolution
- C. CBJ Budget Ordinance
- D. School District’s Budget Ordinance

April 1st – 5:45pm AFC Meeting #1

- A. Gondola Project Update
- B. Assembly Grants & Community Requests
 - a. Assembly Information Needs
- C. Marine Passenger Fee FY27
- D. Capital Improvement Plan FY27

April 8th – 5:30 pm – AFC Meeting #2

- A. SKIP

April 11th – 10:30 am – AFC Meeting #3

Saturday

- A. Budget Summary & Overview
- B. Public Engagement Report
- C. Initial Service Reduction Discussion

April 15th – 5:30 pm – AFC Meeting #4

- A. Listening Session

April 16th – Assembly Budget Reductions Due

April 22nd – 5:30 pm – AFC Meeting #5

- A. Service Reduction Summary
- B. Empowered Board Follow-ups
- C. Foregone Revenue
- D. Draft 3% Temporary Sales Tax Ordinance

April 29th – 5:30 pm – Special Assembly (Hearing)

- A. Mill Levy Ordinance
- B. CIP Resolution
- C. CBJ Budget Ordinance
- D. School District Budget Ordinance
- E. Motion to Establish Local Funding for School District Operations

April 29th – 6:00 pm – AFC Meeting #6

- A. Assembly Grants & Community Requests – United Way Follow-up
- B. Youth Activity Grant Funding
- C. FY27 Eaglecrest Budget

May 6th – 5:30 pm – AFC Meeting #7

- A. Info Only: Service Reduction Follow-up
- B. Manager’s Proposed Increments & Budget Amendments – For Action
- C. Capital Improvement Plan Amendments – For Action
- D. Passenger Fee Plan – For Action
- E. School District Budget – For Action

May 13th – 5:30 pm – AFC Meeting #8

- A. Foregone Revenue
- B. Service Reduction Continuation
- C. Eaglecrest Budget Amendments

May 18th – 6:00 pm – Regular Assembly

- A. Adoption of the School District’s Budget Ordinance

May 20st – 5:30 pm – AFC Meeting #9

- A. Pending List – For Action
- B. Set Mill Rates – For Action
- C. Final FY27 Budget Decisions
 - a. CIP Resolution
 - b. Mill Levy Ordinance
 - c. CBJ Budget Ordinance
- D. Bonds

May 27th – 5:30 pm – AFC Meeting #10

- A. Last day to decide on budget*

June 3rd – 5:30 pm – Regular Business AFC

- A. FY25 Audit Presentation

June 8th – 6:00 pm – Regular Assembly (Adoption)

- A. Mill Levy Ordinance
- B. CIP Resolution
- C. CBJ Budget Ordinance

Public hearings on the budget must be completed by May 1, per Charter Section 9.6

Assembly must determine school district instructional funding and notify district within 30 days of receipt of district budget (Charter Section 13.6(b))

Assembly must appropriate school district funding by May 31 (Charter Section 13.6(b))

Assembly must adopt Operating Budget, Mill Levy, and Capital Improvement Plan by June 15th or the manager's proposal is deemed adopted (Charter Section 9.7 & 9.8)



ASSEMBLY FINANCE COMMITTEE MINUTES

April 1, 2026 at 5:45 PM

Assembly Chambers/Zoom Webinar

<https://juneau.zoom.us/j/93917915176> or 1-253-215-8782 Webinar ID: 939 1791 5176

A. CALL TO ORDER

The meeting was called to order at 5:46 pm by Chair Woll.

B. ROLL CALL

Committee Members Present: Chair Christine Woll; Paul Kelly; Maureen Hall; Neil Steininger; Nathaniel (Nano) Brooks; Alicia Hughes-Skandijs; Ella Adkison

Committee Members Present Virtually: Mayor Beth Weldon; Greg Smith

Staff Members Present: Katie Koester, City Manager; Angie Flick, Finance Director; Adrien Wendel, Budget Manager

Staff Members Absent: Robert Barr, Deputy City Manager

Other Staff Members Present: Craig Dahl, Eaglecrest Special Project Planning Manager; Alexandra "Alex" Pierce, Visitor Industry Director; Emily Wright, Municipal Attorney

C. APPROVAL OF MINUTES

1. March 4, 2026 AFC Joint Meeting with Eaglecrest

The March 4, 2026 minutes were approved as presented.

D. AGENDA TOPICS

2. Export Manufacturing Exemptions

Finance Director Angie Flick stated that every year, organizations that meet the export manufacturing exemption criteria submit applications to the Assessor's Office who review them and bring those that meet the criteria to the Assembly Finance Committee (AFC) for approval prior to full Assembly approval (packet page 12).

Motion: by Assemblymember Hughes-Skandijs that the applications listed on the table on page 12 of the packet be approved.

Motion passed by unanimous consent.

3. Gondola Project Update

City Manager Katie Koester gave some context for the memo on packet page 20. After the last time Eaglecrest met with the AFC, they wrote a memo to Goldbelt asking if Goldbelt would be willing to extend the Revenue Sharing Agreement (RSA) and would be willing to participate in the Gondola and/or operating Eaglecrest. While a productive meeting was

held with Goldbelt leadership, Eaglecrest Board Chair Brandon Cullom, Mayor Weldon, and Ms. Koester, a response from Goldbelt is not expected until after their next Board meeting which will take place on Friday, April 3, 2026. In the meantime, Staff wanted to put the options into writing now, although the necessary information for decision making will not be available until after the Goldbelt Board meeting.

Ms. Koester added that in her opinion, it is reasonable to expect, as foreshadowed by Goldbelt, that the economic viability of Eaglecrest for Goldbelt is tied to their West Douglas operation, and it is with that in mind that they will be considering any options.

Ms. Koester requested that, as the Committee reviews Mr. Dahl's presentation, the members consider what directions and questions they can provide to Staff today to help determine the best option(s) for paying off the RSA and terminating the loan. All the decisions do not need to be made during today's meeting, but providing insights and questions will help staff and move the effort forward in deciding how best to pay off this \$9,000,000 loan.

Eaglecrest Special Project Planning Manager Craig Dahl joined the City Manager's Office last June to work directly for the City Manager on the Gondola project. At the time the project was stalled, and his role was primarily to locate the roadblocks, find resolutions, and move the project forward while providing transparency to the Assembly, which would include the business arguments for the project.

With the authority of the City Manager's Office, Mr. Dahl was able to engage with various departments impacting the project, the Eaglecrest Board, Eaglecrest management, and outside businesses to identify the next steps to get the project back on track.

The year long delay created a serious timing problem for meeting the project deadline as outlined in the RSA that required CBJ to deliver a working gondola by May of 2028. This deadline was in jeopardy if several key things didn't happen. The first was a Request for Proposal (RFP) for construction of the lower road which needed to be in place by the end of 2025 for construction to begin in early 2026. The second was an RFP for selection of the Construction Manager/General Contractor (CMGC), which was many months behind. The road RFP was done just as winter started, so that was on time. However, the CMGC was not selected until the end of January 2026, which was late in the process, leading to delayed estimates and delayed timing on the project.

A "Gondola Team" was assembled to get this project done. This group is comprised of CBJ employees including Alex Pierce, CBJ Visitor Industry Director; Alan Steffert, CBJ Project Engineer; Carleton Shorey, CBJ Engineer; Erin Lupro, Eaglecrest Acting General Manager; and Tracey Sunflower, Eaglecrest Marketing and Events Manager; plus Jim Calvin, who is a member of the Eaglecrest Board. This group met weekly to coordinate and review the status of actions in process, provide direction to the design team when necessary, and review the financial projections for the gondola and the related impact on Eaglecrest.

Additionally, there has been a design team in place since the beginning of the primary

design of the project. The design team is led by Sean Boily of Northwind Architects along with six other subcontractors, each with a specialty required for engineering and design of this project.

Mr. Dahl provided a review of the Gondola project history (starting on packet page 213). A summary of gondola project costs to date (packet page 217) has total project costs of \$9,445,000, total appropriated funds of \$12,722,000, leaving \$3,277,000 available to repay Goldbelt. If the project continues, there will be additional costs (packet page 218).

The CMGC's Rough Order of Magnitude (ROM) estimate of \$27,000,000 from Cornerstone General Contractors reported recently in a joint meeting with AFC and the Eaglecrest Board was much higher than the original projected estimate of \$7,000,000, resulting in a hard pause on this project while options are considered (packet page 219).

At this point, meeting the May 2028 deadline for project completion is unrealistic. This will trigger a repayment of Goldbelt's investment with 7% interest compounded monthly. The May 1st payoff amount would be approximately \$12,045,720, monthly accrual is about \$70,000 and increasing, and the net amount needed to repay Goldbelt is \$8,768,000 (packet page 220). Additionally, there are ongoing costs depending on whether Goldbelt or a third-party investor wants the currently designed gondola project (see packet page 221).

In terms of gondola project potential revenue projections, Juneau is in a unique position with over 1,700,000 cruise ship visitors plus independent travelers of 150,000 to 200,000 each year. Capturing a conservative number of these visitors to ride the Eaglecrest gondola would create a significant revenue stream that could subsidize Eaglecrest operations in years to come. Even with higher than anticipated construction costs, this could be attractive to an outside investor.

Mr. Dahl provided gondola revenue projection models based on changing gondola ride price, capture rate for target groups, and number of operation days for future time frames (packet page 224), operating expenses including personnel (page 225), and net operating revenue projections (pages 226-228). Net operating revenue projections range from \$3,645,000 to \$5,097,000 from FY29 through FY31 with future years net revenue of \$6,000,000 or more.

The Assembly and the Eaglecrest Board have decisions to make, including entering into a new agreement with Goldbelt or cancelling the RSA, continuing, yet pausing the project at the lowest possible cost, or stopping the project entirely and selling the gondola and all the parts (page 229).

Assemblymember Kelly disclosed for the record that both of his stepchildren are Goldbelt shareholders and that the City Attorney has confirmed that there is no conflict of interest.

Assemblymember Hughes-Skandijs asked about the ongoing costs and what costs would continue with pausing the project. Mr. Dahl responded that these costs vary depending on the chosen option. If the gondola project is discontinued and no one takes it over, the \$946,000 tariff and fuel surcharge for bringing parts here from Europe could be avoided. If

these parts are not shipped here, there would be additional savings of \$100,000 for unloading, staging, and inventorying these parts in Juneau, though some of this savings would be offset by expenses incurred by the agent in Canada who helped secure these parts. There is an additional \$7,000 that needs to be paid for an adjustment on the lower Eaglecrest road contract that was not included on the ongoing costs list.

Assemblymember Smith asked if the net revenue projections take Goldbelt's profit sharing into account. Mr. Dahl answered that there are different projections depending on the scenario, and the projections in the presentation do not factor in that cost. He added that his recollection of the projections for Goldbelt are between \$400,000 and \$750,000 per year. There are other projections based on if the money to complete the project was borrowed that factor in the debt service.

Assemblymember Kelly asked if there are estimates on how much could be recovered by selling the gondola and its parts. Mr. Dahl responded that they just received some estimated numbers yesterday and have not yet had a chance to review and analyze them.

Mayor Weldon asked for confirmation that if someone else buys the gondola, then the parts can stay in Europe. Mr. Dahl answered that yes, that is correct if someone buys the gondola for a location other than Juneau.

Assemblymember Steininger asked about the other projections including the debt service. Mr. Dahl answered that when they were creating these models, they were using a different debt number, not the \$27,000,000 that came out with the construction estimate. If they were looking at it now, it would be based on a \$27,000,000 investment.

Assemblymember Steininger asked if a projection could be made with a scenario that includes issuing revenue bonds to pay for the project with Eaglecrest moving forward with the gondola. Mr. Dahl said if that Staff provides the needed numbers that such a cash flow situation could be modeled.

Assemblymember Brooks asked about the storage fees if they decided to sell the equipment from its current location. Mr. Dahl answered that they are in process of looking into this, and at this moment there is indication that they have time without any additional storage fees, though some storage fees have already been incurred.

Assemblymember Smith asked about the ROM estimate from the CMGC of \$27,000,000 and if that is truly the expected price or whether it could be lowered. Mr. Dahl explained the CMGC process. Rather than just having an RFP to find a contractor to build the project, they needed a Construction Manager General Contractor who was supposed to be in place early enough in the design process to participate in the design. CMGCs may have inputs on efficiencies, as there are times when builders see things in ways that engineers and consultants do not, by virtue of their hands-on experience. The only cost estimate was from 2022. Engineering wanted a CMGC, however it took too long to secure one to participate in the design process. When Cornerstone was retained, the design was already 95% completed. The less time they had to look at the project, it could be assumed that the

higher estimate would be due to risk. The ROM was their best estimate of what they believe the cost would be based on the design. Staff gave them until today, April 1, 2026, to provide a Guaranteed Maximum Price (GMP), which would have been the price to use. Cornerstone, along with the City engineer, have not had enough time to explore different ways to cut costs, so the deadline has been extended to the end of April. The GMP is expected to come down somewhat, but not as much as would be hoped. In short, the ROM was a rough answer, and they have been given extra time to refine and improve that number.

Chair Woll asked what is included in this price. Mr. Dahl responded that this price is just for building the gondola project to get to the top of the mountain and does not include any other infrastructure such as restaurants, retail space, viewing platforms, restrooms, etc.

Assemblymember Hall asked at what point in the project would the parts that are still in Europe be needed. Mr. Dahl answered that the construction could be started without the additional parts but could not be completed without them. Assemblymember Hall asked if the parts are shipped through Canada, do the tariffs still need to be paid. Mr. Dahl answered that because the parts would eventually be entering the US to get to Juneau, that yes, the tariffs would apply.

Assemblymember Hughes-Skandijs asked about the gondola project projections and the ticket prices. Mr. Dahl said that the \$85 price per passenger is the wholesale price for the cruise ships, and \$45 is an estimate for local passengers. The \$85 was approved by Goldbelt two years ago. There is flexibility built in with this pricing and these prices could be amended.

Assemblymember Brooks asked, if it was known from the beginning that having a CMGC during the design phase was crucial, why was there such a delay in bringing one onboard until the design was 95% complete. Mr. Dahl stated that there were delays during each step of the project, however, one of the biggest obstacles was the Glacial Lake Outburst Flood (GLOF). The amount of work that it takes to bring a project to RFP in the marketplace requires dedicated time from CBJ's Engineering staff. When Mr. Dahl joined the project, everyone was aware and concerned about the gondola project, however, Engineering staff time was stretched thin due to the flood and several other large City projects that were demanding the attention of a limited number of Engineers. This situation caused both the road and the CMGC RFPs to be stalled. In the meantime, the other consultants continued their work to move things forward as they are a dynamic group.

Assemblymember Kelly asked a follow-up to Assemblymember Hall's question about the tariffs, and if the steel and aluminum tariffs were ones that were struck down or given expiration dates unless extended by Congress. Mr. Dahl said he does not have an exact answer, however, there has been conversation about delaying the shipment long enough that something may change with the tariff. The applicable tariff falls under Section 232 and was exempt from being struck down by the Supreme Court. Mr. Dahl noted that there was already a 25% tariff in place when the gondola parts were shipped, but they were classified as ski area parts and not charged 25% on any amount of steel. With the start of the 50%

tariff, US Customs started a very rigid inspection process.

Chair Woll asked for Mr. Dahl's opinion about the original gondola project cost estimate and how it grew from the original amount of \$7,000,000, which included a 4,000 square foot building and mountain coaster, to \$37,000,000 without the building and mountain coaster. Mr. Dahl stated that it is outside of his understanding how the original cost estimate numbers were determined. He added that looking at other projects that the City is working on at this time, there have been exorbitant cost increases across the board in terms of construction materials. This does not account for the huge gap but accounts for some of it. Due to ongoing cost increases, Engineering is now adding 7% annual inflationary increases on every project for which they are making estimates.

Chair Woll asked Ms. Koester if she would like address this topic based on her knowledge and opinion of the situation. Ms. Koester said that she has put a great deal of thought into this and has had conversations about how this would be a perfect case study in how not to do a public-private partnership. In her opinion, there were many contributing factors. She acknowledged that only a couple of the current Assemblymembers were part of the original decision, turnover of the Assembly, Eaglecrest Board members, and Manager's Office has resulted in no single person being responsible. One could say that the Eaglecrest Board is responsible as they advocated for the gondola project. One could also say that the City Manager is responsible as the City Manager is the one to hire the project engineer and ensure that project steps are completed on time. While both things are true, the project suffered due to turnover with the Eaglecrest General Manager (GM), and the RSA was signed two months before Ms. Koester was hired as City Manager. Although it was a collaborative project, the City Manager's Office looked at this as an Eaglecrest project and Eaglecrest looked at it as an Engineering project. There needed to be an individual who was being paid to run this project and keep it on track from the beginning.

Ms. Koester continued, stating that this was a high perspective of looking back at where things went wrong. She also believes that there were many different decision points where the Eaglecrest Board, the Assembly, the GM, the Project Manager, and herself made decisions that were based on the available information at the time. She provided the example of the decision to bifurcate the project into civil engineering for the road separate from the gondola project. The reason for that decision at that time was the rule that a project does not get started unless the project funds are appropriated. There was tremendous pressure to get this aspect of the project started, as there was no way to meet the deadlines without starting the road construction when it needed to happen. Ms. Koester felt at that time that the City has contractors capable of building this road, the road has been designed, and this part of the project could be completed. Therefore, she gave direction to start the road prior to the CMGC joining the project.

Ms. Koester also stated that in her opinion, government was not designed to work in the private business sphere. Government has too many processes, procurement procedures, and layers to operate efficiently in the private sector. She stated that this project has suffered from not having one person or entity who was going to ultimately be held responsible for its failure or success. In hindsight, this project should have slowed down,

and it is worth looking at all these decisions to use as learning points to avoid making these same mistakes in the future.

The Committee took a brief at ease.

Motion: by Assemblymember Hughes-Skandijs to direct staff to end the project and draft an ordinance for repaying Goldbelt and cancelling the Revenue Sharing Agreement.

Objection: by Assemblymember Brooks for the purpose of an amendment.

Amendment #1: by Assemblymember Brooks to amend the original motion to also provide direction to staff to investigate ending the Revenue Sharing Agreement while exercising all options of compensating Goldbelt besides strictly cash.

Amendment #1 passed by unanimous consent.

Objection to the Original Motion: by Assemblymember Smith as they are still awaiting information from the CMGC and a response from Goldbelt, so this project may still be viable.

Assemblymember Adkison stated that she supports this motion and wishes that it had been done sooner. She added that it is not an irreversible action and there will be time to gather additional information and options prior to voting on an ordinance.

Assemblymember Steininger agreed with Assemblymember Smith's opinion and stated that he believes that the gondola project has potential to be profitable. Looking at an expense of \$70,000 per month is not a large amount compared to underwriting Eaglecrest for \$3,000,000 every year.

Amendment #2: by Mayor Weldon to amend the original motion as amended to add "and ask Eaglecrest Board to continue searching for other project investors."

Objection: by Chair Woll.

Roll Call Vote on Amendment #2

Ayes: Weldon, Smith, Steininger, Hall, Adkison, Hughes-Skandijs, Brooks, Kelly

Nays: Woll

Amendment #2 passed. Eight (8) Ayes, One (1) Nay.

Original Motion as Amended: by Assemblymember Hughes-Skandijs to direct staff to end the project and draft an ordinance repaying Goldbelt and ending the RSA agreement, with additional direction to staff to investigate ending the RSA agreement while exercising all options of compensation besides strictly cash, and also ask the Eaglecrest Board to continue searching for other project investors.

Objection: by Assemblymember Smith for the purpose of asking a question.

Assemblymember Smith asked what Staff will tell the CMGC in terms of stopping or continuing refinement work on the project if this motion passes.

Ms. Koester responded that if this motion passes, then pending contract work including cost estimations, design work, etc., would be paused/terminated. Passing this motion would not cause the gondola cars or parts to be put up for sale. It would not be much different than what is happening now other than stopping the RSA.

Assemblymember Smith maintained his objection as his opinion is that some of this work, and particularly the refined cost estimate, is critical and should be continued for now.

Assemblymember Adkison spoke in favor of this motion. She stated that she would agree with previous speakers if there was a vote to end the RSA today. However, this is a vote to instruct Staff to write an ordinance to terminate the RSA, which gives the Assembly multiple options including passing, rejecting, or delaying this ordinance. Assemblymember Kelly supported this motion for similar reasons.

Chair Woll spoke in favor of the motion and added that if she could end the RSA today, that she would do so. She stated that she did not have a lot of trust in this project from the beginning and has less trust in it now, and she believes that the public feels the same way. She added that this is a classic case of the sunk cost fallacy. Considering how many other decisions and cuts will need to be made this year due to revenue cuts from last fall's election, she believes decisive moves to end these costs and the related compounding interest need to be made.

Roll Call Vote on the Original Motion as Amended

Ayes: Hughes-Skandijs, Kelly, Adkison, Weldon, Brooks, Woll

Nays: Smith, Hall, Steininger

The original motion, as amended, passed. Six (6) Ayes, Three (3) Nays.

Motion: by Assemblymember Hughes-Skandijs to direct staff to introduce the ordinance terminating the RSA agreement at the Special Assembly meeting on April 29, 2026, with discussion held at the May 4, 2026 Committee of the Whole, and public hearing at the Regular Assembly meeting on May 18, 2026.

Objection: by Mayor Weldon because this process will take some time and it is not fair to Eaglecrest to rush this process while they are working on gathering information.

Roll Call Vote on Motion

Ayes: Hughes-Skandijs, Kelly, Adkison, Brooks, Chair Woll

Nays: Mayor Weldon, Smith, Hall, Steininger

Motion passed. Five (5) Ayes, Four (4) Nays.

The Committee recessed at 7:44 pm.

The Committee reconvened at 7:58 pm.

Chair Woll noted that Eaglecrest has provided a proposed FY27 budget. Given decisions that were made tonight, some budget assumptions may change, and they may need direction to come up with a revised budget due to these changes.

Ms. Flick referred to the March 26, 2026 memo with the subject, "If A Gondola Stop or Pause, Then What About Eaglecrest's FY27 Budget?" (packet page 20). The purpose of this memo is to set the stage for discussion, direction, or no action, for the Committee to decide. Last year, assumptions for the Eaglecrest budget were agreed upon, including that the City should be in the business of operating a year-round mountain recreation area with the goal of Eaglecrest becoming self-sufficient and profitable soon. Based on this assumption, a \$2,500,000 deficit was allowed in Eaglecrest's FY26 budget due to the anticipated trajectory of the gondola project starting operations in FY28 paving a pathway to Eaglecrest's profitability. When allowing an operation to be in deficit, the City is required to reserve those funds, so the FY26 Eaglecrest deficit was passed by restricting a portion of the Restricted Budget Reserve.

Ms. Flick added that, considering the motions that were just made at this meeting, to end the gondola project as a City project and to create an ordinance to settle the RSA, the Body may choose to reevaluate the assumptions for Eaglecrest's FY27 budget, specifically whether another deficit year is appropriate with no future plan for profitability.

The FY27 budget that was approved by the Eaglecrest Board and included in the Manager's Proposed Budget has a deficit similar to last year's. If this budget proposal moves forward as presented, another reservation of funds on top of what already exists from last year will be required. The memo includes some options for the Committee in considering these circumstances (bottom of packet page 20 and top of page 21).

Ms. Flick noted that people have often suggested selling Eaglecrest. CBJ cannot sell Eaglecrest to a private entity or developer because the land on which it is situated is part of the Land Water Conservation Fund, which has many restrictions. One of these restrictions is that a government entity must be the owner. However, CBJ could outsource the operation of the recreation area to another organization. Ownership of parts outside of the land can be negotiated and a third-party operator could make structural changes to lifts, buildings, etc., following the appropriate protocols and permitting requirements. Eaglecrest staff are CBJ employees and changes to staffing levels must follow CBJ personnel rules.

There are many possible ways that such an agreement could potentially be arranged and negotiated. In any case, it is important to recognize that if there is not a financially sustainable plan for Eaglecrest, then the deficit model with reserved funds does not make sense. The Assembly has the authority to allow it. However, it would be fiscally prudent to direct Staff to prepare an ordinance to make a fund transfer from the General Fund Restricted Budget Reserve, or another account, to the Eaglecrest fund to repay the FY26 deficit and also to not run it at a deficit going into the future without a clear path to Eaglecrest's financial self-sustainability and profitability.

Assemblymember Hughes-Skandijs asked for clarification about the accounting actions that

need to be done to cover the deficit. Ms. Flick responded that the approved deficit monies were marked as unavailable from the Restricted Reserve Account as if they were already spent. If the Body provides direction to repay the deficit, the transfer will not further reduce the current Restricted Budget Reserve balance.

The original deficit was allowed with the expectation that future revenues from the gondola project would repay the deficit and over time, bring the Eaglecrest Fund from a deficit or “negative” balance to break-even and eventually into profitability. If the gondola project does not move forward and future profits are not anticipated, then an internal transfer of funds will be required to cover any deficit spending.

Mayor Weldon asked if the current deficit must be resolved now or if it can be carried forward while waiting for more information while decisions are ongoing. Ms. Flick answered that the Assembly has options including reserving General Fund dollars to cover the deficit to allow Eaglecrest Board more time to come up with a solution. The time frame is at the discretion of the Assembly.

Assemblymember Brooks asked what Staff needs in terms of detail in the refinement of assumptions. Ms. Flick answered that the goal for this meeting is to find out if the Committee wants to direct the Manager’s Office and/or Eaglecrest to prepare an alternative budget scenario anything such as documents, estimates, or projections, for the Committee to consider for FY27.

Motion: by Assemblymember Hall to direct the Eaglecrest Board to present a different financial sustainability model with review input from the Manager’s Office and to also explore the possibility of a revenue bond.

Objection: by Assemblymember Adkison because Eaglecrest is already uncertain about future profitability and they are in deficit and should not be moving forward taking on additional debt.

Objection: by Mayor Weldon for purpose of making an amendment.

Amendment #1: by Mayor Weldon to amend the original motion to include direction to the Eaglecrest Board to present an expenditure budget that is covered by the revenue Eaglecrest generates plus the \$930,000 General Fund subsidy.

Objection: by Assemblymember Smith for purpose of making an amendment to Amendment #1.

Assemblymember Smith stated that last year Eaglecrest moved to the CBJ pay scale to help them be more self-sufficient and to staff the mountain. A \$930,000 subsidy will not be enough for them to maintain operations and Eaglecrest will need more funding.

Amendment to Amendment #1: by Assemblymember Smith to amend the amendment to increase the General Fund subsidy from \$930,000 to \$2,000,000.

Objections: by Assemblymember Hughes-Skandijs and Chair Woll as the City needs to cut \$10,000,000 to \$12,000,000 from the budget and it is not fair to ask other areas to cut their expenses while subsidizing Eaglecrest's budget.

Roll Call Vote on Amendment to Amendment #1

Ayes: Smith, Hall, Mayor Weldon, Steininger

Nays: Hughes-Skandijs, Adkison, Brooks, Kelly, Chair Woll

Amendment to Amendment #1 failed. Four (4) Ayes, Five (5) Nays.

The Committee took a brief at ease.

Amendment #1 passed by unanimous consent.

Amendment #2: by Assemblymember Hall to amend the original motion to remove the revenue bond part of the motion.

Amendment #2 passed by unanimous consent.

Original Motion as Amended: by Assemblymember Hall to direct the Eaglecrest Board to present a different financial sustainability model with review input from the Manager's Office and present an expenditure budget that is covered by the revenue Eaglecrest generates plus the \$930,000 General Fund subsidy.

Motion as amended passed by unanimous consent.

Motion: by Assemblymember Steininger to provide direction to the Eaglecrest Board to investigate capital improvement investments and other investments that could lead to revenue generating opportunities, inclusive of financing options which may include revenue bonds, and present those ideas to a joint meeting of the Eaglecrest Board and Assembly by no later than November 2026.

Motion passed by unanimous consent.

4. Information Only: Updated AFC Budget Calendar - revised 03.26.2026

Ms. Flick stated that this meeting is the kickoff of the FY27 budget cycle, even though some things were done early this year. She added that the published CBJ meeting calendar shows an Assembly Finance Committee meeting every Wednesday through June 3, however, there will not be a meeting on Wednesday, April 8, 2026. April 11, 2026, will be an all-day Saturday AFC meeting starting at 10:30 am. April 15, 2026, will not be a regular AFC meeting, it will be an Assembly listening session for the public. On April 16, 2026, Assembly budget reduction submissions of up to \$2,000,000 are due. These will be treated like legislative priorities, they will get consolidated and aggregated and will be presented back to the Assembly on April 22, 2026. All the deadlines listed are plans and goals. The true, hard deadline for making all budget decisions is May 27, 2026 in this Committee to have the final ordinances and resolutions ready for the full Assembly on June 8, 2026.

5. Assembly Grants and Community Requests

a. Assembly Information Needs

Assemblymember Woll presented the Community Funding Request from United Way Southeast Alaska (UWSEAK) which she sponsored (packet page 23). UWSEAK is a Voluntary Organizations Active in Disaster (VOAD) Sustainability Program. This request is similar to last year's UWSEAK request. United Way is setting up a VOAD to coordinate nonprofit and other partners for disaster assistance. This sponsorship request is for a one-time grant in the amount of \$20,000 to help finish this process. This is an opportunity to ask questions of UWSEAK and they will provide answers at a later date.

Assemblymember Smith asked how realistic is it that this will truly be a one-time grant of \$20,000 for this purpose, and that the grantee won't come back next year asking for another \$20,000. He also asked how long it typically takes to set up a VOAD program like this and what are concrete examples of what solutions that they would provide.

6. FY27 Capital Improvement Plan (Deferred to the April 11, 2026, AFC meeting)

7. FY27 Passenger Fee Proposal

Ms. Koester reminded the Committee that this is an opportunity to ask questions and get information, and that there is still more time to make final decisions about the FY27 Passenger Fee Proposal.

Visitor Industry Director Alexandra "Alex" Pierce noted that it is a requirement in the CBJ Code of Ordinances (Code) to put the proposed uses of passenger fees out for public comment for a month. The Code, as written, has a very prescribed timeline that is challenging to meet with the requirements of the settlement agreement and the Assembly budget schedule. A press release will be made that details the opportunities for public input.

Ms. Pierce reviewed some highlights of the Passenger Fee Proposal Memo and Attachments (beginning on packet page 40). She pointed out that the spreadsheet document (Attachment A) has been sent to Cruise Lines International Association (CLIA) for approval. This document has color coding. The items in green are either funded through another process, have an appropriation in a Capital Improvement Process (CIP), or are being handled some other way.

Regarding the Passenger Fee process, usage of the three Passenger Fee Funds adheres to the settlement agreement. These funds are the Marine Passenger Fee, the Commercial Passenger Vessel Excise Tax, and the Port Development Fee. These three funds combine to make a \$13 per cruise ship passenger fee. Use of these funds is highly restricted and governed by the 2019 settlement agreement from the lawsuit between CBJ and CLIA.

This settlement agreement dictates how these fees can be spent in a mapped area. Zone A is the area directly around the docks; visitor-related services in this area are allowable uses.

Uses in Zones B and C uses are subject to discussion with and approval by CLIA, and the final decisions for any uses rest with the CBJ Assembly.

Traditionally volunteer services have been used to provide visitor services programs. Other ports in Alaska and worldwide do not typically use volunteers, and with the decline in volunteerism following COVID, and the volunteer corps in Juneau dwindling and aging, it has been a struggle to fill these volunteer positions. The Visitor Center has had to be closed on certain days due to lack of volunteers. The Visitor Center is in Zone A and is vital infrastructure for passenger services and it is critical that it be open and staffed.

Related to crossing guards, Goldbelt provided crossing guard services from the inception of the program until last year. Goldbelt was underperforming on the contract, there were complaints about the crossing guards, and Travel Juneau put out an RFP for a new crossing guard program contractor. The successful contractor from that RFP was Juneau Economic Development Council (JEDC). The JEDC proposal is an increase from the previous contract to run a successful crossing guard program and JEDC asked for supplemental funding of around \$39,000 to meet the full cost of running the program in FY26. They provided two proposals (packet pages 120-121). The higher cost proposal on page 121 includes a line for Profit, which Ms. Pierce stated could also be called "Contingency" rather than "Profit." Staff's recommendation is to go with the higher budget while funding for personnel services, but not for equipment. The equipment costs and the supplement to cover last year's expenses could come from the "Profit" line. Part of the Assembly's decision will be whether to fund Version 1 or Version 2 of the Crossing Guard Program, recognizing the equipment cost build in and the request for \$39,000 to cover their expenses from the previous summer.

Juneau Mountain Rescue (JMR) made a Passenger Fee request for the first time, as there have been a number of lost cruise passengers who needed rescuing/recovery primarily in the vicinity of the Tram, and this puts a lot of burden on this volunteer run, non-profit organization. JMR was asked to estimate how much it would cost to offset their expenses, and their response was \$20,000 with an additional request for equipment. These requests are within the Assembly's purview to be considered.

In terms of Capital Investment, there have been requests for more downtown restrooms, which is an identified need. There have also been requests for rain shelters for cruise passengers. Docks and Harbors put forward a project that accomplishes these two things. The challenge, as discussed by the Assembly Public Works and Facilities Committee (PWFC) on February 23, 2026, is that as designed and located, this plan would preclude the construction of a Waterfront Museum in this location (packet page 232). Docks and Harbors will be performing public outreach between tonight and May 6, 2026, including an open house on April 9 for public discussion, and this feedback will be available for the May 6, 2026 AFC meeting.

Last year, there were one-time funding items for different portions of the Seawalk as well as completion of the water system infrastructure serving the docks, so they are not presented in the FY27 Budget. Ms. Pierce clarified that with the increase in dockage fees,

the restroom maintenance and security services funding for Docks and Harbors was made as a one-time budget funding request as there had been questions about this funding. In the past, funding has been made for restroom maintenance and security services for private docks, and to be fair, if CBJ is providing funding to private docks it needs to also be providing such funding to Docks and Harbors and vice versa.

An additional FY26 one-time funding request was for Downtown Ambassadors, and there is a letter from the Downtown Business Association (DBA) for FY27 (packet pages 206-209). A funding request for the Downtown Ambassadors program was submitted yet not received via the email application system.

There is a \$50,000 CIP to generate signage for a Local's Lane project to entice cruise passengers into the upper part of downtown. This is not as much as was requested, and the Visitor Industry tried to work with DBA to fulfill the request to no avail. This is a project that needs a community partnership champion.

Ms. Pierce stated that despite opinions to the contrary, Passenger Fees are indeed municipal funds and they are highly restricted in terms of allowed usage. The court's decision in the CLIA suit was that Juneau could collect Passenger Fees, and that the use of them needs to serve the "cold, hard steel of the vessel," was problematic for both parties. Both the cruise lines and the City mutually recognized that providing valuable services and infrastructure to support a great passenger experience in Alaska's marquee cruise port was vital to shared success. To that end, the final decision on how the funds are spent rests with the Assembly. An argument can be made that things such as private dock infrastructure and Downtown Ambassadors fit within that intent.

Ms. Pierce stated that she will be advocating with the cruise line partners to return to the core principles of the intent of the agreement, which is to provide top-notch infrastructure and visitor services to the shared customers when they visit Juneau.

Assemblymember Steininger declared a potential conflict of interest. His partner submitted item number 74 on the list for consideration. He spoke with the attorney who did not see a problem with him continuing the discussion as they are not married and he does not have a financial tie to the project. However, it is up to the Body to decide. Chair Woll asked why there is not a conflict if there will be a financial benefit to the partner. Assemblymember Steininger stated that he is not involved in the project, and to his understanding, the project as proposed will not be paying his partner. CBJ Municipal Attorney Emily Wright stated that looking at Assemblymember Steininger's financial, business, and any direct involvement perspective, there is no connection between him and this project. If the partner were potentially going to receive any money from this project, Law would consider if there were going to be any financial gain to the Assemblymember. The partner is not receiving any money and if she were to receive any, their finances are completely separate, so in this situation, there is not a conflict of interest.

Assemblymember Kelly asked if Passenger Fees have kept pace with increasing costs in order to meet the needs of and support cruise ship visitors. Ms. Pierce responded that her

opinion is that they have. Passenger Fees are projected to bring in \$21,420,000 in FY27 (packet page 41). She noted that the Seawalk will need continued funding as it is an old structure and in need of major maintenance as well as expansion. At this time, she is not coming forward with a proposal to increase Passenger Fees.

Assemblymember Smith asked to be provided with the FY26 approved Passenger Fee Proposal. He also asked for clarification about the staffed Visitor Centers and the Downtown Ambassador program. Ms. Pierce responded that having paid Visitor Center staff allows more flexibility in what that program can do, and that this is a secondary reason to not recommending funding for the Ambassador program. The primary reason for not requesting funding for the Ambassador program is that the Assembly asked for it to be one-time funding last year.

Mayor Weldon asked about Juneau Mountain Rescue and if there are charges when people are rescued, and if so, are these charges adequate. Chair Woll answered that if someone goes to the hospital, they and/or their insurance provider are charged for medical expenses. If JMR rescues them, it is at the expense of JMR.

Assemblymember Adkison asked if the rescues are mostly taking place in the vicinity of the tram, is anything being done to make sure that people are less likely to need rescue in that area. Ms. Pierce responded that they have been talking with the cruise lines about what can be done in terms of educational campaigns. It is challenging to provide information to cruise passengers in a way that they consume and retain it. The issue of preventing the need for rescues has been discussed with CLIA and with JMR, however, there is not a solution at this point beyond recognizing this as a need.

Assemblymember Hall stated that she is concerned about the Ambassador program not being included in the proposal, as the DBA is not asking for much funding. Ms. Pierce answered that both the private docks and the Ambassador program were Assembly decisions to make these one-time funded projects last year. This essentially is a direction to Staff to not include these items in the request for the next year. It is within the Assembly's purview to add these items back to the proposal if they decide to do so.

Chair Woll asked for confirmation that the intent of the proposal is following the intent of the Assembly's last year decisions. Dockage fees were raised so that Docks and Harbors could pay for the restroom maintenance and security services with dockage fees rather than MPFs, and MPFs were removed from private docks. There has been some confusion about what the Assembly's final decision was. Ms. Pierce agreed and stated that she put the wrong thing into the CLIA submission, and she wanted to highlight these items that were made with one-time funding for last year and clarify that they are not in the FY27 proposal to alleviate this confusion.

Assemblymember Smith asked about the use of key waterfront real estate to put up bathrooms and a rain shelter at a cost of \$3,500,000, as opposed to something that could potentially be more useful and valuable there, and if the use of this space has been evaluated. Ms. Pierce stated that Docks and Harbors did conduct a planning exercise from

Marine Park to Taku Dock, and this structure is included within that plan. The appeal of this project, while it's still a high dollar value, is that significant design work has already been done, and is at 65%. Now they are moving forward with more updated public outreach because that plan is a few years old.

Chair Woll asked what the next project choice would be to use the bathroom/shelter funds for if the Assembly decided to cancel or delay moving on that project. Ms. Pierce answered that in her opinion, those funds would go into the Seawalk project as there are major capital needs, and also part of the reason why the capital investments section of the proposal is so stripped down this year. She added that she would also want to consult with Docks and Harbors on alternative locations for bathrooms downtown because this is a stated need and something that has been brought up in every MPF proposal since she has been in her position.

Assemblymember Smith asked about the water bottle fillers. It seems like a beneficial service, however, there are concerns about vandalism and maintenance. There is already a CIP for \$50,000. Ms. Pierce responded that the water bottle filling station project was impacted with the knowledge that there is not enough water supply to adequately provide them. The CIP was put in place by former Parks and Recreation (P&R) Director Shaaf, with the idea that this amount of funding would be enough to put filling stations in locations where there is currently water. With turnover in P&R, this project did not have a champion for a while. The new P&R Director Wheeler is enthusiastic about championing this project. Pricing out water bottle stations for the locations that Director Shaaf had selected can likely be accomplished with the \$50,000 CIP depending on the cost of labor, and if not, an additional request for funding will be made.

Assemblymember Hall asked, since the proposal is going out for public comment, whether it is set or can changes be made. Ms. Pierce answered that it is up to the Assembly if they would like to make changes or put it out for public comment as it is. Chair Woll added that the Assembly could also make changes later after it has gone out for public comment.

E. NEXT MEETING DATE

8. April 11, 2026 at 10:30 am

F. SUPPLEMENTAL MATERIALS

9. Gondola Project Status Presentation

10. Waterfront Restrooms Memo

11. Waterfront Museum Memo

12. Information Only: FY25 Financial Statement Publication

<https://juneau.org/finance/controller>

G. ADJOURNMENT

The meeting was adjourned at 9:52 pm.

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.

From: [Sean Rielly](#)
To: [Alexandra Pierce](#)
Subject: Passenger Fee requests
Date: Monday, May 4, 2026 1:01:02 AM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Greetings Alexandra,

I am writing to you regarding the passenger fee requests with brief comments specifically for requests that are not approved or up for discussion.

Please move all CBJ docks towards electrification and require all docks to have an electrical connection. Running cruise vessels generators while tied up are significant point source pollutants that our community, schools, homes and gardens don't need. With 5 ships in town that is an exceptional amount of air and water pollution with cumulative effects.

.Please fund the Rainforest trail. This was originally funded with passenger fees, and is in much needed repair. This is a great trail for locals and tourists and there is room to expand this trail network.

JMR - Mobile Incident Command & Aerial Response- With multiple SAR missions for overdue tourists and a number of deaths last year was tragic. Cruise industry strains our SAR and Medical Teams. Please support Medical and Search and rescue funds.

Gold Creek - Please consider making more improvements to Cope Park and Gold Creek corridor. I like the idea of the Wave park at the mouth of Gold Creek or further park improvements in the stream corridor. The sea walk does not really capture gold creek. There is a nice area West of the Creek along glacier ave across from Foodland that could be reasonably developed. There is already sidewalks and pedestrian crossings that are already in place for safety.

Cheers
Sean Rielly

From: [Kayla Harmon](#)
To: [Alexandra Pierce](#)
Subject: In support of funding crossing guards and feedback!
Date: Friday, May 1, 2026 5:19:01 PM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

My name is Kayla Harmon, and I am a Thane resident. I'm writing to encourage you to continue supporting funding for the downtown Crossing guards during the tourist season. I think this is a beneficial use of money for several reasons. First, it is the main artery in and out of a residential neighborhood in Juneau (Thane). Secondly, having good crossing guards and traffic management downtown increases the likelihood that residents will want to come downtown during the summer months. When traffic is flowing, it improves morale. And third, I think it's very beneficial for cruise ship buses and other transport vehicles to have adequate traffic management to help them get in and out of their stalls without choking up Downtown Roads. There have been many changes to crossing guards in recent years, and I believe that it is been vastly improved since JEDC took it over last July. It seems they have provided training that allows crossing guards not only to get pedestrians across the road safely, but also to read and anticipate traffic patterns so that cars can also get through. One of my major frustrations is being stopped at a crosswalk to let tourists cross when there are no cars behind me. With proper training, crossing guards can better manage traffic, both pedestrian and vehicular. If anything, I would encourage an increase in funding for education and the number of crossing guards at some of the busier intersections on both sides of the road. It's come to my attention that, many times, cruise ship passengers will walk across the street because there's a crosswalk, not necessarily because it's safe. With over 1.5 million tourists coming to Juneau, most of them on foot, it's essential that these passengers don't get hit by local vehicles. Thank you for your time, and take care!

Cheers!
Kayla Harmon

From: [Larri Spengler](#)
To: [Alexandra Pierce](#)
Subject: Thane supports funding crossing guards
Date: Thursday, April 30, 2026 11:02:56 AM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Greetings:

The Thane Neighborhood Association strongly supports the use of marine passenger fees to fund the downtown crossing guard program.

The system is working so much better since the change in management last summer. The crossing guards are essential to sanity downtown in the summer in the highly congested area so clogged with pedestrians and with buses and shuttles associated with the cruise ships.

Further they are a key to the newly developed plan for smooth access by ambulances, fire trucks, and police cars to and from the cruise ship docks and to and from the Rock Dump and Thane.

We urge that generous funding be continued for this program.

Thank you.

Larri Spengler

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Larri Irene Spengler
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