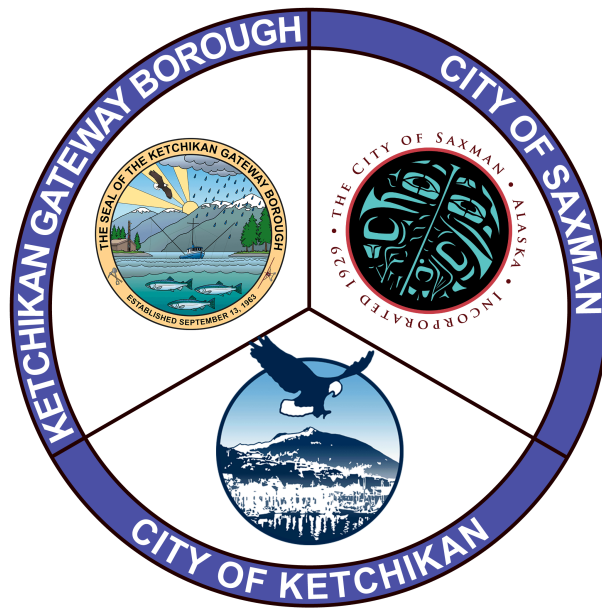


# The *Community* of Ketchikan

FY 2027



Policy Issue Requests for  
State Administrative or Legislative Action

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Priority & Infrastructure Capital Project  
Requests for Funding

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## KETCHIKAN GATEWAY BOROUGH

### BOROUGH RESOLUTION NO. 3146 CITY OF KETCHIKAN RESOLUTION NO. 25-2989 CITY OF SAXMAN RESOLUTION NO. 2025-09-03

**A Joint Resolution of the Assembly of the Ketchikan Gateway Borough, Council of the City of Ketchikan, and Council of the City of Saxman, Approving the Community's Fiscal Year 2027 Top 3 Priority Capital Project Requests for State Funding and Policy Issues for Submission to the Governor and Legislature.**

#### RECITALS

- A. WHEREAS**, the Ketchikan Gateway Borough, the City of Ketchikan, and the City of Saxman have identified several projects of a critical nature that have no immediate funding sources; and
- B. WHEREAS**, each of the projects included on the prioritized list meets at least one of the following criteria:
1. Projects that have already been started and need to be completed;
  2. Projects that create jobs;
  3. Life, safety and health improvement projects; and
- C. WHEREAS**, each year Community officials advocate for State funding for projects that benefit the residents of the Community; and
- D. WHEREAS**, at the request of the Alaska Legislature, the identified projects are submitted into the Legislature's Capital Project Submission & Information System (CAPSIS); and
- E. WHEREAS**, the Borough, City of Ketchikan, and City of Saxman are also responsible for providing necessary services to their citizens; and
- F. WHEREAS**, certain actions of the State of Alaska are needed to implement policies which directly affect the municipalities' ability to carry out those necessary services to their citizens; and
- G. WHEREAS** the Borough Assembly, City of Ketchikan Council, and City of Saxman Council find it is in the best interest of their citizens to urge Governor Dunleavy and the members of the Alaska State Legislature to take legislative and/or administrative actions on the policy issues addressed in this resolution; and



Urging Fiscal Impact Analyses of All Proposed Legislation to Assess Potential Costs to Local Governments to Avoid Unfunded Mandates

**Section 3.** The respective Governing Bodies hereby authorize the Managers and Administrators to submit the capital project priorities as appropriation requests and the policy issues as requests for administrative and/or legislative actions to the Governor of the State of Alaska and to the Alaska State Legislature

**Section 4.** The respective Governing Bodies hereby authorize the Managers and Administrators to submit the full list of municipal, school and infrastructure projects into the Legislature's electronic capital project database (CAPSIS).

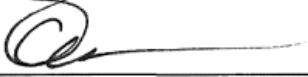
**Section 5.** Effective Date. This resolution shall be effective upon adoption by the Ketchikan Gateway Borough Assembly, Ketchikan City Council, and Saxman City Council.

ADOPTED by the Borough Assembly the 15th day of September, 2025.

ADOPTED by the Ketchikan City Council the 18th day of September, 2025.

ADOPTED by the Saxman City Council the 17th day of September, 2025.

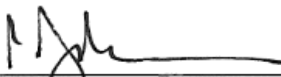
**Ketchikan Gateway Borough Signatures:**

  
\_\_\_\_\_  
Rodney Dial, Borough Mayor

ATTEST:

  
\_\_\_\_\_  
Kacie Paxton, Borough Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Glenn Brown, Borough Attorney

**City of Ketchikan Signatures:**

  
\_\_\_\_\_  
Robert Sivertsen, City Mayor


ATTEST:

  
\_\_\_\_\_  
Kim Stanker, City Clerk

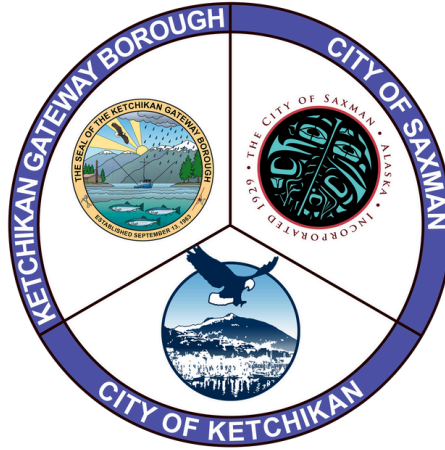
**City of Saxman Signatures:**

  
\_\_\_\_\_  
Frank Seludo, City Mayor & Administrator

ATTEST:

  
\_\_\_\_\_  
Ginger McCormick, City Clerk

# Greater Ketchikan Community Policy Issues & Capital Priority Projects FY2027



## The Top Community Policy Issues are Listed Below

Page	
Urging Continuance of the Commercial Passenger Vessel Tax Program and Continuance of the Current Arrangement for Sharing of the Excise Tax	9
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Urging the Alaska Department of Transportation and Public Facilities to Implement Pedestrian Safety Improvements Along Tongass Avenue	11
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Urging the State to Transfer into Borough Ownership Certain Real Parcels of Land Owned by the Alaska Department of Natural Resources per ADL's 109314 and 234300, and to Transfer into Private Ownership Any Other Parcels of Land Owned By Various State Agencies that are Suitable for Developing Housing	15
Urging Fiscal Impact Analyses of All Proposed Legislation to Assess Potential Costs to Local Governments to Avoid Unfunded Mandates	16
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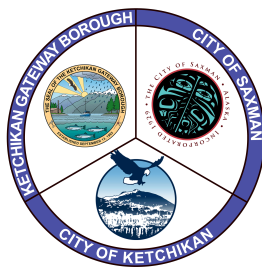
## FY2027 Ketchikan Community Capital Priority Projects are Listed Below.

### These Projects are Entered Into CAPSIS

Project	Municipality	Agency Priority	Funding Request	Page No.
Ketchikan International Airport Replace Small Passenger Vessel Supporting Link to Gravina	Ketchikan Gateway Borough	1	\$28,500,000	19
Wastewater Treatment Permit Compliance Upgrades	City of Ketchikan	2	\$10,000,000	21
Saxman Water Line Replacement	City of Saxman	3	\$10,000,000	23
Ketchikan International Airport 4th & 5th Floor Exterior Improvements	Ketchikan Gateway Borough		\$1,900,000	25
Ketchikan International Airport ARFF & SRE Building Pavement & Fuel Storage Project	Ketchikan Gateway Borough		\$2,200,000	27
Mud Bight Road Construction	Ketchikan Gateway Borough		\$5,000,000	29
Forest Park Drive Road Upgrades	Ketchikan Gateway Borough		\$3,500,000	31
North Tongass Fire Station 6 Ward Cove Auxiliary Building	Ketchikan Gateway Borough		\$3,000,000	33
Gateway Recreation Center Expansion	Ketchikan Gateway Borough		\$3,000,000	35
Ketchikan Lakes Alternative Raw Water Supply Piping	City of Ketchikan		\$2,000,000	37
Park Ave. & Harris St. Road, Sewer, and Water Main & Ketchikan Creek Flood Hardening	City of Ketchikan		\$14,000,000	39
Water Street Water Main Replacement	City of Ketchikan		\$3,500,000	41
Tongass Avenue Water Main Replacement	City of Ketchikan		\$3,500,000	43
Beaver Falls Powerhouse Switchgear Replacement Design	City of Ketchikan		\$750,000	45
Ketchikan International Airport Power Upgrade	City of Ketchikan		\$750,000	47
Ketchikan Lakes Utilities	City of Ketchikan		\$3,500,000	49
Spruce Mill Promenade	City of Ketchikan		\$2,467,500	51
Ketchikan Fire Station No. 2 Replacement	City of Ketchikan		\$15,000,000	53
Stedman Street Restrooms	City of Ketchikan		\$1,904,000	55
Port of Ketchikan Electrification Feasibility Study	City of Ketchikan		\$250,000	57
Public Safety Building	City of Saxman		\$3,850,000	59
Totem Harbor Planning	City of Saxman		\$6,230,522	61

# Community of Ketchikan Fiscal Year 2027

## Policy Issues for State Administrative or Legislative Action



### Community Policy Issue

## Encouraging Continuance of the Current Arrangement for Sharing of the State Excise Tax on Commercial Passenger Vessels (CPV)

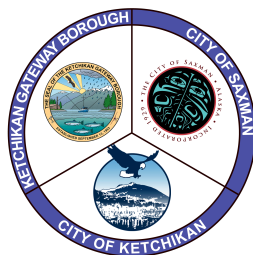
The community of Ketchikan encourages continuance of the current arrangement for sharing of the State Excise Tax on Commercial Passenger Vessels.

The community of Ketchikan expects to welcome and serve more than 1,400,000 excise-tax-paying cruise passengers each year, more than 100 cruise passengers for every resident of the Ketchikan Gateway Borough. State Commercial Passenger Vessel excise tax proceeds shared with the Borough and City are crucial in funding essential services to those visitors. These funds are used to finance capital improvements and vital services that directly benefit passengers and cruise ships that moor at four berths at the Port of Ketchikan and two berths in Ward Cove.

Continuance of the current arrangement is critical to the City of Ketchikan's need to meet debt service obligations and to provide funding for future waterside and upland improvements. As vessels increase in size, further strain is placed on Port of Ketchikan infrastructure, which much be maintained or enhanced to accommodate larger ships. Corresponding increases in passengers necessitate solutions to pedestrian and vehicle congestion along the Port and throughout downtown, additional restrooms, improved directional signage, and other uplands improvements to enhance safety and the visitor experience.

Continuance of this funding is also critical for the Borough to provide emergency medical services outside the City of Ketchikan municipal limits and transportation services which allow for the safe movement of passengers to and from the berths. The Ward Cove docks became operational in 2021, and EMS service to 350,000 passengers is provided by a service area of approximately 3,000 residents. Serving the ships and passengers has necessitated expansion into a second building and doubling the full-time response staff.

# Community of Ketchikan Fiscal Year 2027 Policy Issues for State Administrative or Legislative Action



## Community Policy Issue

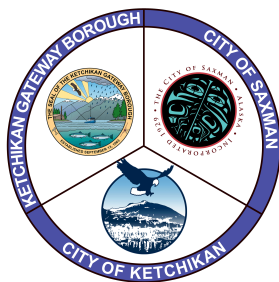
### Urging Continuance of Funding for the Alaska Marine Highway System (AMHS)

The Community of Ketchikan urges the State of Alaska to continue funding for the Alaska Marine Highway System (AMHS). As noted in the 2024-2027 Alaska Statewide Transportation Improvement Program (STIP), “Alaska’s waterways are essential for transportation, especially where road access is limited or nonexistent. Enhancing these services is crucial for the mobility of residents and the transport of goods.” The continuation of the AMHS ferries is crucial for the economic viability of Southeast Alaska communities, and specifically for Ketchikan.

Further, the Community of Ketchikan urges the following:

- a) “All ships, all the time.”
- b) Continued efforts to increase planned service weeks and port calls, eliminate remaining service gaps, and provide consistent service levels to all communities throughout the year.
- c) Additional increases in the AMHS capital budget to minimize interruptions of service as a result of vessels being out of service for unplanned maintenance.
- d) Supporting the expansion of services on the AMHS Bellingham Ferry Route and legislation establishing regional transportation planning organizations as called for in Borough Assembly Resolution 2302.
- e) Promoting the priority of close economic, social, and cultural ties with Prince Rupert by upgrading or designing new ferries to be SOLAS compliant and working with the City of Prince Rupert or other appropriate organizations to repair or replace the Prince Rupert dock.
- f) Continuing to supply matching funds in the State budget to maximize Federal funding opportunities that will maintain or upgrade the fleet and associated facilities.
- g) If, after exhausting all options, the Prince Rupert connection is not feasible, then evaluating the feasibility of an alternative location, such as Hyder for example, would sustain the close economic, social, and cultural ties with British Columbia.

# Community of Ketchikan Fiscal Year 2027 Policy Issues for State Administrative or Legislative Action



## Community Policy Issue

### Urging the Alaska Department of Transportation and Public Facilities to Implement Pedestrian Safety Improvements Along Tongass Avenue

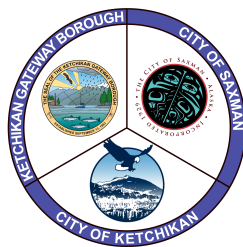
The Alaska Department of Transportation & Public Facilities (ADOT&PF) controls and maintains Tongass Highway in Ketchikan. The Tongass Avenue corridor comprises the most heavily trafficked portion of the highway, connecting the downtown core to additional residential, commercial and essential services on the northern and southern ends of the City of Ketchikan limits. ADOT&PF is currently finalizing the construction permitting and bidding documents for the Tongass Avenue Improvements and Tongass Avenue & Water Street Viaducts projects (Project Nos. 0902042 and 0902045), with construction now anticipated to commence in the spring of 2025 and completed in phases by 2027 after first being announced in 2018. The projects will resurface the pavement and make improvements along Tongass Avenue between Hoadley Creek and the Ketchikan tunnel.

In recent years, several pedestrian-vehicle collisions have occurred along Tongass Avenue, two of which resulted in fatalities. The Community of Ketchikan has long expressed to ADOT&PF as well as Legislators and Governors the dangers posed by the lack of adequate pedestrian safety measures along Tongass Avenue. This has resulted in minimal action on the part of ADOT&PF. The City has been left with little choice but to pay, install, and maintain three push-button actuated crossing signs along the State's highway in an effort to provide safer crossings at some of the highway's most problematic and heavily used pedestrian areas.

As ADOT&PF prepares to commence the Tongass Avenue projects, the Community of Ketchikan urges the State of Alaska to make pedestrian safety improvements along its corridor. The current design for the projects remains inadequate for pedestrian safety measures, and despite the investment and effort to improve the highway, crossings may still be dangerous and result in further pedestrian injuries or fatalities. The highway contains 30 established crossings, and additional push-button actuated crossings and other solutions are necessary components to make these projects successful and responsive to community needs.

# Community of Ketchikan Fiscal Year 2027

## Policy Issues for State Administrative or Legislative Action



### Community Policy Issue

## Urging the Alaska Division of Forestry to Reconsider Policies Requiring the Decommissioning of Forestry Roads Following Resource Extraction

The community of Ketchikan urges the Alaska Division of Forestry and the Alaska Legislature to reconsider current policies requiring the decommissioning of forestry roads following resource extraction. These roads are vital infrastructure that support public access, emergency response, and economic development across Southeast Alaska.

Under Alaska's Forest Resources and Practices Act (AS 41.17) and associated regulations (11 AAC 95), forestry roads built for timber and resource extraction must be "closed out" after operations end. This includes removing culverts, re-contouring terrain, and blocking access. While these measures aim to reduce maintenance costs, prevent erosion and environmental degradation, they also eliminate valuable infrastructure that could serve long-term public and economic interests.

Loss of access to forestry roads raises several policy concerns, including:

- Impacts on Subsistence – Many Alaskans, particularly in Southeast depend on legacy logging roads to access traditional hunting, fishing, and subsistence grounds that otherwise would only be accessible by air or water.
- Emergency Response – Forestry roads provide essential access for emergency response efforts. Road closure can delay or prevent timely response.
- Economic Development & Recreation – Recreational access to Alaska's forest lands supports tourism, hunting, trapping, fishing and off-road recreation – key drivers of local economies.

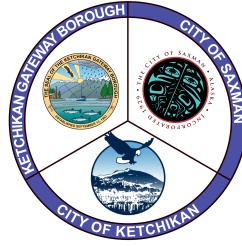
Maintaining access to forestry roads:

- Avoids costly decommissioning and future recommissioning.
- Supports rural access and economic diversification efforts.
- Enables erosion and habitat protection through managed maintenance.

The community of Ketchikan calls on the Alaska legislature to amend Alaska's Forest Resources and Practices Act (AS 41.17) to:

- Prioritize multi-use road management, recognizing the evolving value of forestry roads beyond timber harvesting;
- Allow case-by-case retention of forestry roads post-extraction;
- Require public input and environmental review before closure;
- Enable partnerships with municipalities, tribes, and user groups for road maintenance;
- Establish a "Public Access Road Registry" for retained roads.

**Community of Ketchikan Fiscal Year 2027**  
**Policy Issues for State Administrative or Legislative Action**



**Community Policy Issue**

**Thanking the Legislature for Increasing the BSA and Opposing Actions by the State of Alaska to Shift Costs of its Constitutional Obligation to Maintain a System of Public Schools Open to All Children of the State, as Called for in Resolutions 2817 and 2982**

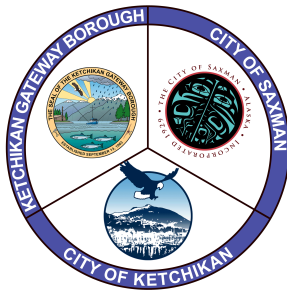
The Community of Ketchikan thanks the 34<sup>th</sup> Legislature (2025-2026) for increasing the BSA by \$700 to \$6,660 and reducing funding uncertainty by making repeated “one-time grants” permanent.

The Community continues to oppose actions by the State of Alaska to shift the cost of its constitutional obligation to maintain a system of public schools open to all children of the state, and:

- a) Calls on the Governor and Legislature to inflation-proof the Public School Funding Formula as defined in AS 14.17.410.
- b) Urges continued full funding of the School Bond Debt Reimbursement (SBDR) program, with no further reduction in reimbursement levels.
- c) Opposes any effort by the State to shift its responsibilities for education to municipalities by reducing or allowing further erosion of the base student allocation by inflation, or by negatively altering the method of calculation of average daily membership (ADM), or the multipliers set forth in the Public School funding formula contained in AS 14.17.410, et seq.
- d) Opposes any legislation which would increase the burden on PERS and TRS employers beyond the current employer contribution limits of 22 percent for PERS and 12.56 percent for TRS, including reducing on-behalf rates, imposition of termination study costs, and efforts to shift more of the net pension liability for PERS or TRS onto municipalities.
- e) Opposes the Required Local Contribution (RLC), which unfairly saddles some residents of the State with a requirement to fund a State obligation; and which selective imposition has no rational basis in law and opposing any effort by the State to increase the RLC.

# Community of Ketchikan Fiscal Year 2027

## Policy Issues for State Administrative or Legislative Action



### Community Policy Issue

## Urging Appropriate State Funding for Behavioral Health Services

The Community of Ketchikan faces a critical shortage of accessible and affordable behavioral health services for residents. This shortage has a profound impact on public safety, economic development, and the overall well-being of our communities.

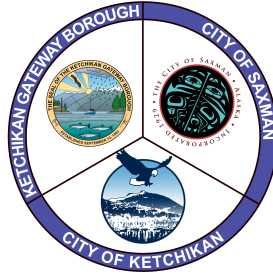
While local efforts have been made to address this crisis, the scale of the problem necessitates robust state support and funding. Currently, available resources are insufficient to meet the growing demand for mental health and substance abuse treatment services. This lack of adequate support has resulted in overcrowded emergency departments, increased homelessness, and a strain on law enforcement resources.

To effectively address the behavioral health crisis in Ketchikan, the State of Alaska must prioritize increased funding for:

- **Prevention and early intervention programs:** Investing in youth mental health services, substance abuse prevention education, and community-based support systems can significantly reduce the long-term impact of behavioral health issues.
- **Expanded access to treatment:** Increasing the availability of mental health and substance abuse treatment services, including inpatient, outpatient, and crisis care, is essential to meeting the needs of Ketchikan residents.
- **Support for recovery and reintegration:** Providing comprehensive support services for individuals in recovery, such as housing, employment assistance, and peer support, is crucial for long-term success.
- **Workforce development:** Investing in the behavioral health workforce through education, training, and loan forgiveness programs is necessary to address the shortage of mental health professionals in Alaska.

By prioritizing behavioral health services in Ketchikan, the State of Alaska can make a significant impact on the lives of our residents and strengthen our community as a whole.

**Community of Ketchikan Fiscal Year 2027**  
**Policy Issues for State Administrative or Legislative Action**



**Community Policy Issue**

**Urging the State to Streamline Processes at the Department of Natural Resources, Division of Mining, Land and Water to Expedite the Transfer of DNR Land into Borough or Private Ownership to Facilitate the Development of Housing**

The Community of Ketchikan urges the State of Alaska to streamline process at the Department of Natural Resources, Division of Mining, Land and Water to expedite the review and transfer of State-owned parcels into municipal or private ownership.

The Community further urges the State to transfer into Borough ownership various parcels of land owned by State agencies to facilitate the development of housing as follows:

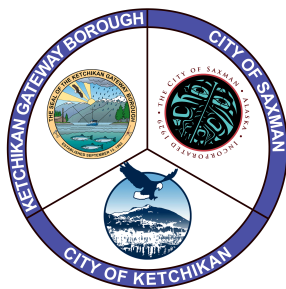
a) Transfer into Borough ownership the green spaces inside the Mud Bight subdivision created in 1980 by the State through Alaska State Land Survey 79-243, Plat No. 80-35, which will enable the Borough to make progress towards completion of the subdivision, per Resolution 2952. The Borough has submitted an .810 conveyance application to the Department of Natural Resources, serialized as ADL 234300.

b) Expedite Department of Natural Resources approval of the Borough's .810 Conveyance application ADL No. 109314, for lot 78 of the Mountain Point Group of Homesites which is the only parcel required for completion of a right of way between Roosevelt and Whitman drives.

The Community of Ketchikan further urges the State of Alaska to transfer into private ownership any parcels of land owned by various State agencies that are suitable for development of housing.

# Community of Ketchikan Fiscal Year 2027

## Policy Issues for State Administrative or Legislative Action



### Community Policy Issue

## Supporting Fiscal Impact Analyses of all Proposed Legislation to Assess Potential Costs to Local Governments to Avoid Unfunded Mandates

As municipalities striving to provide essential services to our residents, we face increasing challenges in meeting the demands of our communities.

The imposition of unfunded mandates places an undue burden on our local governments, forcing difficult choices between essential services and compliance with state-imposed requirements. Such mandates can divert limited resources away from crucial areas such as public safety, education, and infrastructure.

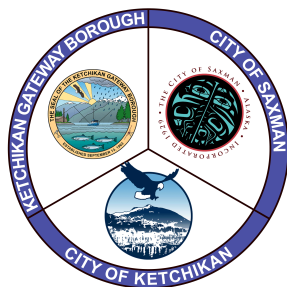
To mitigate the negative impacts of unfunded mandates, we urge the Alaska State Legislature to:

- Conduct thorough fiscal impact analyses on all proposed legislation and regulations to assess potential costs on local governments.
- Provide adequate funding or reimbursement for any new mandates imposed on municipalities.
- Establish a collaborative process involving local government representatives in the development of new state regulations to ensure consideration of local impacts.

By working together to reduce the burden of unfunded mandates, the State of Alaska can strengthen the capacity of its municipalities to deliver essential services to residents and enhance the overall well-being of our communities.

# Community of Ketchikan Fiscal Year 2027

## Policy Issues for State Administrative or Legislative Action



### Community Policy Issue

## Urging the Legislature to Make Permanent the Mandatory Exemption from Municipal Property Taxes for Leasehold Interests by a Private Shipyard Operator Under Agreement with AIDEA

**The Community of Ketchikan urges the State of Alaska to extend and make permanent the mandatory property tax exemption in AS 29.45.030(a)(1) and to ensure it applies to current and future operators under agreement with AIDEA.**

The 30<sup>th</sup> Legislature (2017-2018) passed HB 119, providing a mandatory property tax exemption for leasehold operators of the Ketchikan Shipyard, a facility owned by the Alaska Industrial Development and Export Authority. Prior to passage of HB 119, the property tax exemption on the leasehold interest had been optional only, thus burdening the local municipalities and taxpayers for the benefit of the operator of the AIDEA-owned asset. The current exemption expires on November 30, 2027.

The desired change will make the current sunset exemption a permanent exemption and will allow the Ketchikan shipyard to continue to be treated in a manner consistent with the DeLong Mountain Transportation System. The Ketchikan shipyard is a vital part of the Ketchikan economy and until very recently was operated by Vigor, Alaska. JAG Marine Group, a successful shipyard operator in Seward, has recently reached a tentative agreement with AIDEA to take over operations of the Ketchikan shipyard.

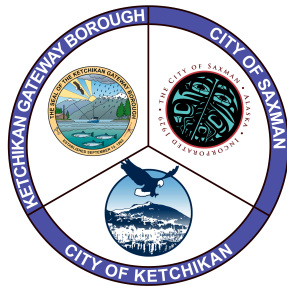
Ketchikan shipyard was acquired by AIDEA in 1997 and has served as a critical provider of repair and new-build services to the Alaska Marine Highway System, serves the Southeast maritime with needed local shipyard services, and is a significant employer in the Ketchikan economy. The City of Ketchikan and Ketchikan Gateway Borough have benefited AIDEA and the shipyard operators via property tax exemption and utility subsidies to foster the success of the shipyard.

Making the current exemption permanent will:

1. Maintain equity in the treatment of the Ketchikan shipyard in the manner long-provided to the DeLong Mountain Transportation System;
2. Foster the long-term ability of the AIDEA-owned shipyard to provide ship-building and repair services in the state of Alaska, provide employment opportunities for Alaskan workers in the skilled trades, and preserve the manufacturing and industrial capacity of an important in-state facility; and
3. Facilitate the continued diversification and growth of the Ketchikan economy by providing steady, living-wage employment to workers and families in surrounding Southeast Alaska communities.

# Community of Ketchikan Fiscal Year 2027

## Policy Issues for State Administrative or Legislative Action



### Community Policy Issue

## Urging Support for Interagency Coordination and Funding Opportunities to Actively Address Response Efforts to the Invasive European Green Crab Presence in Southern Southeast Alaska

**The Community of Ketchikan urges the State of Alaska to actively support interagency coordination and funding for Southern Southeast Alaska’s response to the invasive European Green Crab.**

The European green crab (*Carcinus maenas*) poses a significant ecological and economic threat to Southeast Alaska’s marine ecosystems, commercial fisheries, mariculture industry, traditional food gathering practices, and coastal communities. While the Alaska Department of Fish and Game (ADF&G) and tribal partners, among others, have initiated early detection and rapid response efforts, the Alaska State Legislature and executive branch must take decisive action to support and expand these efforts.

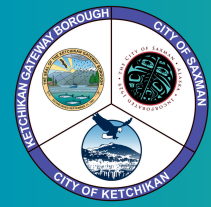
European green crabs were first detected in Alaska in 2022 on Annette Island and have since been discovered in other parts of Southeast Alaska, including Prince of Wales Island and Ketchikan. Southern Southeast Alaska has seen a dramatic rise in green crab captures—from 773 in 2022 to over 40,000 in 2025, primarily through the work of Metlakatla Indian Community. These invasive crabs threaten salmon and Dungeness crab by destroying critical habitats for juvenile salmon and herring, prey on native shellfish, and disrupt both commercial and subsistence fisheries.

Currently, public education is an important means to alert residents about the issue, through providing key characteristics to identify the invasive crab, and promoting the value of reporting observations. Early detection surveillance informs delineation of the known distribution of green crabs in the region. Mass trapping efforts will be needed to suppress the expanding population. Under 5 AAC 41.075, green crabs are classified as a Class A Banned Invasive Species, meaning they may not be collected, possessed, or transported without a valid permit from the Commissioner of ADF&G. Depending on the scope of monitoring activities, individuals or organizations may need up to three separate permits. Allocating resources to the Alaska Department of Fish and Game to accelerate permitting assistance, providing traps and other supplies for early detection trapping will encourage broader community involvement in monitoring and trapping efforts.

Despite the initial response, as guided by the Alaska 2023–2028 Early Detection and Rapid Response Plan, legislative and administrative actions are needed. The creation of a Invasive Species Council within the Department of Fish and Game would help advise the Legislature and Governor on effective strategies to improve interagency coordination and resource allocation. This council should also evaluate whether a formal declaration of threat is warranted to provide additional state and federal resources.

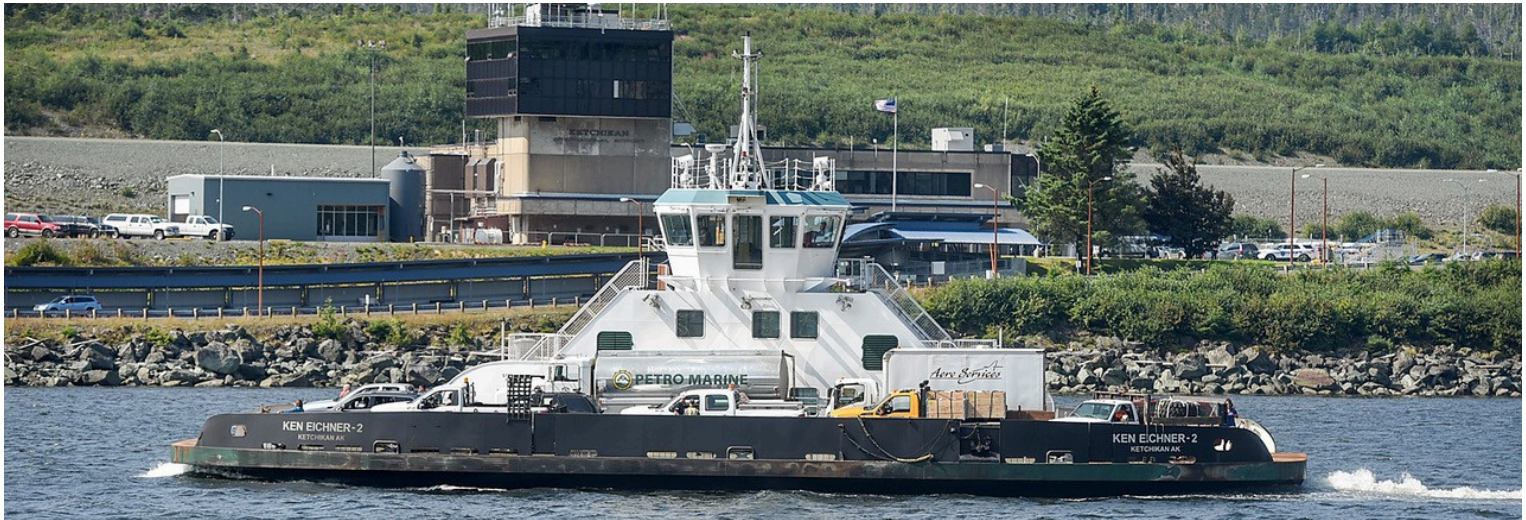
#### Recommended Actions:

- 1. Streamline Permitting Processes:**  
Review and revise current ADF&G and Department of Natural Resources (DNR) permitting requirements to simplify and consolidate approvals for monitoring and trapping activities.
- 2. Establish the Alaska Invasive Species Council:**  
Support the adoption of Senate Bill 174 and/or House Bill 191 to establish the Alaska Invasive Species Council within the Department of Fish and Game.
- 3. Fund Public Education and Outreach:**  
Allocate state funding to support community engagement, awareness campaigns, and citizen science initiatives focused on early detection and habitat protection.
- 4. Issue a Formal Declaration of Threat:**  
Formally recognize the presence of European green crabs in Alaska as an ecological and economic threat, acknowledging the risk they pose to communities.



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

Ketchikan Gateway Borough Capital Project Priority No. 1  
KIA - Replace Small Passenger Vessel Supporting Link to Gravina  
FY2027 Funding Request: \$ 28,500,000



## Applicant:

Ketchikan Gateway Borough  
Ruben Duran, Borough Manager  
1900 First Avenue  
Ketchikan, Alaska 99901

Phone: (907) 228-6625  
[managersoffice@kgbak.us](mailto:managersoffice@kgbak.us)

Federal EIN: 92-0084626

## Brief Project Description:

Replacement of the Oral Freeman, a small passenger vessel constructed in 2002 that has surpassed its useful life, to enhance regional connectivity and provide reliable transportation services across Tongass Narrows to residents and businesses on Gravina.

## Funding Plan:

Replacement of a small passenger ferry does not qualify for Airport Improvement Project funding, Passenger Facility Funds, or Federal Transportation Dollars. Outside funding is critical in ratifying the current system's capacity issues, which creates significant delays and risks, particularly for emergency medical transportation.

Total Project Cost:	\$ 28,500,000
Funding Already Secured:	0
This Fiscal Year State Funding Request:	\$ 28,500,000

Explanation of Other Funding Available from Other Sources (Funding Already Secured)

The Borough is actively seeking grants, specifically Bipartisan Infrastructure Law (BIL) funding for alternative fuel and low/no emission fuel vessels.

## Detailed Project Criteria:

With the recent construction of new ferry berths linking Ketchikan to Gravina Island, there is a critical need for a replacement passenger ferry to operate alongside our existing vessel, ensuring that two ferries can run year-round. This ferry is essential because the Ketchikan International Airport, located on Gravina Island, serves as a critical transportation link for the region. Southeast Alaska is an area with limited transportation options for intercity travel, and the air taxi service is vital for the region's under-served communities. It is the quickest and easiest method of transportation, connecting these remote areas with essential goods, supplies, and medical services.

### Impacts and Benefits:

- Enhance the safety, accessibility, and efficiency of regional transportation.
- Support under-served communities by ensuring reliable access to essential services.
- Relieve congestion and reduce wait times for passengers and vehicles.
- Generate jobs and stimulate the economy.
- Reduce delays, particularly for emergency medical transportation.

## Project Description and Justification:

**Transportation & Public Safety:** This grant will enable the Borough to meet the pressing transportation needs of our community while fostering economic growth and environmental stewardship. The additional ferry will play a crucial role in ensuring reliable year-round service, maximizing the benefits of the newly constructed berths, and supporting essential access to the region's primary airport, especially in emergencies.

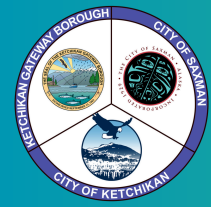
Waterway transportation is a vital component of the local transit system. The construction of new ferry berths between Ketchikan and Gravina Island has significantly improved capacity to serve more passengers and routes. However, the increased traffic from both airport-related and non-airport activities has strained the current ferry system. The breakdown of one of the ferries would leave the community without access to the airport, creating a serious risk, particularly for emergency medical transportation needs. Replacing a small passenger vessel is essential to accommodate this growing demand, provide reliable transportation, and ensure continued access to essential services.

## Project Timeline:

Upon acceptance of funding, design to completion is expected to take approximately 18-24 months.

## Ongoing Operation & Maintenance:

Ketchikan Gateway Borough is responsible for ongoing maintenance and operational needs in accordance with the recently executed (2024) Airport Lease.



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

City of Ketchikan Capital Project Priority No. 1  
Wastewater Treatment Permit Compliance Upgrades  
FY2027 Funding Request: \$ 10,000,000



## Applicant:

City of Ketchikan  
Myrna Johannsen, Executive Assistant  
334 Front Street  
Ketchikan, Alaska 99901

Phone: (907) 228-5603  
[myrnajohannsen@ketchikan.gov](mailto:myrnajohannsen@ketchikan.gov)

Federal EIN: 92-6000082

## Brief Project Description:

The City of Ketchikan Wastewater Treatment Plant currently discharges under the National Pollutant Discharge Elimination System (NPDES) with a 301(h) waiver. This permit is currently under review for renewal. In order to meet the State of Alaska Department of Environmental Conservation's requirements under the 401 Water Quality Certification it is expected that a major treatment plant upgrade will be required.

## Funding Plan:

Total Project Cost:	\$ 10,000,000
Funding Already Secured:	0
This Fiscal Year State Funding Request:	\$ 10,000,000

Explanation of Other Funding Available from Other Sources (Funding Already Secured) N/A

## Detailed Project Criteria:

This project is a critical part of an ongoing compliance with our wastewater discharge permit and would address public infrastructure deferred maintenance of the wastewater treatment system. This will require the study, design, and construction of a major capital improvement. A project of this magnitude, and resultant huge capital costs will have drastic, severe impact to the residents of Ketchikan. Given that this upgrade is a State of Alaska requirement, it makes sense that the State of Alaska would participate in the funding.

The project is of sufficient size that it would likely exceed the local contractor supply for labor. As such, the creation of additional construction jobs will be needed to complete this project.

Wastewater treatment is a key component of the life, safety, and health of every community. This project improves public safety as it will provide improved wastewater treatment before it is discharged into the environment.

This project is an investment in the future of the greater community of Ketchikan in that it will provide construction jobs, and improve existing infrastructure within the community.

## Project Description and Justification:

This project will require the study, design, and construction of a major capital improvement. A project of this magnitude, and resultant huge capital cost will have drastic, severe impact to the residents of Ketchikan. Given that this upgrade is a State of Alaska requirement, it makes sense that the State of Alaska would participate in the funding.

**Deferred Maintenance:** This project will address deferred maintenance of the wastewater treatment system.

**Infrastructure:** This project will address a major public infrastructure need by upgrading the wastewater treatment system.

**Public Safety:** This project improves public safety in that it provides for improved wastewater treatment before it is discharged into the environment.

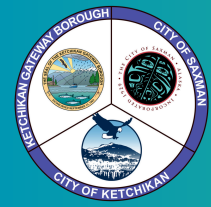
**Private Sector Tools:** This project provides for direct private sector involvement through contract bidding for these capital improvements and/or as subcontractors to larger contracted firms.

## Project Timeline:

The total length of the project is a minimum of 5 years after receiving approval for funding inclusive of design and engineering, bidding and award, and construction during the construction season.

## Ongoing Operation & Maintenance:

The City of Ketchikan is responsible for ongoing operations and maintenance.



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

City of Saxman Capital Project Priority No. 1  
Saxman Water Line Replacement  
FY2027 Funding Request: \$ 10,000,000



## Applicant:

City of Saxman  
City Administrator  
2841 S. Tongass Hwy, Route 2 Box 1  
Ketchikan, Alaska 99901

Phone: (907) 225-4166  
[cityadmin@kpunet.net](mailto:cityadmin@kpunet.net)

Federal EIN: 92-0041226

## Brief Project Description:

The water line infrastructure within Saxman is very dated and much of it is beyond repair and needs replacement. There are several water line leaks throughout Saxman equating to a 60GPM loss of water from the City's water tank. This has put a serious hardship on the Water Plant in order to keep up with making and storing safe water and poses a significant risk of a water crisis within the community.

## Funding Plan:

Total Project Cost:	\$ 10,000,000
Funding Already Secured:	0
This Fiscal Year State Funding Request:	\$ 10,000,000

Explanation of Other Funding Available from Other Sources (Funding Already Secured) N/A

## Detailed Project Criteria:

The project would create jobs as Saxman does not have sufficient staff to handle the undertaking of a project of this magnitude.

The project is absolutely critical to the life, safety, and health of Saxman residents and businesses. There are several water line leaks throughout Saxman equating to a 60GPM loss of water from the water tank. This has put a serious hardship on the Water Plant in order to keep up with making and storing safe water and poses a significant risk of a water crisis within the community.

## Project Description and Justification:

**Deferred Maintenance:** The water line infrastructure is very dated and much of it is beyond repair and needs replacement. Saxman does not have sufficient staff or resources to handle the frequency of breakage and repair.

**Infrastructure:** The water line infrastructure within Saxman is very dated and much of it is beyond repair and needs replacement. Saxman does not have the staff or resources to handle the frequency of breakage and repair. There are several water line leaks throughout Saxman equating to a 60GPM loss of water from the water tank. This has put a serious hardship on the Water Plant in order to keep up with making and storing safe water and poses a significant risk of a water crisis within the community.

**Public Safety:** There are several water line leaks throughout Saxman equating to a 60GPM loss of water from our water tank. This has put a serious hardship on the Water Plant in order to keep up with making and storing safe water and poses a significant risk of a water crisis within the community.

**Private Sector Tools:** Saxman Seaport has many private-sector growth opportunities / development possibilities—many are newly established with more on the horizon. It is imperative that Saxman update the water line infrastructure to be able to continue to promote growth opportunities and development for the community.

**Investment in Future:** Saxman Seaport has many growth opportunities / development possibilities—many are newly established with more on the horizon. It is imperative that the water line infrastructure is updated in order to continue to promote these growth opportunities and development for the community and investment in the future. Port Infrastructure Development to create an AMHS ferry terminal and to relocate the M/V Lituya run / test electric ferries, a Food Hub to promote food security by KAPA, Three Bears grocery store, and Totem Harbor development.

**Support for Essential Services:** Water is one of the bare necessities for human survival. This project ensures the community will have access to safe water and drastically decrease the risk of a water crisis.

**Culture and Recreation:** The Saxman Totem Park is a major attraction for Ketchikan area visitors. The park includes a tribal house, a carving center, and a cultural hall for traditional Tlingit dance exhibitions.

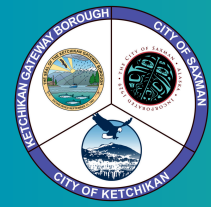
**Underserved Community:** Organized Village of Saxman has a rural designation. Of the roughly 400 residents within Saxman, 75% are Alaska Native and have been an underserved community and disproportionately disadvantaged since colonization. There is significant risk of a water crisis without the water line infrastructure replacement.

## Project Timeline:

The project would most likely be completed in phases, with the water lines in the worst condition being replaced first. From RFP process through completion, estimated to take 12-18 months (taking into account delays for adverse weather conditions / needing to pause for winter months).

## Ongoing Operation & Maintenance:

City of Saxman Public Works / ANTHC / ARWA



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

Ketchikan Gateway Borough Capital Project  
Airport ARFF and SRE Building Pavement and Fuel Storage Project  
FY2027 Funding Request: \$ 2,200,000



## Applicant:

Ketchikan Gateway Borough  
Ruben Duran, Borough Manager  
1900 First Avenue  
Ketchikan, Alaska 99901

Phone: (907) 228-6625  
[managersoffice@kgbak.us](mailto:managersoffice@kgbak.us)

Federal EIN: 92-0084626

## Brief Project Description:

**Paving:** This project will pave approximately 150,000 square feet of gravel surface between the Airport Rescue & Firefighting (ARFF) and Snow Removal Equipment (SRE) buildings, located adjacent to the runway and taxiway areas (Active Area) at the Ketchikan International Airport. The gravel surface poses a risk of Foreign Object Debris (FOD) being tracked onto the Active Area by vehicles, which can damage aircraft and airport infrastructure.

The project will involve grading and paving the gravel surface to reduce the risk of foreign object debris, improve vehicle maneuverability, and enhance overall safety and efficiency of operations.

**Fuel Tank Decommissioning and Installation:** The project involves decommissioning an outdated 5,500-gallon underground fuel tank and replacing it with a new containment area that includes a 1,000-gallon diesel and a 500-gallon gasoline above-ground fuel station.

This will include environmental remediation, if necessary, and the installation of modern fuel storage that complies with current safety and environmental regulations.

## Funding Plan:

Total Project Cost:	\$ 2,200,000
Funding Already Secured:	0
This Fiscal Year State Funding Request:	\$ 2,200,000

**Explanation of Other Funding Available from Other Sources (Funding Already Secured)** This project does not qualify for Airport Improvement Project funding or Passenger Facility Funds. Therefore, outside funding is critical in mitigating aircraft and airport infrastructure damage which poses risks, including for emergency medical transportation, as well as comply with current safety and environmental regulations.

## Detailed Project Criteria:

The project is crucial for mitigating foreign object debris risks at the Ketchikan International Airport, protecting aircraft, and complying with FAA regulations. The paving will improve safety and operational efficiency, while the fuel tank upgrade will ensure environmental compliance and modern fuel management. This investment will provide lasting benefits for the airport and its users.

## Project Description & Justification:

**Infrastructure:** The rebounding economy, along with the continued growth of tourism, is steadily increasing aircraft travel through the area. These projects become critical infrastructure elements to the Airport that serves the greater southern southeast region.

**Public Safety:** Improvements will enhance the safety of emergency and rescue personnel, travelers and operators accessing the facility. The decommissioning of the underground fuel tank eliminates potential contamination, which could result in remediation work and fines.

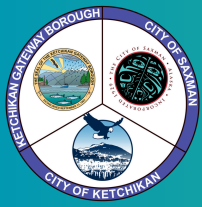
**Support for Essential Services:** It is critical that Ketchikan International Airport provides essential services to visitors and the local aircraft fleet. The project listed provides improvements to the safe operation of the airport which is used by Medevac Flights, Alaska Airlines, Delta Airlines, Military Aircraft, Private Aircraft and other Air Taxi Services.

## Project Timeline:

Upon acceptance of funding, the project is expected to take one year.

## Ongoing Operation & Maintenance:

Ketchikan Gateway Borough is responsible for ongoing operations and maintenance, per the 2024 Airport Lease.



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

Ketchikan Gateway Borough Capital Project  
Ketchikan International Airport - 4th and 5th Floor Exterior Improvements  
FY2027 Funding Request: \$ 1,800,000



## Applicant:

Ketchikan Gateway Borough  
Ruben Duran, Borough Manager  
1900 First Avenue  
Ketchikan, Alaska 99901

Phone: (907) 228-6625  
[managersoffice@kgbak.us](mailto:managersoffice@kgbak.us)

Federal EIN: 92-0084626

## Brief Project Description:

This project would replace the outdated exterior envelope system on the 4th and 5th floors of the airport terminal, originally constructed in 1972. The current aluminum storefront-style framework, featuring a mix of windows and insulated metal panels, is prone to significant water infiltration during the inclement weather common in Southeast Alaska. Additionally, the existing system is not energy efficient, leading to high HVAC costs.

The proposed upgrade will provide a new watertight, and energy-efficient building envelope system, designed to withstand the region's harsh weather conditions, reduce energy consumption, and support the continued operation of essential airport services.

## Funding Plan:

Total Project Cost:	\$ 1,800,000
Funding Already Secured:	0
This Fiscal Year State Funding Request:	\$ 1,800,000

### Explanation of Other Funding Available from Other Sources (Funding Already Secured)

The flight service center is not considered an FAA defined Airport Traffic Control Tower and therefore does not qualify for Bipartisan Infrastructure Law (BIL) Airport Terminal Program funds. Staff is actively pursuing other grant funding.

## Detailed Project Criteria:

**Weather Resistance:** The new system will prevent water infiltration, protecting the terminal's interior from weather-related damage.

**Energy Efficiency:** Upgrading to a modern, energy-efficient system will reduce heating and cooling costs, contributing to overall sustainability.

**Durability:** The replacement system will be designed specifically for Southeast Alaska's climate, ensuring long-term durability and reduced maintenance needs.

## Project Description & Justification:

**Deferred Maintenance, Infrastructure, Public Safety & Support for Essential Services:** The existing building envelope on the 4th and 5th floors of the terminal is outdated and unsuitable for Southeast Alaska's climate, leading to ongoing issues with water infiltration and high energy costs. These problems threaten the integrity and operational efficiency of the terminal, which is vital for supporting essential airport services.

By upgrading to a modern, weather-resistant, and energy-efficient system, this project will ensure that the terminal remains a secure and functional hub for passengers and staff. The improvements will also contribute to the airport's sustainability goals by reducing energy consumption and lowering operational costs, ensuring that essential services continue to operate smoothly and without interruption.

This investment is crucial for maintaining the terminal's infrastructure and ensuring the ongoing delivery of essential services to the community.

## Project Timeline:

Upon acceptance of funding, bid to completion is expected to take 18 months.

## Ongoing Operation & Maintenance:

The Ketchikan Gateway Borough will provide operational and maintenance needs, per the recently executed revised Airport Lease Agreement with the State of Alaska.



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

Ketchikan Gateway Borough Capital Project  
Mud Bight Road Construction  
FY2027 Funding Request: \$ 5,000,000



## Applicant:

Ketchikan Gateway Borough  
Ruben Duran, Borough Manager  
1900 First Avenue  
Ketchikan, Alaska 99901

Phone: (907) 228-6625  
[managersoffice@kgbak.us](mailto:managersoffice@kgbak.us)

Federal EIN: 92-0084626

## Brief Project Description:

Road construction and repair in the Mud Bight Service Area, consisting of drainage improvements, road subgrade repair, road bed placement, road widening and margin improvements, and pavement on the approach roads at Rhea Road and Snow Goose Lane, and construction of 11,309 lineal feet of unpaved roadways in platted right-of-ways throughout the remainder of the subdivision, including all overburden removal, drainage, ditching, slope stabilization, road bedding and other work necessary for construction to Borough standards. Work will include electrical installation.

## Funding Plan:

Total Project Cost:	\$ 5,000,000
Funding Already Secured:	0
This Fiscal Year State Funding Request:	\$ 5,000,000

Explanation of Other Funding Available from Other Sources (Funding Already Secured) N/A

## Detailed Project Criteria:

**Projects that Have Already Started and Need to be Finished:** Road design was completed immediately following this State subdivision, with road construction performed at the service area and homeowner expense. Some 11,309-lf of road remain unbuilt, accessing around 70 new building lots (62 privately owned).

**Projects that Create Jobs:** Per the National Association of Home Builders, approximately 2.97 full time jobs are created per residence constructed: with 90 vacant residential lots zoned for single-family residences, and approximately three miles of roadway construction and upgrades, a 20 year build-out would provide 12 jobs per year in residential and road construction, not counting materials supplies and trucking.

**Life, Safety, and Health Improvements:** On an annual basis, roadways in the Mud Bight Service Area require work which may inhibit the provision of fire and life safety service to the neighborhood: potholing and road washout, silted and overgrown ditches and undersized culverts with extensive deterioration are at risk of flooding.

## Project Description & Justification:

This State of Alaska subdivision was not required to have improvements installed. As a result, the tax base never materialized to support new road construction, and the lot arrangement inhibits development, as extensive roadway networks are bordered by large tracts of green-belt parcels and relatively few building lots.

**Deferred Maintenance:** Work in this project will resolve longstanding issues with the roadway conditions, including drainage replacement, subgrade repair, and selective paving, in addition to resolving other substandard conditions resulting from the era and manner in which the roads were constructed

**Transportation:** Roadway conditions frequently inhibit the free movement of pedestrians and vehicles. In addition, the extensive unbuilt sections make many building lots impassable.

**Infrastructure:** Mud Bight's road system is insufficiently developed to provide viable access throughout the service area. The unbuilt right-of-ways were not required to have cul-de-sac or emergency apparatus turnarounds at the termini, as they were designed to continue to street intersections.

**Public Safety:** Gravel roadways are subject to potholing during high rainfall events, inhibiting the access for emergency apparatus. The road system is designed around looped roads, though, so movement of emergency apparatus will be greatly improved by full build-out.

**Investment in Future:** This project will improve opportunities for middle-class home ownership: road construction and lot access are amongst the chief inhibitors to home construction.

## Project Timeline:

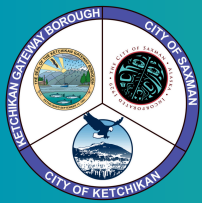
Design is complete. The construction timeline assumes funds awarded July 1, 2025

Road Improvements: Approximately 15 months, from July 1, 2025 – Sept. 1, 2026

Road Construction: Approximately 24 months, from July 1, 2025 – June 30, 2027

## Ongoing Operation & Maintenance:

The Ketchikan Gateway Borough maintains and operates roads in the Mud Bight Service Area as an exercise of the Service Area's road powers.



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

Ketchikan Gateway Borough Capital Project  
Forest Park Drive Road Upgrades  
FY2027 Funding Request: \$ 3,500,000



## Applicant:

Ketchikan Gateway Borough  
Ruben Duran, Borough Manager  
1900 First Avenue  
Ketchikan, Alaska 99901

Phone: (907) 228-6625  
[managersoffice@kgbak.us](mailto:managersoffice@kgbak.us)

Federal EIN: 92-0084626

## Brief Project Description:

Replacement of some 5000-lf of 8" PVC sewer mains with 8" C900 in Forest Park Drive, manholes, and cleanouts; selective relocation of sewer services in order to eliminate exposed piping within drainage ditches adjoining the roadway; selective replacement of storm drainage throughout; and construction of a sidewalk to the highway. This project will resolve poorly installed sewer mains serving the 141-lot subdivision, and provide access from the highway to the residential roads.

## Funding Plan:

Total Project Cost:	\$ 5,000,000
Funding Already Secured:	0
This Fiscal Year State Funding Request:	\$ 3,500,000

Explanation of Other Funding Available from Other Sources (Funding Already Secured)

## Detailed Project Criteria:

**Projects that Have Already Started and Need to be Finished:** Design for this project commenced in 2018 following completion of the Saxman to Oyster Avenue sewer main project. Drawings are in place for replacement of 1,000-lf of piping in the 1000 block of Forest Park Drive, but other system needs took priority over replacement in this segment of roadway. Replacement can proceed quickly on this initial segment, while design and permitting is underway elsewhere in the system.

**Life, Safety, Health Improvement Projects:** The leaky nature of the system and extensive build-up of fats-oils-grease (FOG) are risk factors for system exfiltration, in which case the wastewater may leach into the adjoining ditches and waterways. The sidewalk installation will provide a safe route for school children traversing the narrow, steep initial segment of the roadway.

## Project Description & Justification:

**Deferred Maintenance:** This system has been known to have leaks as far back as its construction. In 1984, the Ketchikan Gateway Borough used funds received in a lawsuit to address some 312 individual leaks throughout the system: that piping should have been replaced in its entirety at the time.

**Transportation:** Poorly constructed sewer mains are impacting the condition of the roadway, as evidenced by several sinking manhole lids and potholes erupting within the lens of the roadway. Pavement in work areas will be restored under this project. The sidewalk portion of the project will link up to work in South Tongass Highway intended by the Department of Transportation to access the municipal bus stop.

**Infrastructure:** While nearly every lot in Forest Park is filled, the area is experiencing occasional infill development, increasing the number of residential units on each lot. This growth is largely due to the subdivision's proximity to both the City of Ketchikan and City of Saxman, and its proximity to the Coast Guard Base. An operating road system is essential to ensuring the proper conveyance of the public and provision of emergency services.

**Public Safety:** Roadway conditions in Forest Park Drive inhibit the free movement of emergency apparatus. Replacing sewer mains will resolve a significant issue that leads to roadway damage.

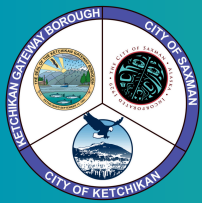
**Support for Essential Services:** This project primarily supports wastewater collection and elimination. A secondary service benefit will be to the provision of emergency services.

## Project Timeline:

The total project timeline for this project is approximately 24 months for design, permitting, and construction.

## Ongoing Operation & Maintenance:

The Borough operates the sewer main in Forest Park Drive under its non-area-wide wastewater powers. Forest Park Drive itself is contained within the Forest Park Service Area, under which powers the Borough maintains and operates the roadway, drainages, etc.



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

Ketchikan Gateway Borough Capital Project  
North Tongass Fire Station 6 Auxiliary Building  
FY2027 Funding Request: \$ 3,000,000



## Applicant:

Ketchikan Gateway Borough  
Ruben Duran, Borough Manager  
1900 First Avenue  
Ketchikan, Alaska 99901

Phone: (907) 228-6625  
[managersoffice@kgbak.us](mailto:managersoffice@kgbak.us)

Federal EIN: 92-0084626

## Brief Project Description:

Construction of a new, two-story, 48'x100' pre-manufactured insulated metal building on a concrete foundation, along with all architectural, structural, mechanical, electrical, and site work related to its construction. This structure will be used for maintaining personnel and emergency apparatus for the North Tongass Fire Station in direct proximity to the Ward Cove Dock, a high call volume area.

## Funding Plan:

Total Project Cost:	\$ 3,050,000
Funding Already Secured:	50,000
This Fiscal Year State Funding Request:	\$ 3,000,000

Explanation of Other Funding Available from Other Sources (Funding Already Secured)

Ketchikan Gateway Borough – North Tongass Service Area has spent \$ 50,000 on design for this shovel-ready project.

## Detailed Project Criteria:

**Projects that Have Already Started and Need to be Finished:** Welsh Whiteley Architects commenced design on this project in 2021. The final drawings have been received and Design is now complete and is shovel ready.

**Projects that Create Jobs:** The Ward Cove Cruise Ship Terminal is the most extensive economic activity on the north end of Ketchikan since the closure of the Pulp Mill. It is not currently possible for the NTVFD to seasonally allocate their manpower between Station #8, located near South Point Higgins, to Station #6 at Ward Cove, as the facilities are insufficient to accommodate the necessary staff.

**Life, Safety, Health Improvement Projects:** The recent construction of the Ward Cove Cruise Ship Terminal has resulted in a dramatic increase in call volume to the area during the summer. This facility will allow for near immediate response, as Station #6 is located across the highway from Ward Cove.

## Project Description & Justification:

**Deferred Maintenance:** Apparatus stored in the weather is beginning to show deterioration resulting from the frequency of inclement weather in Ketchikan. This facility is necessary to accommodate both regular vehicle maintenance and storage of standby apparatus.

**Public Safety:** The North Tongass Volunteer Fire Department currently has insufficient space to maintain and store its apparatus, requiring firefighters to shuffle apparatus around to perform regular demobilization following response.

**Investment in Future:** Development in the Ward Cove area is in nascent stages: private industry has not fully exploited the potential offered by the Ward Cove Cruise Ship Terminal. The timely provision of Fire and EMS to this district will allow further development of retail and other services in the district.

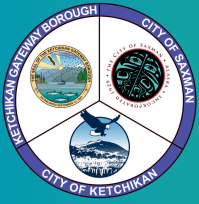
**Support for Essential Services:** NTVFD provides fire and EMS service to all neighborhoods located north of Wards Cove Cannery in Ward Cove and island wide REHAB as part of the automatic and mutual aid agreements.

## Project Timeline:

Upon receipt of funding, the project can be completed in 24-30 months.

## Ongoing Operation & Maintenance:

The North Tongass Volunteer Fire Department provides for operation and maintenance of this facility as an exercise of its Fire and EMS powers.



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

Ketchikan Gateway Borough Capital Project  
Gateway Recreation Center (GRC) Expansion  
FY2027 Funding Request: \$ 3,000,000



## Applicant:

Ketchikan Gateway Borough  
Ruben Duran, Borough Manager  
1900 First Avenue  
Ketchikan, Alaska 99901

Phone: (907) 228-6625  
[managersoffice@kgbak.us](mailto:managersoffice@kgbak.us)

Federal EIN: 92-0084626

## Brief Project Description:

The Gateway Recreation Center (GRC) is a roughly 40,000 square foot facility housing two gymnasiums, three small multi-use courts, running track, one cardio room, one weight room, and four mix-use rooms. Opening in 1997, annual visitation currently sits at 200,000 sign-ins.

A 2024 conceptual design from Architects Alaska recommends a 6,198-s.f., two-story addition to the building for weights and cardio rooms with supporting services on the first floor, and four classrooms on the second floor. This project will provide designated space for the summer day camp and selectively relocate intrusive activities to less sensitive areas.

## Funding Plan:

Total Project Cost:	\$ 9,816,898
Funding Already Secured:	816,898
This Fiscal Year State Funding Request:	\$ 3,000,000

Explanation of Other Funding Available from Other Sources (Funding Already Secured)  
Request assumes successful voter approval of a \$6-million General Obligation Bond issued by the Borough.  
Recreation CIP funds of \$816,898 was appropriated for design and bid ready documents for this project in FY2025.

## Detailed Project Criteria:

Projects that Have Already Started: Conceptual design is complete for this project.

Projects that Create Jobs: Summer child care is scarce and an inhibiting factor to employment. This project will enable the GRC to increase its summer day camp availability enabling parents to participate in the local workforce/economy.

## Project Description & Justification:

**Culture and Recreation:** The GRC provides recreation for all ages and abilities throughout the year, including track, basketball, soccer, volleyball, tennis, ping pong, air hockey, racquetball, squash, pickleball, cardio, weight training, aerobic/fitness, dance, Mat-Rats wrestling, martial arts, art classes, youth camps, and many seasonal special events. The new area will expand the space for cross-fit and provide opportunities for night-time classes on the second floor, while alleviating strain on the scheduled spaced.

**Health and Public Safety:** The GRC plays a vital role in both physical and mental health. Ketchikan's extreme annual rainfall (13-feet+ typically) requires an indoor location to recreate for all ages. The new classroom space is designed to be isolated from the main gymnasium: in the event of a flood or pandemic-level event, the new classrooms may be utilized as an emergency shelter, with its own restrooms and a kitchen.

**Underserved Community:** The GRC is identified in the 2016 Greater Ketchikan Area Multi-Jurisdictional Hazard Mitigation Plan as the community's evacuation shelter in the event of a medium level emergency. The Borough is currently in the process of updating the plan to identify the GRC as one of the primary areawide emergency shelters. The GRC met this need during the COVID-19 pandemic.

**Investment in the Future and Support for Essential Services:** Increasing and reconfiguring the current space will alleviate the current congestion and provide expanded services and programs to the community.

## Project Timeline:

Winter 2025 - Spring 2026: Conduct Design and Engineering. Upon acceptance of funds, construction is expected to take approximately 18 months.

## Ongoing Operation & Maintenance:

Ketchikan Gateway Borough is responsible for ongoing operations and maintenance for the Gateway Recreation Center and Aquatic Center, with operational funding drawn from a combination of user fees, General Funds, and sales-tax generated Recreation CIP funding.



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

City of Ketchikan Capital Project  
Ketchikan Lakes Alternative Raw Water Supply Piping  
FY2027 Funding Request: \$ 2,000,000



## Applicant:

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Federal EIN: 92-6000082

## Brief Project Description:

Engineering, design, and construction of an alternate raw water supply pipeline from the Ketchikan Lakes to the City of Ketchikan. The watershed encompassing Ketchikan Lakes and the surrounding area is the sole raw water source for Ketchikan’s municipal drinking water supplied through a series of tunnels and penstocks that also provide hydrogeneration from the Ketchikan Powerhouse. The FERC Dam Safety Inspection due in 2029 will require completely draining this tunnel system for inspection and repair. This will absolutely interrupt Ketchikan’s entire raw water supply for a month or more while repairs are made. There are no alternative raw water sources available that will provide potable water or municipal fire protection while the tunnels are drained for repairs.

## Funding Plan:

Total Project Cost:	\$ 20,000,000
Funding Already Secured:	0
This Fiscal Year State Funding Request:	\$ 2,000,000

Explanation of Other Funding Available from Other Sources (Funding Already Secured) Ketchikan’s request of \$2,000,000 from the SFY2026 Alaska Drinking Water Loan Fund is ranked No. 12 in the draft Project Priority List including a \$1.5-million subsidy of loan forgiveness. This will become the final List at the conclusion of the Public Comment period which closed August 21, 2025.

\$100,000 has already been expended by Ketchikan to determine the necessary multi-year engineering and environmental studies that will be prepared by Jacobs Engineering.

## Detailed Project Criteria:

After advertising for proposals, Contract 24-05 has been awarded by Ketchikan to Jacobs Engineering. Their proposal includes a multi-year description of the necessary engineering tasks and environmental studies that are required for completion of this project. Over the estimated 5-year period before project completion is reached, many necessary jobs and technical disciplines will be required while performing complex engineering and design tasks, interaction with multiple governmental agencies, gathering data to provide their requested environmental studies, and then finally culminating with the construction of 6000 feet of pipeline construction alongside the upper bank of Ketchikan Creek.

Once the separate pipeline becomes Ketchikan's raw water source and is supplied only from Ketchikan Lake which has a very minimal fecal coliform presence, the Ketchikan hydrogeneration system can return to being supplied from the entire surrounding watershed including the significant portion provided from the entire Granite Basin source. Before, due to concern for potential raw water contamination and possible conflict with the EPA's Surface Water Treatment Rules as Ketchikan continues to seek a Limited Alternative for Filtration (LAF) for our unfiltered system, all raw water from the Granite Basin source has often been periodically bypassed directly downstream into Ketchikan Creek and all its capacity for hydrogeneration is lost.

## Project Description & Justification:

The KPU Electric Division must first isolate and carefully drain the existing tunnel system that supplies raw water for both Ketchikan's potable drinking water and hydrogeneration needs, complete the FERC Dam Safety Inspection of these tunnels due in 2029 including deferred repair or replacement of the three leaking 36-inch operating gate valves installed at the exposed downstream face of the concrete tunnel plug.

This project will provide a major public infrastructure needed via a pipeline directly from Ketchikan Lake to Ketchikan's municipal disinfection system. Source raw water would no longer be subject to potential contamination originating in the Granite Basin watershed.

Although Ketchikan's potable drinking water meets all applicable EPA requirements, as an unfiltered system, Ketchikan is subject to strict EPA Surface Water Treatment Rules which places stringent limits on any contamination of the raw water source. This project will eliminate potential raw water contamination originating from the Granite Basin watershed.

Southeast Alaska including Ketchikan with its plentiful rainfall, will likely experience increased population growth, particularly on the adjacent, comparatively flat, Gravina Island where our International Airport is located. Future residential watermain extensions beyond the Airport service area will be relatively easy, the cross-channel infrastructure has already been built.

Today, Ketchikan has only one raw water source delivered through series of penstocks and tunnels. If interrupted for any reason, once the community's reservoirs containing disinfected water are emptied, there will be no available potable water or water for fire protection for an extended period.

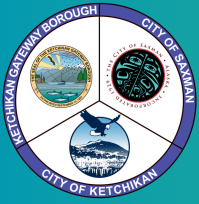
Ketchikan supplies potable water and fire protection for Ketchikan's West End area of the community including the Ketchikan Indian Community Building and the adjacent Ketchikan General Hospital, both on Tongass Avenue in the Main Pressure Zone and the upland residences and the Ketchikan Indian Community housing served by the Carlanna Pressure Zone.

## Project Timeline:

Total length of time required for completion of this project is a minimum of 5 years after receiving approval for funding for the entire project. Individually, this funding request of \$2,000,000 is only for the first segment intended to be completed during 2026. This will include Scope establishment, establish property boundaries, acquire temporary lands rights-of-entry, site investigation (wetlands, endangered species, and cultural) and documentation and permit planning, topographic land surveys, geotechnical investigations, and development of a "base case option" and alternative preliminary design considerations for pipeline and access road alignment, bridge(s), and evaluation of new intake alternatives at Lower Ketchikan Lake. Preliminary construction cost estimates will be provided to KPU for the pipeline and access road and alternative lake intake concept designs. Additional descriptions of the Scope of Work for the subsequent years are available on request.

## Ongoing Operation & Maintenance:

Ketchikan Public Utilities is responsible for the ongoing operation and maintenance of this project.



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

City of Ketchikan Capital Project  
Park Avenue and Harris Street Road, Sewer and Water Main &  
Ketchikan Creek Flood Hardening  
FY2027 Funding Request: \$ 14,000,000



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Federal EIN: 92-6000082

## Brief Project Description:

The purpose of the project is to preserve the functionality of infrastructure on Park Avenue and Harris Street by rebuilding from the deepest utility to the surface of the road. This includes replacing heavily deteriorated sewer mains, water main, storm sewer, roadway subgrade, surfacing, sidewalks, and a retaining wall of Park Avenue between Bawden Street and Freeman Street and along the entire length of Harris Street between the Harris Street Bridge and Park Avenue. This area surrounds Ketchikan Creek. Recent studies by the Alaska Department of Environmental Conservation have found increased bacteria levels both in Thomas Basin, and in Ketchikan Creek elevating the need to protect our environment from potential bacteria sources. Replacement of the deteriorated corrugated metal sewer mains with modern plastic materials will keep sewage from entering the renowned salmon stream, Ketchikan Creek. Old metal sewer mains along these streets are not able to contain the sewage they were meant to convey. The rate of failure of these pipes and the proximity to Ketchikan Creek, along with increased bacterial levels along Ketchikan Creek according to recent studies, makes the need for replacement a high priority. These roadways are critical in that Park Avenue provides access to numerous community assets, a broad spectrum of housing, and recreational facilities and opportunities, and interconnects several densely populated residential neighborhoods.

## Funding Plan:

Total Project Cost:	\$ 14,000,000
Funding Already Secured:	0
This Fiscal Year State Funding Request:	\$ 14,000,000

Explanation of Other Funding Available from Other Sources (Funding Already Secured) N/A

## Detailed Project Criteria:

**Projects that Have Already Started and Need to be Finished:** This project is a critical part of an ongoing replacement program of City of Ketchikan sewer, water and roadway infrastructure.

**Projects that Create Jobs:** This project is of sufficient size that it would likely exceed the local contractor supply for labor. As such, the creation of additional construction jobs will be needed to complete this project.

**Life, Safety, Health Improvement Projects:** The sewer mains within the project area transport sanitary sewer flow to the City of Ketchikan Wastewater Treatment facility. Any interruption to service causes an immediate health concern for the community because of the potential for public exposure to raw sewage. Currently the rotted out corrugated metal sewer lines are contributing to water quality degradation in Ketchikan Creek, an iconic salmon stream. This includes exposure to residents and visitors walking and driving to/from their homes, businesses, and cruise ships. This area is a visitor destination and is on the route of the newly developed Salmon Walk. There is high pedestrian traffic in this area, and the old cantilevered sidewalk and retaining wall are pose future safety issues.

## Project Description & Justification:

**Deferred Maintenance:** This project will address deferred maintenance of the sewer, water, and roadway system.

**Transportation:** This project will address failing road surfaces that connect isolated neighborhoods and cultural and historic destinations to downtown and critical services and are the only means of accessing certain residential properties.

**Infrastructure:** This project will address numerous public infrastructure needs including improvements to or replacement of water and waste water utilities, storm water conveyance, road subsurface and surface improvements, road and sidewalk structures and retaining walls.

**Public Safety:** This project improves public safety in that it provides for improved sanitary sewer collection, improved drinking water distribution, and will reconstruct a structurally deficient retaining wall and cantilevered sidewalk along Ketchikan Creek.

**Private Sector Tools:** This project provides for direct private sector involvement through contract bidding for these capital improvements and/or as subcontractors to larger contracted firms.

**Investment in Future:** This project is an investment in the future of the greater community of Ketchikan in that it will provide construction jobs, and improve existing infrastructure within the community.

**Support for Essential Services:** This project will aid in the delivery of essential public services, including sanitary sewer collection, water distribution, and roadway access.

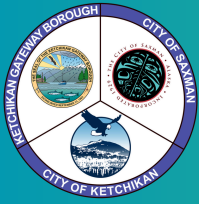
**Culture and Recreation:** This project provides for recreation and cultural opportunities through serving as the means to access viewing the Ketchikan Creek salmon ladder attraction, the newly developed Salmon Walk attraction, access to upper Ketchikan Creek for fishing and viewing opportunities, and also access to the Deer Mountain Hatchery and Totem Heritage Center, which both serve as cultural and recreational centers.

## Project Timeline:

The total length of the project is likely 4-6 years after receiving approval for funding inclusive of design and engineering, bidding and award and construction during the construction season.

## Ongoing Operation & Maintenance:

City of Ketchikan is responsible for the ongoing operation and maintenance of this project.



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

City of Ketchikan Capital Project  
Water Street Water Main Replacement  
FY2027 Funding Request: \$ 3,500,000



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Federal EIN: 92-6000082

## Brief Project Description:

Design and replace 1675 feet of failing exposed 12” ductile iron pipe hanging underneath the State of Alaska Tongass Highway viaduct between the Grant and Main Street intersection and extending to 1010 Water Street (intersection with Schoenbar Road) with new 16” high-density polyethylene (HDPE) pipe. For over 30 years during high tides, this ductile iron water main is submerged in salt water twice a day. It is severely corroded, and the galvanized nuts, bolts, and hangers which together support this critical pipeline are failing.

## Funding Plan:

Total Project Cost:	\$ 3,500,000
Funding Already Secured:	0
This Fiscal Year State Funding Request:	\$ 3,500,000

Ketchikan’s request for \$3,500,000 from the SFY2026 Alaska Drinking Water Loan Fund is ranked No. 8 in the draft Project Priority List. This will become the final List at the conclusion of the Public Comment period which closed August 21, 2025.

Explanation of Other Funding Available from Other Sources (Funding Already Secured) N/A

## Detailed Project Criteria:

Projects that have already started and need to be finished - This project is a critical part of an ongoing replacement program of the City of Ketchikan aged water transmission infrastructure with modern corrosion-resistant materials.

Projects that create jobs - This project is a sufficient size that the local contractor's supply of labor will be adequate for the project's completion. The successful bid award will support existing jobs.

Life, safety, health improvement projects - This project is critical for life, safety, and health within Ketchikan. It serves as the primary water transmission main for Ketchikan's West End area of the community and supplies both potable water and provides fire protection in three reservoirs totaling 2.75 million gallons storage protecting the Ketchikan General Hospital, the Ketchikan International Airport on Gravina Island, high-rise apartment buildings, several schools and churches, and extensive commercial development along the waterfront, and the many upland residences including Ketchikan Indian Community housing.

## Project Description & Justification:

Deferred Maintenance - The galvanized nuts, bolts, and hangers which together support this critical pipeline are already severely decayed due to continued daily tidal saltwater immersion for over 30 years. Before complete failure occurs, they must be replaced along with the badly corroded ductile iron water mains.

Infrastructure - This is the primary water transmission main for Ketchikan's West End area of the community by supplying potable water and fire protection in three reservoirs totaling 2.75-million gallons storage for the Ketchikan General Hospital, the Ketchikan International Airport, high-rise apartment buildings, several schools and churches, extensive commercial development along the waterfront, and the many upland residences including Ketchikan Indian Community housing.

Public Safety - Provides both fire protection and potable water storage for the Ketchikan General Hospital, the Ketchikan International Airport, high-rise apartment buildings, several schools and churches, extensive commercial development along the waterfront, and the many upland residences in three large reservoirs.

Investment in Future - Provides existing water and wastewater services to Gravina Island's Ketchikan International Airport. Offers the potential for future additional industrial and residential development on Gravina Island. Supports local air travel opportunities with direct services to the remote island communities located on Prince of Wales.

Support for Essential Services - This is the primary water transmission main for Ketchikan's West End area of the community and the Ketchikan International Airport supplying both potable water and providing fire protection to this portion of the community through hydrants that are supplemented by three large reservoirs located within this area.

Underserved Community - Supplies potable water and fire protection for Ketchikan's West End area of the community including upland residences and the Ketchikan Indian Community housing development.

## Project Timeline:

In conjunction with the ADOT's Water Street roadway and viaduct project that is already in progress, DOWL Engineering is preparing the design for a replacement HDPE water main. After approval of the design, ADOT will prepare the documents for bid and award the contract for construction in 2027. Depending on the progress of ADOT's viaduct repair and rebuild project, water main construction would probably begin the following spring of 2028 and be completed in a single season. Total length of project is likely 3-4 years after receiving approval for funding.

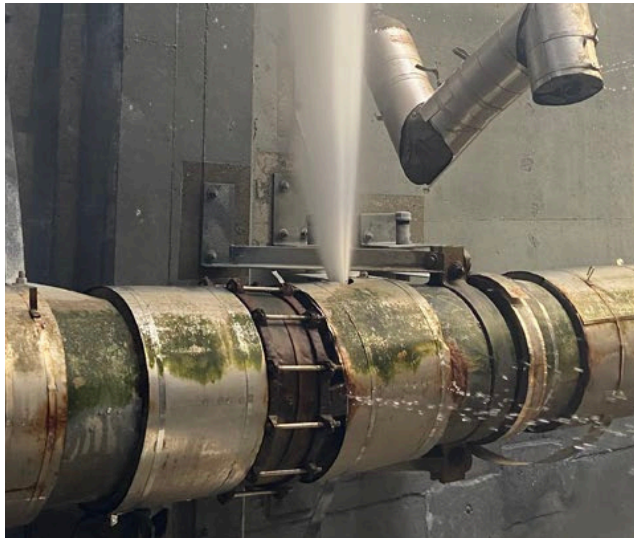
## Ongoing Operation & Maintenance:

Ketchikan Public Utilities is responsible for the ongoing operation and maintenance of this project.



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

City of Ketchikan Capital Project  
Tongass Avenue Water Main Replacement  
FY2027 Funding Request: \$ 3,500,000



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Federal EIN: 92-6000082

## Brief Project Description:

Design and replace 2,250 feet of failing exposed 20" ductile iron pipe hanging underneath the State of Alaska Tongass Highway viaduct with new 26" high-density polyethylene (HDPE) pipe. For over 30 years during high tides, this ductile iron water main is submerged in salt water twice a day. It is severely corroded and the mechanical fastenings are failing.

## Funding Plan:

Total Project Cost:	\$ 3,500,000
Funding Already Secured:	0
This Fiscal Year State Funding Request:	\$ 3,500,000

Ketchikan's request for \$3,500,000 from the SFY2026 Alaska Drinking Water Loan Fund is ranked No. 9 in the draft Project Priority List. This will become the final List at the conclusion of the Public Comment period which closed August 21, 2025.

Explanation of Other Funding Available from Other Sources (Funding Already Secured) N/A

## Detailed Project Criteria:

Projects that Have Already Started and Need to be Finished - This project is a critical part of an ongoing replacement program of the City of Ketchikan water transmission infrastructure.

Projects that Create Jobs - This project is of sufficient size that the local contractor supply of labor will be adequate for the project's completion and a successful bid award will support existing jobs.

Life, Safety, Health Improvement Projects - This project is critical for life, safety and health within Ketchikan and serves as the primary water transmission main for Ketchikan's West End area of the community by supplying potable water and fire protection storage in three reservoirs totaling 2.75 million gallons for the Ketchikan General Hospital, Ketchikan International Airport on Gravina Island, high-rise apartment buildings, several schools and churches, extensive commercial development along the waterfront, and the many upland residences including Ketchikan Indian Community housing.

## Project Description & Justification:

Deferred Maintenance - The galvanized nuts, bolts, and hangers which together are supporting this critical pipeline are badly corroded due to continued tidal saltwater immersion for over 30 years. Before complete failure occurs, they must be replaced along with the badly corroded ductile iron water mains.

Infrastructure - This is the primary water transmission main for Ketchikan's West End area of the community by supplying potable water and fire protection storage in three reservoirs totaling 2.75 million gallons for the Ketchikan General Hospital, the Ketchikan International Airport on Gravina Island, high-rise apartment buildings, several schools and churches, extensive commercial development along the waterfront, and the many upland residences including Ketchikan Indian Community housing.

Public Safety - Provides fire protection and potable water storage for the Ketchikan General Hospital, the Ketchikan International Airport, high-rise apartment buildings, several schools and churches, extensive commercial development along the waterfront, and the many upland residences in three large reservoirs.

Investment in Future - Provides existing water and wastewater services to Gravina Island's Ketchikan International Airport. Offers the potential for future additional industrial and residential development on Gravina Island. Supports local air travel opportunities with direct services to the remote island communities located on Prince of Wales.

Support for Essential Services - This is the primary water transmission main for Ketchikan's West End area of the community and the Ketchikan International Airport supplying both potable water and providing fire protection to this portion of the community through hydrants that are supplemented by three large reservoirs located within this area.

Underserved Community - This project supplies potable water and fire protection for Ketchikan's West End area of the community including upland residences and the Ketchikan Indian Community housing development.

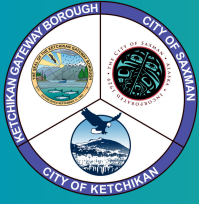
## Project Timeline:

In conjunction with the ADOT's Tongass Avenue roadway and viaduct replacement project that is already in progress, DOWL Engineering is preparing the design for a replacement HDPE water main. After approval of the design, ADOT plans to prepare the documents for bid and award of the contract for construction in 2027. Depending on the progress of ADOT's viaduct repair and rebuild project, water main construction would probably begin the following spring of 2028 and be completed in a single season.

The total length of the project is likely to be 3 to 4 years after receiving approval for funding.

## Ongoing Operation & Maintenance:

City of Ketchikan/Ketchikan Public Utilities is responsible for the ongoing operation and maintenance of this project.



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

City of Ketchikan Capital Project  
Beaver Falls Powerhouse Switchgear Replacement Design  
FY2027 Funding Request: \$ 750,000



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Federal EIN: 92-6000082

## Brief Project Description:

The purpose of this project is to replace the 1940's-vintage generator switchgear within the Beaver Falls Powerhouse, which is an operating risk to the powerhouse. The project includes a development of a detailed design, covering asbestos abatement, three (3) generator excitation systems, controls, breakers, protection relays, electrical panels, DC electrical equipment and modifications to the powerhouse's control room. Beaver Falls Powerhouse contains three (3) active hydroelectric generators and is Ketchikan Public Utilities' single largest hydrogeneration facility.

## Funding Plan:

Total Project Cost:	\$ 1,500,000
State Funding Already Secured:	0
State Funding Request for this Fiscal Year:	\$ 750,000

Explanation of Other Funding Available from Other Sources (Funding Already Secured) All funding has been provided by Ketchikan Public Utilities and any additional cost will be covered by KPU.

## Detailed Project Criteria:

Projects that have already started and need to be finished -The project has been in different phases of development since 2015; it is critical that this project be completed to ensure continuation of reliable hydro power to Ketchikan.

Projects that create jobs -This project will require a wide range of contractors, including those skilled in abatement, electrical, mechanical, and general construction. Reliable power to Ketchikan is critical to the economic vitality of the community.

Life, safety, health improvement projects -This project will provide critical utility power to the greater-Ketchikan community, including residences, businesses, the hospital and medical centers, schools, ports, fuel facilities and grocery stores, the airport, and the US Coast Guard base.

## Project Description & Justification:

Transportation - This project will provide critical utility power to Ketchikan's airport, float plane facility, ports and ferry terminal, harbors, and highway lighting.

Public Safety - This project provides power to the Alaska State Troopers, the City of Ketchikan Police Department, Saxman VPSO facility, City of Ketchikan Fire Department, North and South Tongass Volunteer Fire Departments, the US Coast Guard, and the US Fish & Wildlife Service and US Forest Service law enforcement offices.

Private Sector Tools - Established hydroelectric facilities provide reliable power to all aspects of the community, supporting commercial and industrial businesses in Ketchikan.

Investment in Future - Ensuring the continuation of reliable hydroelectric power to Ketchikan is critical to the success of the community.

Support for Essential Services - Completion this project helps to ensure reliable power for Ketchikan's critical medical and transportation facilities, including the hospital and the airport.

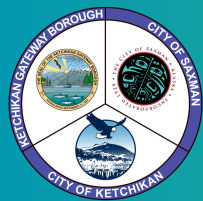
Culture and Recreation - The Beaver Falls Hydroelectric Project contains two (2) reservoirs and a trail network utilized for hiking, hunting, fishing, photography, cedar bark harvesting, berry picking, and camping.

## Project Timeline:

Detailed design will begin in 2026, with project completion estimated for 2028.

## Ongoing Operation & Maintenance:

City of Ketchikan/Ketchikan Public Utilities is responsible for ongoing operations and maintenance of this project.



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

City of Ketchikan Capital Project  
Ketchikan International Airport Power Upgrade  
FY2027 Funding Request: \$ 750,000



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Federal EIN: 92-6000082

## Brief Project Description:

The purpose of this project is to upgrade the only utility power source for the Ketchikan International Airport (KIA), located on Gravina Island and the only airport to serve the greater Ketchikan community including isolated neighboring communities. The existing armored submarine electrical cable that serves the airport is nearing end-of-life (installed mid-1970s). The cable armor has begun to corrode, leading to the installation of slip-on armoring on its Gravina beach landing. The cable originates behind Ketchikan Public Utilities (KPU) Bailey Powerhouse fuel tank storage and runs through the area of the Ketchikan Shipyard, Taquan Air, Carlanna Creek and the Bailey fuel barge delivery point. Dredging in the early 1970's damaged the original KIA cable. Submarine cable Plans and Specifications have been developed, in coordination with the State of Alaska and the Ketchikan Gateway Borough, to install a new armored cable beginning at a location near the airport ferry terminal. Preliminary uplands work has been completed. This funding is needed for the purchase of the new submarine cable, cable installation, and completing upland connection points.

## Funding Plan:

Total Project Cost:	\$ 1,300,000
Funding Already Secured:	0
State Funding Request for this Fiscal Year:	\$ 750,000

Explanation of Other Funding Available from Other Sources (Funding Already Secured) All funding has been provided by Ketchikan Public Utilities and any additional cost will be covered by KPU.

## Detailed Project Criteria:

**Projects that Have Already Started and Need to be Finished:** The project has been in different phases of development since 2012; it is critical that this project be completed to ensure reliable power to the Ketchikan International Airport.

**Projects that Create Jobs:** This project is of sufficient size that the local contractor supply of labor will be adequate for the project's completion. Reliable power to KIA will ensure consistent operation of KIA and will contribute to economic vitality including possible job creation.

**Life, Safety, Health Improvement Projects:** This project will provide critical utility power to Ketchikan's primary air transportation facility which serves not only local recreational travel needs, but air cargo, emergency air transport, and serves all manner of aircraft including personal, commercial and military for emergency landing and fueling.

## Project Description & Justification:

**Transportation:** This project will provide critical utility power to Ketchikan's primary air transportation facility.

**Public Safety:** Reliable power to the Ketchikan International Airport is required to maintain public safety for commercial air travel, emergency air transport, cargo and emergency use.

**Private Sector Tools:** A functioning airport, including reliable utility power, is required to support private-sector growth and development in Ketchikan, which relies on KIA as the primary means of travel in and out of the community as well as how certain goods and services are made available.

**Investment in Future:** Ensuring reliable utility power to the airport is an investment in the future of the greater community of Ketchikan.

**Support for Essential Services:** Completion of the KIA power upgrade will aid in the delivery of essential public services as the Ketchikan International Airport is one of the community's only reliable transportation connections and also supplies emergency medical transport to more specialized medical facilities.

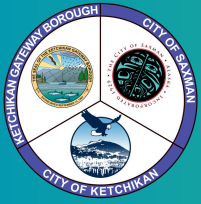
**Culture and Recreation:** The Ketchikan International Airport is utilized by residents and visitors who often depart or arrive for recreational opportunities locally and throughout the state including fishing, hunting, cultural events, tourism, general outdoor recreation, and youth sports.

## Project Timeline:

The remaining elements of the project are completion of uplands work, and procurement of the power cable in 2026, and complete installation in late 2026 or 2027.

## Ongoing Operation & Maintenance:

City of Ketchikan/Ketchikan Public Utilities is responsible for the ongoing operation and maintenance of this project.



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

City of Ketchikan Capital Project  
Ketchikan Lakes Utilities  
FY2027 Funding Request: \$ 3,500,000



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Federal EIN: 92-6000082

## Brief Project Description:

Ketchikan Lakes Dam lies upstream of Ketchikan’s Bear Valley residential area and the downtown core. The dam is classified as a high-hazard facility due to its potential of flood damage to the downstream areas in the event of a dam failure. Ketchikan Public Utilities (KPU) currently monitors the lake level and the level’s rate-of-change via a radio antenna system routed to the utility’s operation center, with the remote radio sites powered by solar panels and back-up propane generators. This project will install underground power and fiber utilities to the Fawn and Ketchikan Lakes dams to improve monitoring capabilities and response time. In addition to the underground power and fiber, work includes upgrades to the on-site data collection points, installation of a backup satellite communications link to the fiber, improvements to the back-up electrical generators, installation of cameras, lights, telephones, and the replacement of culverts along the Ketchikan Lakes access road during the underground utility installation.

## Funding Plan:

Total Project Cost:	\$ 4,173,455
Funding Already Secured:	0
This Fiscal Year State Funding Request:	\$ 3,500,000

Explanation of Other Funding Available from Other Sources (Funding Already Secured)

## Detailed Project Criteria:

Projects that have already started and need to be finished - Detailed design was completed in 2025, with project completion by the end of 2028.

Projects that create jobs - This project will entail the use of electricians, power linemen, communication technicians, heavy equipment operators, commercial construction contractors.

Life, safety, health improvement projects -This project will improve KPU's ability to monitor the Ketchikan Lake (and Fawn Lake) reservoir levels and the condition of the dams, improve response time, and reduce the likelihood of false alarms of possible dam failure events.

## Project Description & Justification:

Transportation: Failure of the Ketchikan Lakes Dam has the potential to damage roadways connecting residents and businesses of South Tongass from the rest of the community.

Public Safety: Improvement of monitoring capabilities will aid First Responder's ability to effectively communicate potential risks to those that live and work within the possible flood zone and to the greater community as a whole, aid in any evacuations, and also reduce the chances of false alarms.

Private Sector Tools: Established hydroelectric facilities provide reliable power to all aspects of the community, supporting commercial and industrial businesses in Ketchikan.

Support for Essential Services: Monitoring improvements will aid First Responders' ability to take proactive life saving measures.

Culture and Recreation: The Ketchikan Lakes dam area is closed to public access due to it also being the City's domestic water source. However, downstream along Ketchikan Creek, there are many recreation and cultural facilities, such as the Totem Heritage Center, the City's Museum, art galleries, City Park, a salmon hatchery, and sport fishing opportunities.

## Project Timeline:

Detailed design was completed in 2025, with project completion by the end of 2028.

## Ongoing Operation & Maintenance:

The City of Ketchikan/Ketchikan Public Utilities is responsible for the ongoing operation and maintenance of this project.



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

City of Ketchikan Capital Project  
Spruce Mill Promenade  
FY2027 Funding Request: \$ 2,467,500



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Federal EIN: 92-6000082

## Brief Project Description:

The City of Ketchikan Spruce Mill Promenade project will complete the final 400 linear foot section of the City of Ketchikan waterfront promenade. It will provide the final puzzle piece connecting an existing northern 3,300 ft. section with a southern 2,300 ft. section, resulting in a continuous 6,000 ft. promenade along Ketchikan’s downtown waterfront. The new promenade will consist of a wooden walking surface that matches the aesthetics of the existing promenade and will be supported by a combination of piling and concrete retaining walls.

## Funding Plan:

Total Project Cost:	\$ 7,467,500
Funding Already Secured:	0
This Fiscal Year State Funding Request:	\$ 2,467,500

### Explanation of Other Funding Available from Other Sources (Funding Already Secured)

The City of Ketchikan was notified by the Alaska Department of Transportation and Public Facilities of an award of a \$5,000,000 Transportation Alternatives Program (TAP) Grant. The award requires a local match of 33.04% in the amount of \$2,467,500. This request for funding would provide the \$2,467,500 in funding needed for the local match.

## Detailed Project Criteria:

Projects that have already started and need to be finished - This project is the final segment that will connect two different existing sections of the City of Ketchikan waterfront promenade into one continuous length. The new 400 ft. long section constructed by this project will connect a 3,300 ft long norther section with a 2,300 ft southern section resulting in a continuous 6,000 ft promenade.

Projects that create jobs - This project is of sufficient size that it would likely exceed the local contractor supply for labor. As such, the creation of additional construction jobs will be needed to supplement the local labor to complete this project.

Life, safety, health improvement projects -The community will realize a health benefit, life improvement, and increased enjoyment from having a continuous promenade 6,000 feet in length. Residents and visitors can enjoy a walk or run along the promenade, taking in the scenic and historic views of downtown Ketchikan.

## Project Description & Justification:

Infrastructure: This project will address a public infrastructure need by connecting two existing promenades into one continuous length. Currently, promenade users are restricted by the gap in between the two existing sections. This project will fill in that gap allowing for greater use and enjoyment.

Public Safety: This project improves public safety by allowing residents and visitors to travel from one end of the promenade to another on foot without having to cross into vehicle traffic. This results in a much safer situation by reducing the possibility of vehicles hitting pedestrians.

Private Sector Tools: This project provides for direct private sector involvement through contract bidding for this capital improvements and/or as subcontractors to larger contracted firms.

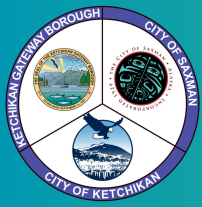
Investment in Future: This project is an investment in the future of the greater community of Ketchikan in that it will provide construction jobs and improve existing infrastructure within the community.

## Project Timeline:

The total length of the project is a minimum of 12 months after receiving approval for funding, inclusive of design and engineering, bidding and award and construction.

## Ongoing Operation & Maintenance:

The City of Ketchikan is responsible for the ongoing operation and maintenance of this project.



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

City of Ketchikan Capital Project  
Ketchikan Fire Station No. 2 Replacement  
FY2027 Funding Request: \$ 15,000,000



## Applicant:

City of Ketchikan  
Myrna Johannsen, Executive Assistant  
334 Front Street  
Ketchikan, Alaska 99901

Phone: (907) 228-5603  
[myrnajohannsen@ketchikan.gov](mailto:myrnajohannsen@ketchikan.gov)

Federal EIN: 92-6000082

## Brief Project Description:

The City of Ketchikan Fire Station No. 2 is nearing the end of its operational life, with maintenance costs escalating each year. The facility no longer meets modern cancer prevention protocols or National Fire Protection Association (NFPA) standards, putting firefighters at increased health risks. Additionally, the station's aging mechanical systems are outdated, inefficient, and beginning to fail, making routine operations increasingly difficult. The building's infrastructure struggles to support the demands of a modern fire station, limiting the department's ability to provide optimal emergency response services. As these issues compound, the need for a long-term solution becomes more urgent to ensure the safety, health, and effectiveness of Ketchikan's firefighting personnel and the community they serve.

## Funding Plan:

Total Project Cost:	\$ 15,000,000
Funding Already Secured:	0
This Fiscal Year State Funding Request:	\$ 15,000,000

Explanation of Other Funding Available from Other Sources (Funding Already Secured)

## Detailed Project Criteria:

Projects that have already started and need to be finished - We are beginning design concepts. We are updating engineering report on the current structure.

Projects that create jobs - This project is of sufficient size that it would likely exceed the local contractor supply for labor. As such, the creation of additional construction jobs will be needed to complete this project.

Life, safety, health improvement projects - A modernized facility allows firefighters to respond more efficiently, reducing critical delays in emergency situations.

## Project Description & Justification:

**Deferred Maintenance:** This project will address deferred maintenance of the current fire station.

**Infrastructure:** This project will address a major public infrastructure need by upgrading the fire station to a safer work environment, allowing the station to stay open into the future.

**Public Safety:** This project improves public safety in that it provides improved protection for our responders, safer and quicker responses.

**Private Sector Tools:** This project provides for direct private sector involvement through contract bidding for these capital improvements and/or as subcontractors to larger contracted firms.

**Investment in Future:** This project is an investment in the future of the greater community of Ketchikan in that it will provide construction jobs and improve existing infrastructure within the community.

## Project Timeline:

The total length of the project is a minimum of 5 years after receiving approval for funding inclusive of design and engineering, bidding and award and construction during the construction season.

## Ongoing Operation & Maintenance:

The City of Ketchikan is responsible for the ongoing operation and maintenance of this project.



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

City of Ketchikan Capital Project  
Stedman Street Restrooms  
FY2027 Funding Request: \$ 1,904,000



## Applicant:

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Myrna Johannsen, Executive Assistant  
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Ketchikan, Alaska 99901

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Federal EIN: 92-6000082

## Brief Project Description:

The City of Ketchikan sees an estimated 1.5 million visitors per year to its downtown core. There is an inadequate number of public restrooms to service this many visitors in the downtown area. The need for new permanent restrooms is evident. With available space limited, this project would extend a wood deck and piling structure over Thomas Basin to support a restroom building to accommodate men's, women's, and one unisex facility with a total of 7 water closets and 5 lavatories as well as janitorial and waste areas.

## Funding Plan:

Total Project Cost:	\$ 1,904,000
Funding Already Secured:	0
This Fiscal Year State Funding Request:	\$ 1,904,000

Explanation of Other Funding Available from Other Sources (Funding Already Secured)

## Detailed Project Criteria:

**Projects that create jobs** - This project is of sufficient size that it would likely require multiple specialty contractors. As such, the creation of additional construction jobs may be needed to complete this project.

**Life, safety, health improvement projects** - This project improves life, safety, and health of people in Ketchikan by adding public restrooms in an area that is easily accessible for visitors in the downtown area where currently there is insufficient facilities. It will allow people to travel shorter distances and without crossing busy streets to access restrooms.

## Project Description & Justification:

**Deferred Maintenance:** Additional restroom facilities are necessary to serve the number of visitors to the downtown core.

**Infrastructure:** This project will address a major public infrastructure need by adding vital restroom facilities.

**Public Safety:** This project improves public safety in that it allows pedestrians to travel a shorter distance without crossing busy streets to access restrooms.

**Private Sector Tools:** This project provides for direct private sector involvement through contract bidding for these capital improvements and/or as subcontractors to larger contracted firms.

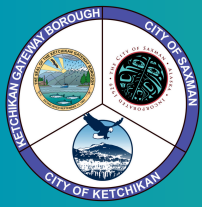
**Investment in Future:** This project is an investment in the future of Ketchikan in that it will allow for access to public restroom facilities in an area where there is no current availability and provide construction jobs and improve existing infrastructure within the community.

## Project Timeline:

The total length of the project is a minimum of 1 year after receiving approval for funding inclusive of final design and engineering, bidding and award and construction during the construction season.

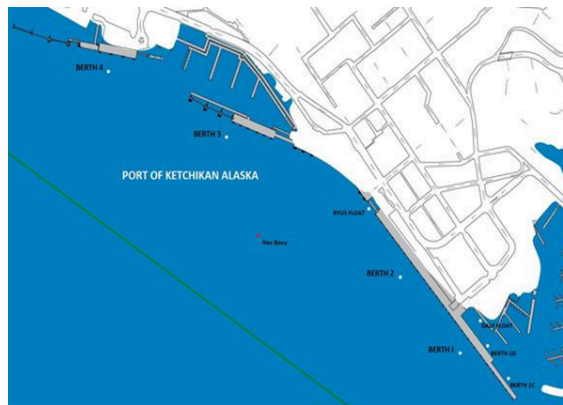
## Ongoing Operation & Maintenance:

The City of Ketchikan is responsible for the ongoing operation and maintenance of this project.



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

City of Ketchikan Capital Project  
Port of Ketchikan Electrification Feasibility Study  
FY2027 Funding Request: \$ 250,000



## Applicant:

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Federal EIN: 92-6000082

## Brief Project Description:

FY 2026: Request funding to perform a feasibility study and initial design for the City of Ketchikan Port Electrification project. This feasibility study is necessary to develop and realize the entirety of this multi-year project. In addition, this feasibility study will be used to determine the sequence and timeline of the construction phase of this project.

\*The vision and goal of this project is to reduce diesel consumption and associated emissions, by electrifying the City of Ketchikan's Port berths with green electric (Hydro) power. These ports are used extensively by the Cruise Industry and ever increasingly larger cruise ships.

## Funding Plan:

Total Project Cost:	\$ 32,000,000
Funding Already Secured:	0
This Fiscal Year State Funding Request:	\$ 250,000

The \$32 Million is a Rough Order of Magnitude cost (ROM). \*\* *The City of Ketchikan requests that this project be considered for State Commercial Passenger Vessel (CPV) tax funding as this project greatly benefits the Cruise Industry, Port, and the Environment.*

Explanation of Other Funding Available from Other Sources (Funding Already Secured)

## Detailed Project Criteria:

Projects that have already started and need to be finished - Initial research has been initiated for this project. Further feasibility study will be required.

Projects that create jobs - This project is of sufficient size and will require professional engineering and additional labor to work and complete this project. The creation of additional construction jobs will be required to complete this project.

Life, safety, health improvement projects - The electrification of the Ketchikan Port will utilize clean Hydro power generated electricity. Diesel Generators aboard the vessels will not be required while in port. Therefore, no harmful emission will be released in the area for those vessels/cruise ships connecting to the new shore tie electrical hook ups. Making overall life, safety and health improvements for the residents, visitors, and wildlife in the area.

## Project Description & Justification:

**Transportation:** Ketchikan is a maritime community. The electrification of the Ketchikan port will greatly improve the maritime transportation industry. This electrification will not only greatly improve the services provided to the cruise ship industry it will also improve the services to other vessels utilizing the port throughout the year. i.e. Ferries, Fishing Vessels, Barges etc.

**Infrastructure:** This project does enhance the Port of Ketchikan's maritime infrastructure and will provide a greater service to all vessels that utilize the various port berths.

**Public Safety:** The ability to utilize clean hydropower instead of the vessels diesel generators which reduces emissions and noise while cruise vessels are moored in the downtown corridor.

**Investment in Future:** The use of clean hydropower being offered to the cruise ships and vessels that berth at the City of Ketchikan's port is an investment in the future. The use of green energy use in the Ketchikan port can be marketed as a direct response to climate change. Electrification of the port will be more appealing to future cruise ships and year-round vessel use.

**Support for Essential Services:** Electricity is an essential service and by delivering this clean energy to the port berths it will be another move forward to port modernization.

**Culture and Recreation:** This project will greatly assist cruise tourism (recreation), in particular, clean energy will be utilized aboard the vessel by passengers and crew alike during port calls in Ketchikan.

## Project Timeline:

This is a multi-year project that if funded would start in FY2026 and end in FY 2030.

**FY2027:** Feasibility Study and Initial Plans.

**FY2028:** Plans, Specification, and Estimates (PS&E)

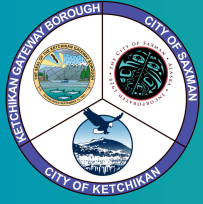
**FY2029:** Phase I Construction: Upland Infrastructure improvements.

**FY2030:** Phase 2 Construction: Port Electrification and associated equipment and materials.

## Ongoing Operation & Maintenance:

The City of Ketchikan will be responsible for the ongoing operation and maintenance of this project.

\*\* The City of Ketchikan requests that this project be considered for State Commercial Passenger Vessel (CPV) tax funding as this project greatly benefits the Cruise Industry, Port, and the Environment.



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

City of Saxman Capital Project  
Saxman Public Safety Building - Planning/Design/Construction  
FY2027 Funding Request: \$ 3,850,000



## Applicant:

City of Saxman  
City Administrator  
2841 S. Tongass Hwy, Route 2 Box 1  
Ketchikan, Alaska 99901

Phone: (907) 225-4166  
cityadmin@kpunet.net

Federal EIN: 92-0041226

## Brief Project Description:

The public safety building/fire station within Saxman was built in the 1970's and in addition to not being equip to handle current needs, the building itself has a rotten foundation and a leaking roof resulting in a mold issue. Renovation of the current facility doesn't make sense as the costs would exceed the value of the current building and more room is needed for emergency apparatus storage (the current location cannot accommodate the space needed).

## Funding Plan:

Total Project Cost:	\$ 3,850,000
Funding Already Secured:	
This Fiscal Year State Funding Request:	\$ 3,850,000

Explanation of Other Funding Available from Other Sources (Funding Already Secured)

Land Acquisition \$80,000. Federal funding options available, however, the grants need to be applied for by the Tribe.

## Detailed Project Criteria:

The project would create construction jobs and provide a safe facility for essential first responders and staff (VPSO, STVFD, EMS). The project is absolutely critical to the life, safety, and health of all Ketchikan Gateway Borough residents and businesses, not just Saxman. The recent fire that destroyed the South Tongass Fire Station, emergency apparatuses, and medical equipment highlights the need for additional emergency response resources on the South end, much like the North end has two locations. Continued increases in housing, including low income housing as well as economic development within Saxman and the Ketchikan Gateway Borough necessitate another location for the South Tongass Service Area. An additional facility would aid in decreasing response time, which is imperative for survival and to mitigate damages.

## Project Description & Justification:

**Deferred Maintenance:** The public safety building is a key facility and necessary renovation and repairs have been needed for a long time. It has been deferred as the current location and facility do not fit current needs. A new location has been secured.

**Infrastructure:** The recent fire that destroyed the South Tongass Fire Station, emergency apparatuses, and medical equipment highlights the need for additional emergency response resources on the South end. Continued increase in housing and economic development within Saxman and the Ketchikan Gateway Borough necessitate another location for the South Tongass Service Area.

**Public Safety:** The recent fire that destroyed the South Tongass Fire Station, emergency apparatuses, and medical equipment highlights the need for additional emergency response resources on the South end. Continued increase in housing and economic development within Saxman and the Ketchikan Gateway Borough necessitate another location for the South Tongass Service Area. An additional facility would aid in decreasing response time, which is imperative for survival and to mitigate damages.

**Private Sector Tools:** Saxman Seaport has many private-sector growth opportunities / development possibilities—many are newly established with more on the horizon. It would be of significant benefit to have the additional emergency response resources as the community continues to expand and develop.

**Investment in Future:** Saxman has many growth opportunities / development possibilities—many are newly established with more on the horizon. It would be of significant benefit to have the additional emergency response resources as the community continues to expand and develop. Several housing development projects, Port Infrastructure Development to create an AMHS ferry terminal and to relocate the M/V Lituya run / test electric ferries, a Food Hub to promote food security by KAPA, Three Bears grocery store, and Totem Harbor development.

**Support for Essential Services:** This project ensures the community will have necessary emergency services support, decrease response times for threats to life and property, and increase public safety.

**Culture and Recreation:** The Saxman Totem Park is a major attraction for Ketchikan area visitors. The park includes a tribal house, a carving center, and a cultural hall for traditional Tlingit dance exhibitions.

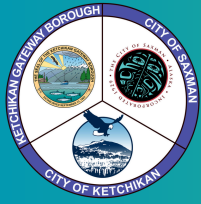
**Underserved Community:** Organized Village of Saxman has a rural designation. Of the roughly 400 residents within Saxman, 75% are Alaska Native and have been an underserved community and disproportionately disadvantaged since colonization. The community is currently without a VPSO presence and having an appropriate public safety building would help to attract and retain this necessary presence within our community.

## Project Timeline:

The project would likely need 18-24 months for completion.

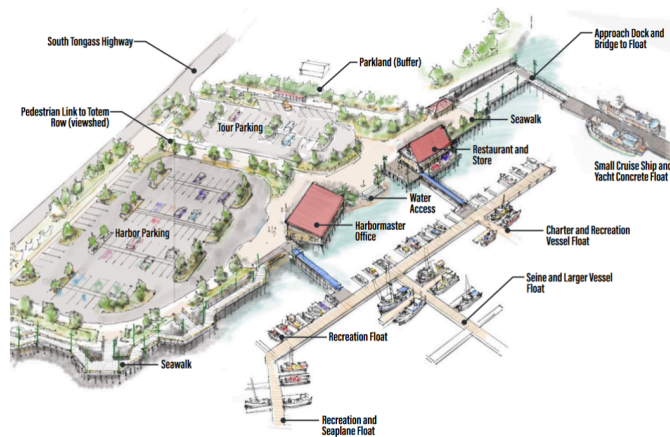
## Ongoing Operation & Maintenance:

City of Saxman & Public Works / VPSO / STVFD & EMS



# Greater Ketchikan Community Request for Fiscal Year 2027 State Funding

City of Saxman Capital Project  
Totem Harbor - Planning  
FY2027 Funding Request: \$ 6,230,522



## Applicant:

City of Saxman  
City Administrator  
2841 S. Tongass Hwy, Route 2 Box 1  
Ketchikan, Alaska 99901

Phone: (907) 225-4166  
[cityadmin@kpunet.net](mailto:cityadmin@kpunet.net)

Federal EIN: 92-0041226

## Brief Project Description:

Saxman does not currently have a developed harbor facility. A new harbor would meet the recreation needs of residents, the commercial fleet, provide opportunities for charters to operate out of Saxman, provide seaplane service to Saxman, and provide moorage for vessels visiting Saxman. Visiting vessels include small cruise ships and the desire to make Saxman a turn-around port, and also provide moorage for yachts. With Ketchikan harbors beyond capacity, Saxman can meet some of the local demand while providing economic opportunities for the community. More details outlined in the 2021 Master Plan. This is just for the planning phase.

## Funding Plan:

Total Project Cost:	\$ 6,230,522
Funding Already Secured:	
This Fiscal Year State Funding Request:	\$ 6,230,522

Explanation of Other Funding Available from Other Sources (Funding Already Secured)

Land Acquisition: \$1,000,000

## Detailed Project Criteria:

The project would create construction jobs and multiple year-round and seasonal job opportunities. The project supports the life, safety, and health of Ketchikan residents by providing additional vessel moorage, improving quality of life by providing more recreation opportunities, allowing rescue boats/seaplanes a closer dock to provide lifesaving care to residents and to our neighbors in Metlakatla.

## Project Description & Justification:

**Transportation:** Increases needed moorage capacity for the community. Would be able to accommodate several vessels from under 20 feet up to small cruise ships, yachts, and seaplanes. Would allow residents living on Pennock, Metlakatla residents, and commercial fishing vessels to dock and stock up on essentials and a place for rescue boats/seaplanes to dock and have emergency services provide lifesaving care sooner.

**Infrastructure:** Saxman does not currently have a developed harbor facility. A new harbor would meet the recreation needs of residents, the commercial fleet, provide opportunities for charters to operate out of Saxman, provide seaplane service to Saxman, and provide moorage for vessels visiting Saxman. Visiting vessels include small cruise ships and the desire to make Saxman a turn-around port, and also provide moorage for yachts. With Ketchikan harbors beyond capacity, Saxman can meet some of the local demand while providing economic opportunities for the community.

**Public Safety:** Would allow rescue boats/seaplanes a closer dock to provide lifesaving care to residents and to our neighbors in Metlakatla.

**Private Sector Tools:** Harbor development would increase tourism opportunities, provide more developed land for businesses, and create a location for the study and development of renewable tidal energy.

**Investment in Future:** Saxman does not currently have a developed harbor facility. A new harbor would meet the recreation needs of residents, the commercial fleet, provide opportunities for charters to operate out of Saxman, provide seaplane service to Saxman, and provide moorage for vessels visiting Saxman. Visiting vessels include small cruise ships and the desire to make Saxman a turn-around port, and also provide moorage for yachts. With Ketchikan harbors beyond capacity, Saxman can meet some of the local demand while providing economic opportunities for the community.

**Support for Essential Services:** Increases needed moorage capacity for the community. Would be able to accommodate several vessels from under 20 feet up to small cruise ships, yachts, and seaplanes. Would allow residents living on Pennock, Metlakatla residents, and commercial fishing vessels to dock and stock up on essentials and a place for rescue boats/seaplanes to dock and have emergency services provide lifesaving care sooner. Creates a location for the study and development of renewable tidal energy.

**Culture and Recreation:** The Saxman Totem Park is a major attraction for Ketchikan area visitors. The park includes a tribal house, a carving center, and a cultural hall for traditional Tlingit dance exhibitions.

**Underserved Community:** Organized Village of Saxman has a rural designation. Of the roughly 400 residents within Saxman, 75% are Alaska Native and have been an underserved community and disproportionately disadvantaged since colonization. Saxman has the land available to facilitate economic growth and development for the entire community.

## Project Timeline:

The project planning phase would likely need 12-18 months for completion.

## Ongoing Operation & Maintenance:

City of Saxman & Public Works