



ASSEMBLY COMMITTEE OF THE WHOLE WORKSESSION AGENDA

March 06, 2023 at 6:00 PM

Assembly Chambers/Zoom Webinar/YouTube Livestream

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

Assembly Committee of the Whole Worksession-no public testimony will be taken.

A. CALL TO ORDER

B. LAND ACKNOWLEDGEMENT

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

C. ROLL CALL

D. APPROVAL OF AGENDA

E. AGENDA TOPICS

1. **Broadband Access/Digital Equity Presentation by Rasmuson Foundation**
2. **Systemic Racism Review Committee - Change to Charge**
3. **Affordable Housing Fund Loans**
4. **iRide Alaska Lease Request for use of West Douglas Pioneer Road**

F. STAFF REPORTS

G. NEXT MEETING DATE - April 3, 2023, 6 p.m.

H. SUPPLEMENTAL MATERIALS

5. **RED FOLDER-Broadband Access/Digital Equity Presentation**

I. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org.

Presented by: R. Edwardson
Presented: 06/29/2020
Drafted by: R. Palmer III

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2020-32(c)(am)

An Ordinance Establishing a Systemic Racism Review Committee.

WHEREAS, discrimination based on race in institutional policies leads to systemic racism;
and

WHEREAS, systemic racism creates disparities in the social and civic fabric of a community through legislation related to all aspects of society, including but not limited to education, criminal justice, employment, elections, housing, and political power; and

WHEREAS, systemic racism is as overt and covert as individual racism and it has similar emotional, economic, physical, and liberty consequences though it may be harder for individuals to see even when revealed in disparities and data; and

WHEREAS, systemic racism is similar to disparate impact discrimination, which is generally defined as a facially neutral act, practice, or policy that has a significant discriminatory impact on a protected group; and

WHEREAS, the Assembly would benefit from having a systemic racism review of legislation before a resolution or an ordinance is up for public hearing; and

WHEREAS, the Assembly encourages racially diverse individuals to apply and encourages racial minority groups to nominate individuals to help advise the Assembly.

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

Section 1. Classification. This ordinance is a non-code ordinance.

Section 2. Systemic Racism Review Committee Established.

(a) **Establishment.** There is established a Systemic Racism Review Committee consisting of seven individuals.

(1) The Assembly shall appoint members of the Committee to staggered three-year terms. Members of the Committee shall serve at the pleasure of the Assembly. Terms shall commence on July 1. Appointments to fill vacancies shall be for the

unexpired term. In the event a seat has six months or less remaining to the unexpired term, the Assembly, at its discretion, may choose to appoint the member to the remainder of the current term as well as to the full term immediately following the expiration date of the unexpired term. No member who has served for three consecutive terms or nine years shall again be eligible for appointment until one full year has intervened, provided, however, that this restriction shall not apply if there are no other qualified applicants at the time reappointment is considered by the Assembly.

- (2) Members shall be selected to provide the most balanced representation possible. Members shall have experience identifying unlawful discrimination—including based on race, color, or national origin—experience identifying social justice inequity, or intimate knowledge of local cultures and practices, including tribal culture and practices.

(b) **Duties.** The Committee is charged with:

- (1) Developing criteria to advise whether legislation likely includes a systemic racism policy or implication. The Committee must present the proposed legislative review criteria to the Assembly before substantively reviewing any legislation.
- (2) Reviewing all ordinances after introduction and before public hearing to advise whether the ordinance likely includes a systemic racism policy or implication.
- (3) Reviewing all resolutions to advise whether the resolution likely perpetuates systemic racism.
- (4) Presenting options for curing the potential systemic racism or implications.
- (5) Presenting the Committee's analysis and conclusions timely to the Assembly in a short statement for each item of legislation.

(c) **Procedure.** The Committee's procedure shall be governed by the Advisory Board Rules of Procedure, as such may be amended from time to time. Nothing in this Ordinance shall be read to preclude the Assembly from acting upon emergency ordinances and resolutions.

(d) **Officers, Meetings, and Quorum.** In accordance with the Advisory Board Rules of Procedure, the Committee shall select its own officers, and shall hold regular meetings on a schedule established by the Committee, as well as such special meetings as required to conduct business. The presence of four members constitutes a quorum and any action of the Committee requires four or more affirmative votes to be approved.

- (e) **Staff Assistance.** Staff support to the Committee shall be provided by the City Manager, or designee, as available and appropriate.
- (f) **Legislation Procedure.** The Committee should meet and send the legislative report to the Manager at least six days before the Assembly meeting (i.e. Wednesday for a Monday meeting). However, legislation may be scheduled for public hearing and the Assembly may adopt legislation that has not been reviewed by the Committee. If the Assembly adopts legislation before the Committee has reviewed it, the Committee should review the adopted legislation as soon as possible.

Section 3. Sunset Clause. The Committee created by Section 2 shall cease to exist and the provisions of Section 2 shall automatically terminate three years from the effective date of this ordinance unless the Assembly extends the committee to exist until disbanded by the Assembly. In a joint meeting prior to December 31, 2021, the Committee and the Assembly shall review the Committee's work product to date and the provisions of this ordinance to determine if any changes are necessary.

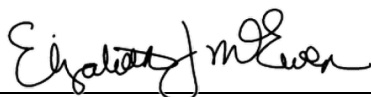
Section 4. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this 24th day of August, 2020.



Beth A. Weldon, Mayor

Attest:



Elizabeth J. McEwen, Municipal Clerk

MEMORANDUM

DATE: February 17, 2023
TO: Chair Grace Lee, Systemic Racism Review Committee
FROM: Asst. Municipal Attorney Adam Gottschalk
SUBJECT: Amending Ord. 2020-32 re Scope of SRRC

The Systemic Racism Review Committee (SRRC) was established by Ordinance 2020-32 on August 24, 2020. The SRRC was charged with a specific task under a tight timeframe: review legislation between introduction and public hearing for systemic racism policies or implications. The SRRC has diligently tackled that task over the last two years and is exploring options to expand scope.

At the SRRC meetings on November 16, 2022 and February 1, 2023, the SRRC discussed various scope amendments. I have attempted to capture those amendments in the following based on Ordinance 2020-32:

(a) **Duties.** The Committee is charged with:

- (1) Developing criteria to advise whether proposed legislation or existing policies likely includes ~~a systemic racism policy or implications~~ or perpetuate systemic racism. The Committee must present the proposed ~~legislative~~ review criteria to the Assembly before substantively reviewing any legislation or policies.
- (2) Reviewing proposed legislation, including the budget, selected at the discretion of the Committee, all ordinances after introduction and before public hearing to advise whether the ordinance likely includes a systemic racism policy or implication.
- ~~(3) Reviewing all resolutions to advise whether the resolution likely perpetuates systemic racism.~~
- (3) Presenting the Committee's analysis and conclusions timely to the Assembly in a short statement for each selected item of legislation.
- ~~(4)~~ Presenting options for curing the potential or likely systemic racism or implications.
- (5) Reviewing existing policies, selected at the discretion of the Committee, to advise whether the policies likely perpetuate systemic racism.

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Presented by: The Manager
Presented: 02/27/2023
Drafted by: B. Brown

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2022-06(b)(AK)

An Ordinance Appropriating \$1,200,000 to the Manager for a Loan for the Ridgeview Subdivision Project; Funding Provided by the Affordable Housing Fund.

WHEREAS, during the 2022 Juneau Affordable Housing Fund solicitation, the City and Borough of Juneau received a proposal from a private development group for a construction loan of \$1,200,000 for 24 apartment units in a multifamily building configuration in the midtown area of Juneau near Juneau International Airport; and

WHEREAS, the scoring team (including a banker and a developer) supported a loan to the private development group with the condition that the loan was collateralized; and

WHEREAS, the developers, Rooftop Properties, LLC, and Glacier Heights, LLC, have proposed that the City and Borough accept real property as collateral for the loan, which property is all or a portion of the land with a street address of 7400 Glacier Highway, a legal description of USS 1568 TRB1, with a total size of 19.71 acres that is zoned D18; and

WHEREAS, Rooftop Properties, LLC, and Glacier Heights, LLC, have secured an appraisal of the Ridgeview Subdivision Project which indicates that project is financially feasible given the housing market situation in Juneau and the Southeast Alaska economy; and

WHEREAS, given the high demand for housing and the potential benefits for the community if the Ridgeview Subdivision Project is fully developed, the following appropriation terms and conditions are in the best interest of the community.

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

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

Section 2. Appropriation. There is appropriated to the Manager the sum of \$1,200,000 for a loan to the Ridgeview Subdivision Project.

Section 3. Source of Funds.

Juneau Affordable Housing Fund \$1,200,000

Section 4. Loan Purpose and Terms. The Manager is authorized to negotiate a loan contract with Rooftop Properties, LLC, and Glacier Heights, LLC, with the following essential terms, in addition to other reasonable contractual and financing provisions deemed necessary by the Manager to protect the City and Borough:

(a) Intent. Housing, especially workforce housing in the midtown area of Juneau near Juneau International Airport, is in high demand. The purpose of this loan is to provide capital in the form of a construction loan, secured by a deed of trust, to help encourage and facilitate the development of 24 housing units that include workforce housing.

(b) Borrower. The Developer and Borrower are Rooftop Properties, LLC, and Glacier Heights, LLC, represented by Garrett Johnson, who is a Manager of both these Limited Liability Companies.

(c) Real Property (“Property”). This appropriation is for 24-unit apartment building on a portion of the following real property:

USS 1568 TRB1.

(d) Loan Amount. A construction loan of \$1,200,000 shall be made to Rooftop Properties, LLC, or Glacier Heights, LLC, in a single disbursement.

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2 **(e) Payment Term.** Rooftop Properties, LLC, or Glacier Heights, LLC, shall pay CBJ monthly
3 once repayment of the loan commences. Monthly payments shall begin on the first business
4 day of the 120th month after the date that Rooftop Properties, LLC, or Glacier Heights, LLC,
5 receives a Certificate of Occupancy and reserves a minimum of five units of the 24 units
6 constructed for Fair Market Workforce Housing, which will result in full repayment of
7 \$1,200,000 in a period no longer than 25 years from the commencement of repayment.
8

9 **(f) Fair Market Workforce Housing.** Rooftop Properties, LLC, shall reserve at least five of
10 the 24 units for housing to be rented to persons whose incomes are less than 80% of the Area
11 Medium Income for the life of the loan; failure to maintain this condition at any time until
12 the loan has been repaid in full will result in the remaining balance become due and payable
13 immediately at the time this condition ceases to be met.

14 **(g) Interest Rate and Calculation.** The loan authorized by the ordinance will be at zero *per*
15 *cent* (0%) *per annum*.

16 **(h) Security.** In exchange for the City and Borough providing the loan, Rooftop Properties,
17 LLC, and/or Glacier Heights, LLC, will agree and grant authority to the City and Borough
18 to secure the loan with a deed of trust conveying the real property. Rooftop Properties, LLC,
19 and/or Glacier Heights, LLC, and the City and Borough may renegotiate the terms of the
20 property which provides security for the loan over the life of the loan. Rooftop Properties,
21 LLC, and/or Glacier Heights, LLC further agrees to authorize the City and Borough to secure
22 the loan with liens on any materials purchased with the loaned money; the City and Borough
23 will release the materials liens either upon Rooftop Properties, LLC, and/or Glacier Heights,
24 LLC, completing repayment or upon the permanently installing the materials onto or into
25 the property.

(i) **Additional Loan Terms.** The Manager may add additional terms consistent with the intent of this ordinance.

Section 5. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this _____ day of _____ 2023.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk



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

TO: Deputy Mayor and the Assembly Committee of the Whole
FROM: Rorie Watt, City Manager *RW*
SUBJECT: iRide Alaska Lease Request
DATE: March 2, 2023

In November, the Lands Office received a request for a commercial use permit on city property in the location of the West Douglas Pioneer Road (WDPR) from iRide Alaska LLC. After discussion with the applicant it was determined that this use conforms best to city code 53.09.260 as a non-exclusive lease of city property but the Assembly could determine to authorize this use by use permit or agreement. The applicants have an existing agreement with Eaglecrest and an agreement with Parks & Rec for commercial use of the Rainforest Trail.

In 2012, the Assembly appropriated \$2.97 million dollars for the development of the West Douglas Highway Extension with the funding source being the Alaska Department of Commerce, Community and Economic Development. The WDPR was completed in 2018 as a future development access corridor to City property.

The WDPR is a primitive pioneer corridor with no guardrails, frequent tree falls and an almost seasonal washout of a culvert. Allowing a commercial use, such as this application, would provide some funding that could be used for maintenance of the WNPR and the parking lot. Eaglecrest and the Nordic Ski Club also help with maintenance.

Commercial tour activity on the WDPR generally conforms with CBJ's adopted plans. Community Development staff conducted a review of the Comprehensive Plan, the 1997 West Douglas Conceptual Plan, and the 2015 Juneau Economic Development Plan. Generally speaking the Plans support seasonal and short-term uses of infrastructure until permanent uses are identified. The JEDP specifically identifies supporting new economic activities, including e-bike businesses. It should be noted, that while the Plans overall generally support the proposal, the Plans also acknowledge safety concerns with pedestrians and bicycles on North Douglas Highway. Attachment A lists the relevant policies from these adopted plans.

The WDPR is not platted road or right-of-way, it is not a trail or part of the designated parks system and currently this exists as City property. Because this is City property, it is up to the Assembly to determine if this proposal should be considered.

The Assembly expressed interest in information on current and historical commercial trail use to help inform its decision. As tourism on trails increased in the 1990's, the community began to plan for trail use and impacts by creating the 1993 Trails Plan, and then performed an extensive survey of trail use including commercial impacts in 1995-1996. With this information, in the early 2000's, a working group convened to evaluate and make recommendations on commercial use of trails. This group was comprised of an Assembly member, public members, business owners, and staff from CBJ Parks and Recreation, Eaglecrest, Alaska State Parks and the USFS. After a survey, public meetings, and evaluation of existing trails and use impacts, the group made detailed recommendations for group volumes, frequency, dates and times for commercial use on CBJ, State and USFS trails. These recommendations were implemented on CBJ trails in 2005 and continue to guide permit decisions on Parks and Recreation managed trails. These recommendations can be found here: <https://juneau.org/parks-recreation/commercial-use>.

There has also been some confusion on whether e-bikes are considered motorized vehicles for land management purposes. The State of Alaska does not currently define e-bikes, however there is a bill working its way through the legislature that defines electric assisted bicycles as non-motorized, this is consistent with other states that legally define e-bikes. The full bill can be found at <https://www.akleg.gov/PDF/33/Bills/HB0008A.PDF>. A graphic produced by the State of California describing the differences between class 1, 2, and 3 e-bikes is included herein as Attachment B.

Community discourse around appropriate areas for shore excursions further complicates the Assembly's decision. The Visitor Industry Task Force recommended that CBJ "plan and analyze tourism activities in areas outside of downtown development". In the 2022 Community Tourism Survey, residents were evenly split on a question about whether to spread visitors throughout the borough or concentrate visitors in areas developed for tourism. CBJ staff's current message to the visitor industry is that visitor growth is outpacing shore excursion capacity, which may lead to more resident tensions over the coming season. It can be argued that limited tours on the Pioneer Road may help ease these tensions by adding to Juneau's shore excursion capacity or that adding commercial use has the potential to create a negative experience for residents using the area. From a tourism management perspective, this is less a discussion about which individual trails and other areas should be available for commercial use, and more about CBJ's policy on dispersing or concentrating visitor industry activity.

Staff requests that the Assembly consider whether or not commercial use on a temporary basis should be allowed on the Pioneer Road under a non-exclusive lease. In making this decision, the following items may be considered:

1. CBJ staff manage recreational use on city lands and can apply consistent conditions on the Pioneer Road to manage use if the Assembly desires.
2. E-bikes are not regulated as motorized use in the State or CBJ currently.
3. Dispersing tourism activity may benefit some residents and negatively impact others.
4. Allowing or prohibiting commercial use on the Pioneer Road can be a temporary action. This use can be reconsidered in a year as other related tourism management planning and commercial use trail planning will continue and may provide a clearer picture of impacts in the near future.

Staff requests that the COW provide the Manager with direction on whether to continue negotiations and introduce an ordinance which would authorize use of this property or to forward a motion to the full Assembly recommending that this application be rejected.

Attachment A: Relevant Policies from Adopted Plans

2013 Comprehensive Plan (adopted)

- West Douglas New Growth Area is classified as a Resource Development (RD) area.
- Permits low-intensity, low-impact development (Policy 3.3).
- Expected to be developed with short-term uses until infrastructure is provided (page 20).
- Supports recreational activities, including pedestrian and bicycle paths (Policy 3.4 - DG2).
- Promotes a diverse economy, providing opportunities for employment for all residents (Policy 5.1).
- Encourages unique outdoor recreation and visitor destinations (page 51).
- Any substantial increase in traffic to the area, including increased commercial recreational/tourism use of the area, should be accompanied by separated pedestrian and bicycle pathways on each side of the road (page 190).
- Designates non-motorized trail linkages throughout Douglas (Policy 8.8 - IA24).
- Promotes public access and non-motorized pathways (page 191).
- CBJ-owned land not scheduled for immediate disposal should be evaluated for interim uses (Policy 17.2-SOP5).
- Use of CBJ-owned land for commercial gain must occur under a permit from CBJ (Policy 17.2-SOP6).

1997 West Douglas Conceptual Plan (Chapter 6 & Plate 1, adopted)

- Enhancement of recreational values of CBJ-owned land is a high priority (page 6.3).
- Supports non-motorized transportation (page 6.3).
- Bikeways and pedestrian trails should be connected to the main West Douglas Highway (page 6.7).
- Discusses the importance of identifying land for expanded public recreation (page 6.9).
- Low-impact public access to recreational attractions should be provided (page 6.10).

2015 Economic Development Plan (adopted)

- Encourages new economic possibilities, including business using electric bikes (page 73).
- Promotes a variety of tours, excursions, and attractions in attracting visitors (page 76).

Attachment B: Graphic on State of California Electric Bicycle Classification Regulations

CALIFORNIA ELECTRIC BICYCLE POLICY

| VEHICLE TYPE | VEHICLE | | USER | | | BIKEWAY ACCESS | | | | |
|----------------|----------------|------------------------------------|---------------------|------------------|---------------|----------------|-------------------|--------------------|----------------------|-------------------------|
| | PEDAL OPERATED | MAXIMUM MOTOR-ASSISTED SPEED (MPH) | MINIMUM AGE (YEARS) | DRIVER'S LICENSE | LICENSE PLATE | HELMET | CLASS I BIKE PATH | CLASS II BIKE LANE | CLASS III BIKE ROUTE | CLASS IV PROTECTED LANE |
| BICYCLE | YES | N/A | N/A | NO | NO | 17 AND UNDER | YES | YES | YES | YES |
| TYPE 1 E-BIKE* | YES | 20 | N/A | NO | NO | 17 AND UNDER | YES | YES | YES | YES |
| TYPE 2 E-BIKE* | NO | 20 | N/A | NO | NO | 17 AND UNDER | YES | YES | YES | YES |
| TYPE 3 E-BIKE* | YES | 28 | 16 | NO | NO | YES | NO | YES | YES | YES |
| MOPED | NO | N/A | 16 | YES | YES | YES | NO | YES | YES | NO |

*PEB0006 AB-1095

peopleforbikes

PO Box 22317, Juneau, AK 99801

■ 907-586-8996 ■

info@iride-alaska.com

March 3, 2023

City and Borough of Juneau Assembly
155 S. Seward Street
Juneau, AK 99801

Dear Assembly Members,

Thank you for your consideration of the iRide Alaska request for a permit/lease to conduct bike tours on the North Douglas Pioneer Road. We listened and heard your concerns, and we propose the follow explanations and concessions:

Why ebike tours:

E-Bike tours are an eco-friendly, quiet, non-polluting, low impact way to give locals and visitors an opportunity to explore the world’s most Northern Rainforest. It allows those who are aging or otherwise unable to pedal a regular bike up hills a chance to try new technology that will help them enjoy an activity they may not otherwise be able to do. It levels the playing ground so grandparents and grandchildren, avid bikers and their health-limited partners can all bike together at a pace that works for everyone.

Other Options Considered:

As longtime residents of our community, we have carefully considered where the best location for ebike tours would be with the least impact to other users. Though a bike ride on Perseverance Trail, the Rain Forest Trail, or Under Thunder would be more exciting for the visitors, we recognize the heavy use of those trails, the potential conflicts with passing other users and the potential safety concerns.

Impacts on Other Users:

The benefit of selecting the Pioneer Road is that it is a 20-foot-wide road allowing all types of users to comfortably pass by one another without having to stop their current activity. This road offers long sight distances taking away the surprise factor for users, as they can easily see one another for long distances. In addition, we selected Class 1 ebikes, which only give assistance when a person is pedaling, there is no throttle, making them have a lower maximum speed. The purpose of the tour is not speed but rather an opportunity to enjoy the beauty of the rainforest while riding a bike. Tours will not generally travel faster than what non-electric bikes would normally go and will be accompanied by two guides. Ebikes are quiet making no more noise than a regular bike. Our tour size is small with 4-10 people and two guides. We do not see a conflict with dog walkers, hikers, runners, and other bike riders.

CBJ Code:

The CBJ has already defined the question of whether an ebike is considered motorized. Class 1 ebikes are not motorized by CBJ code 72.28.010. Through a lengthy discussion of what was to be allowed on park land, it was concluded that ebikes would be permissible under that definition.

Commercial use of trails:

The intended purpose of the Pioneer Road as defined in City documents is as a road and not as a trail. However, in putting together our request for a lease we looked at and followed the recommendations of the

2004 update of the Trails Working Group regarding commercial use

(<https://juneau.org/parksrecreation/commercial-use>). That document recommends only one weekend day and having tours done by 7:00 pm when many locals may want to use trails. We are proposing to be done before 7:00 and no tours on Sundays. We considered only doing tours during the weekdays, but with Monday a light passenger day we were not able to create an economically viable business without having tours on Saturday.

Purpose of the Pioneer Road:

All City documents, grant proposal, and even newspaper articles pertaining to the Pioneer Road explain that its purpose is for economic growth. Choosing to retroactively re-classify this area as primarily recreational does not align with the grant that created it. The funding to build the road came from the State Department of Commerce and Economic Development. The State may have questions regarding the use of the grant, if they learn that the road is being turned into a recreation trail and that economic opportunities are being turned down.

Locally owned Business:

We are two local couples, who have spent most of our lives here and are seeking to share the beauties of our community to a very small number of visitors in a unique way. This is simply a proposal to take a few people at a time on a bike ride down a road.

Reduce Pressure on City Staff to Maintain the Pioneer Road:

Fees generated from tours could be used to remove downed trees, unclog culverts and reduce erosion on the road. One possibility that is used by other agencies is to create an “in lieu of fees maintenance agreement.” The details of value and type of work are negotiated between lessee and the agency. The idea is to simplify processes and get basic maintenance, such as downed trees and ditch clearing completed. Being on the road regularly would allow us to react quickly to downed trees and erosion issues, reducing damage to the road and keeping it open for other users.

Shortened Season:

In order to reduce impacts to those that are currently using the Pioneer Road, we propose shortening our season to May through September, eliminate April and October.

Time for Planning:

We understand the demand and need for further tourism planning in our community. However, the lack of planning should not stop a business from operating. The City is currently using the “Commercial Use of Trails Recommendations” from the Trails Working Group to guide commercial use and that document should continue to be used until it is updated or replaced. We request a three-year lease to allow time for our business to recoup the costs of starting a business and allow the city time to do further tourism planning.

Beneficial to All:

User fees and sales tax will create revenue for the city, which in turn benefits the citizens of Juneau, helping cover the cost for CBJ to maintain the corridor. Our company would employ 15 or more seasonal employees, the majority will be locals. Visitors will have the chance to personally experience some of Juneau’s beauty in a personal way and we as the owners will have an economic opportunity.

Sharing:

Our community has long been open to welcoming visitors. As owners of iRide Alaska, we are providing an opportunity for these visitors and locals to explore the wonders of our area. We all visit places in the world at different times in our lives and are grateful for these kinds of opportunities to explore and experience the place we chose to visit and are thankful for the impacts on others.

Thank you for your time and consideration for our application for our very small business, which is consistent with the purpose of the grant used to build Pioneer Road and enable economic development.

Sincerely,

James and Chris King
Reuben and Erin Willis
Owners

B R O A D B A N D & D I G I T A L E Q U I T Y

STATE OF ALASKA & THE RASMUSON FOUNDATION

WHAT IS THE STATE BROADBAND OFFICE ?



WHY A RASMUSON BROADBAND INITIATIVE?

THE BROADBAND INITIATIVE GOALS

TO PROVIDE ALL ALASKANS...

- ACCESS TO HIGH -SPEED, RELIABLE BROADBAND
- at affordable prices
- through an equitable and transparent process
- that engages communities, and
- results in a strong governance structure that ensures programmatic goals and benefits are realized



DIGITAL EQUITY

WHAT IS DIGITAL EQUITY?

The condition in which individuals and communities have the information technology capacity that is needed for full participation in the society and economy of the United States.

-National Telecommunications and Information
Administration

THE DIGITAL EQUITY ACT

PROVIDES DIGITAL
SKILLS TRAINING

AND EDUCATION TO LOW
INCOME GROUPS

IMPROVES ONLINE
ACCESSIBILITY

OF SOCIAL SERVICES FOR
INDIVIDUALS WITH
DISABILITIES

EMPOWERS RURAL
COMMUNITIES

TO MEASURES AND ADDRESS
THEIR OWN BROADBAND
NEEDS

THIS PLANNING WILL LEAD TO IMPLEMENTATION

Each State will identify barriers to digital equity in the State and strategies for overcoming those barriers.

NTIA will distribute Digital Equity Capacity Grants through states and national competitive grants.

\$400 - \$550
MILLION

AVAILABLE IN
FEDERAL FUNDS FOR
ALASKA BROADBAND

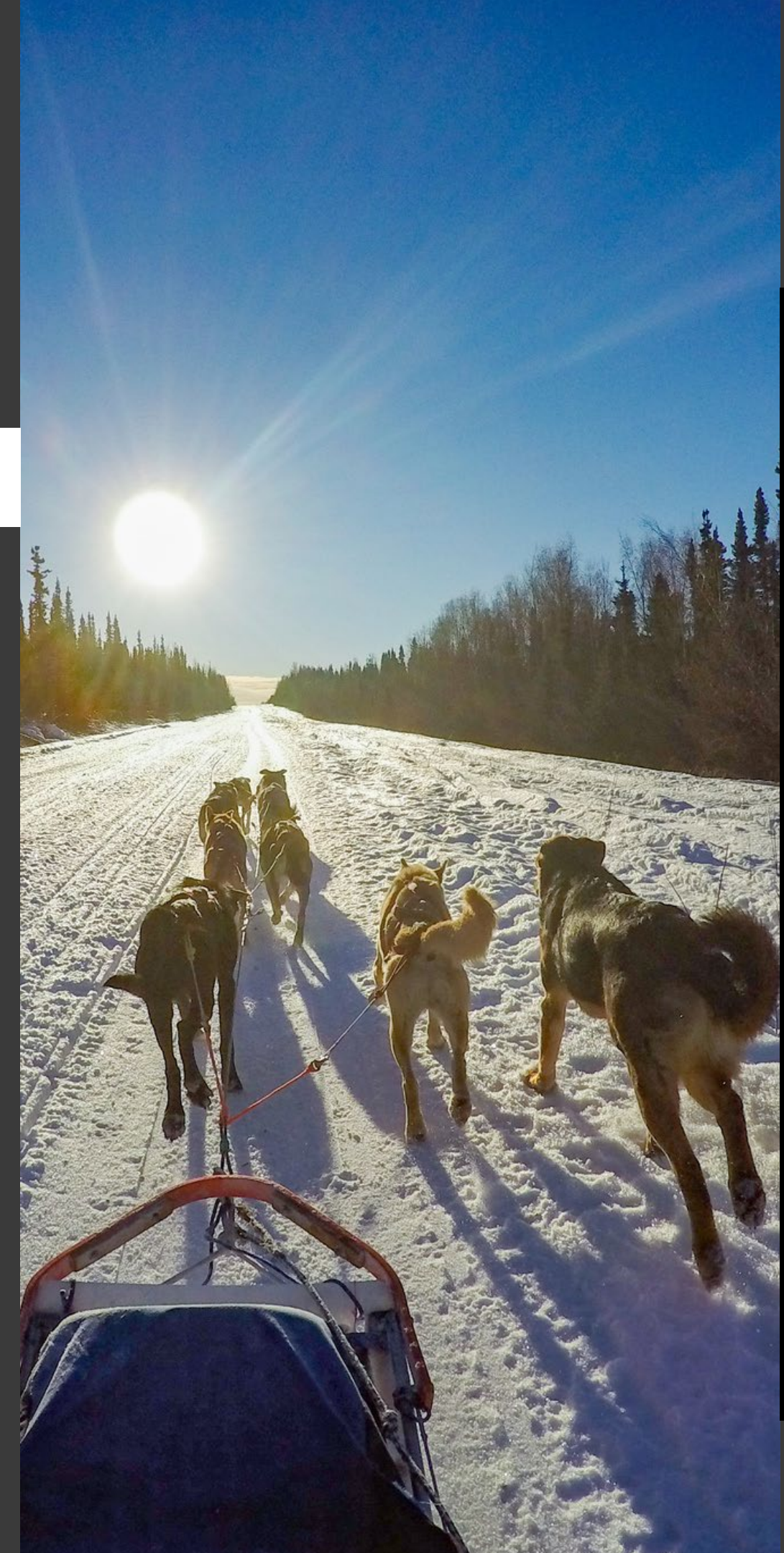


COVERED POPULATIONS

- LOW-INCOME INDIVIDUALS (AT OR BELOW 150% OF THE POVERTY LEVEL)
- Individuals aged 60 or older
- Incarcerated individuals, other than those incarcerated in a Federal facility
- Veterans
- Individuals with disabilities
- Individuals with a language barrier
- Members of a racial or ethnic minority group
- Rural alaskans

ALASKA'S DIGITAL EQUITY PLAN WILL INCLUDE:

- A STATEWIDE VISION FOR DIGITAL EQUITY
- A digital equity framework and scorecard
- Plans for digital literacy innovation programs
- Proposed technology-related apprenticeship or other workforce opportunities
- Integration with the State's upcoming Economic Development Strategy, educational and health outcomes, and civic and social engagement
- Action steps to implement the Digital Equity Plan



DIGITAL EQUITY

PART OF THE STATE BROADBAND PLAN

STATE DIGITAL EQUITY PLAN
+
TRIBAL DIGITAL EQUITY PLAN
+
STATE BROADBAND PLANNING
=
STATE FIVE-YEAR
BROADBAND ACTION PLAN

THE PLANNING PROCESS



LISTEN AND UNDERSTAND

- Outreach to covered populations
- Data collection and analysis
- Other planning efforts

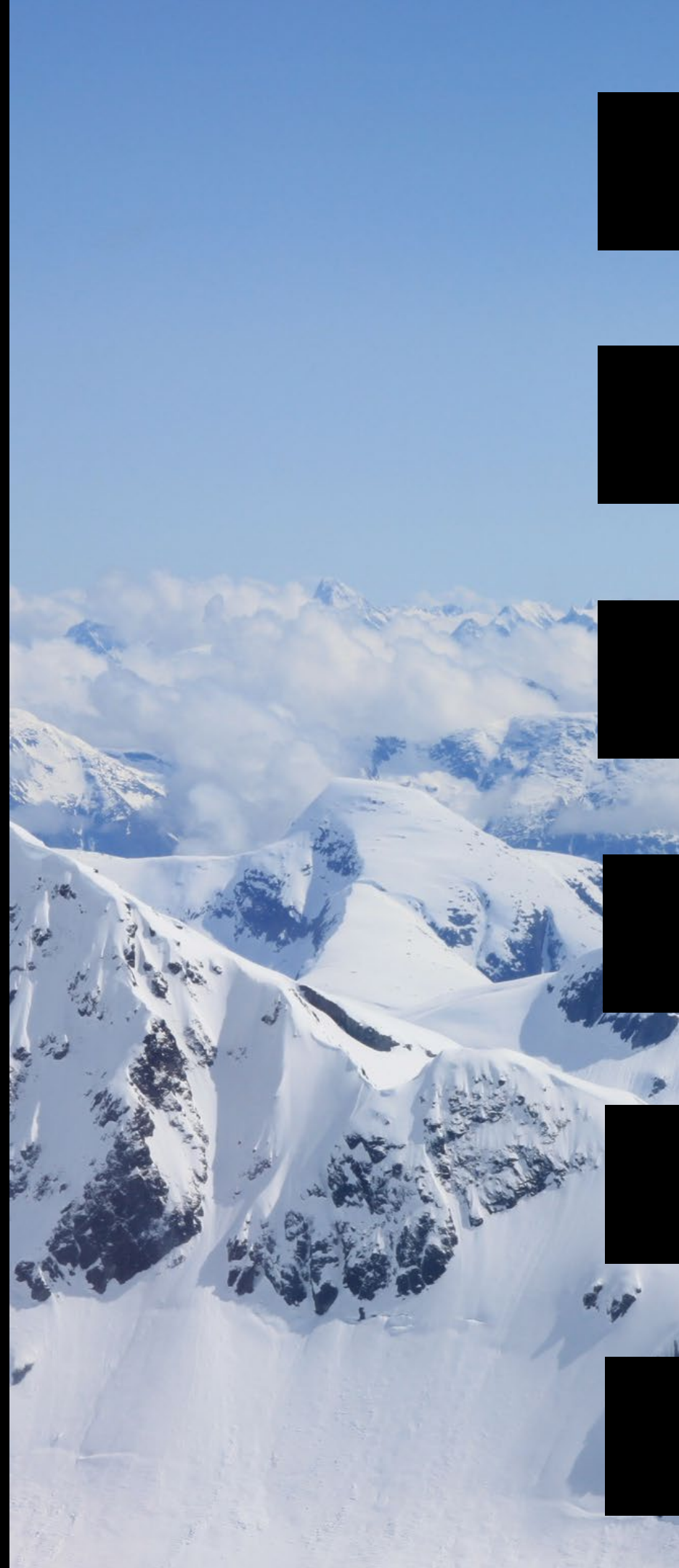
CONSIDERATION

- Strategies that respond to identified needs and gaps
- Consult with a diverse Digital Equity Working Group

REFLECTION

- Draft Alaska's Digital Equity Plan & Receive Public Comment from Alaskans
- Prepare for Implementation Efforts

STATEWIDE COMMUNICATIONS



■ LISTENING SESSIONS WITH KEY POPULATIONS (IN-PERSON AND VIRTUAL)

■ PUBLIC PRESENTATIONS

■ PUBLIC COMMENT PROCESSES

■ SOCIAL MEDIA, EMAIL, AND OTHER MEDIA TO RAISE AWARENESS

■ LOCAL ADVERTISEMENTS AND PUBLIC SERVICE ANNOUNCEMENTS

■ PARTNER WITH COMMUNITY ANCHOR INSTITUTIONS TO HELP DISTRIBUTE INFORMATION AND HOST LISTENING SESSIONS

LISTENING SESSIONS

APPROXIMATELY 48 PUBLIC MEETINGS

Traveling to covered populations across the state
to ensure participation.

OCTOBER 2022 – APRIL 2023

The majority of listening sessions will take
place in Fall 2022 through Spring 2023

ATTENDANCE AT REGULARLY SCHEDULED EVENTS

Covered populations and key stakeholders

ENGAGEMENT TOUR

WE ARE TRAVELING TO
22+ HUB COMMUNITIES IN 2023

Cordova

Mat-Su

Nome

Kotzebue

Dillingham

Bethel

Anchorage

Fairbanks

North Pole

Delta

Healy

Kenai Peninsula

Glenallen

Juneau

Ketchikan

Sitka

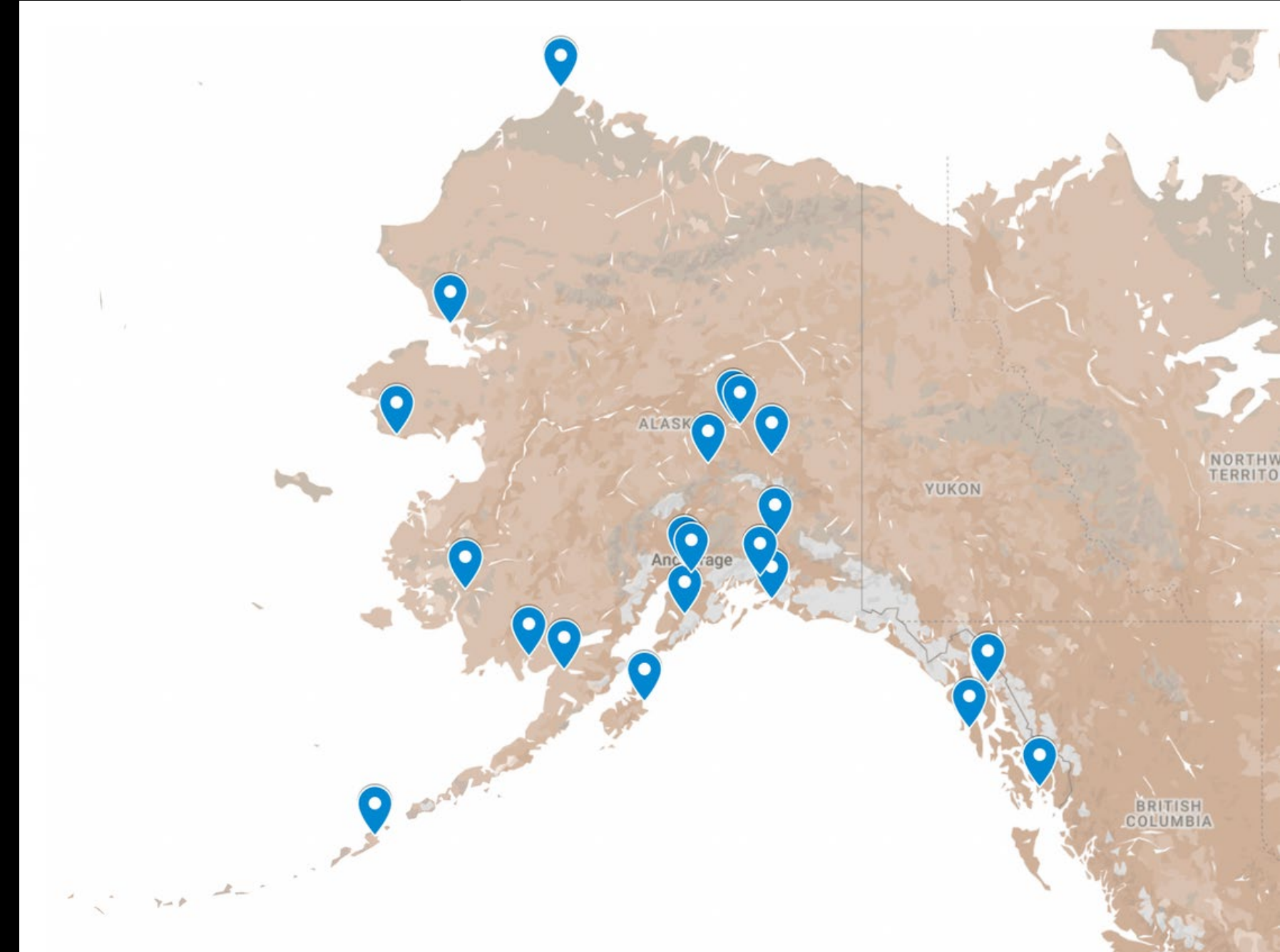
Unalakleet

Uttahgavik

Valdez

Kodiak

King Salmon



A required element
of the plan will be an
“asset inventory.”

THIS MEANS TAKING STOCK OF
WHAT INITIATIVES ARE ALREADY
WORKING TO INCREASE DIGITAL
EQUITY, SUCH AS:

- Digital navigators
- Digital literacy programs
- Affordability programs
- Equipment program
- Developing digital content that meets the needs of covered populations

EXISTING DIGITAL EQUITY INITIATIVES

HOW COMMUNITIES CAN HELP



ARE THERE CONVENINGS WE CAN JOIN TO GET DIGITAL EQUITY INPUT?

ARE THERE COVERED POPULATIONS IN YOUR COMMUNITY OR REGION THAT MAY BE ESPECIALLY DIFFICULT TO REACH, AND HOW CAN WE HEAR FROM THEM?

DO YOU HAVE ANY INITIATIVES TO ADDRESS DIGITAL EQUITY? HAVE YOU DONE OR ARE YOU DOING ANY DIGITAL EQUITY PLANNING? HOW CAN WE FIND OUT?

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