

SYSTEMIC RACISM REVIEW COMMITTEE THE CITY AND BOROUGH OF JUNEAU, ALASKA

July 13, 2021 12:00 PM

Zoom Webinar

Zoom Webinar <https://juneau.zoom.us/j/92303909454> or call 1-253-215-8782 Webinar

ID: 923 0390 9454

AGENDA

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF AGENDA

IV. APPROVAL OF MINUTES

V. AGENDA TOPICS

A. Continued Work Outlining Legislation Review Criteria & Process

Included in the packet:

- Legislative Criteria Review Checklist Form v4
- Example Review Checklist Forms for Various Example Ordinances/Resolutions
- Examples of Type of CBJ Legislation that SRRC would be reviewing [Code/Non-Code Ordinances, Resolutions] from City Attorney Rob Palmer
 - Ord2019-06(E)
 - Ord2019-06(N)
 - Ord2020-02(b)
 - Resolution 2882
 - Resolution 2923

VI. NEXT MEETING DATE

A. Tuesday, July 27, 2021 at 12pm

VII. SUPPLEMENTAL MATERIALS

VIII. 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

Systemic Racism Review Committee

Legislative Review Summary

Draft Version 4 - 06/22/2021

Serial Number/Title:

Introduced: _____ Public Hearing Date: _____ SRRC Review Date: _____

Presented By: _____ Drafted By: _____

Department/Division: _____ Lead Staff Contact: _____

Purpose of Legislation (background/summary of intent):

Connection to existing legislation:

Connection to adopted planning documents:

Step One: What is the impact of the proposed legislation?

- a. Does the proposed legislation negatively impact or unduly advantage a particular racial/ethnic group or otherwise perpetuate systemic racism?

If No, review is completed. If yes, go on to the next two questions:

YES	NO
☐	☐

- b. Does the legislation work to mitigate and/or eliminate structural racism
If Yes, review is completed. If No, or Undetermined, continue through the remaining steps.

☐	☐
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Step Two: How does the legislation perpetuate systemic racism?

- What are potential unintended consequences?
- What benefits may results?
- What is the potential long term impact of the proposed legislation?

Details:

- d. What quantitative and qualitative evidence of inequality exists?

Details:

- e. What steps has the department or legislation sponsor taken to notify those impacted of the proposed changes?

- f. Have key stakeholders who could be potentially impacted by the proposed legislation been engaged?

Details:

- g. Has public input been received?
h. If public comment has been received, what is the substance of that comment?

Details:

Step Three: Who is affected by the Proposed Legislation?

- a. Who are the impacted group(s)?

☐ White ☐ Black or African American ☐ American Indian or Alaska Native
☐ Asian ☐ Native Hawaiian or Pacific Islander ☐ Two or more races ☐ Other

- b. Are there impacts on specific geographic areas?

Race Considerations - Total Community is 69.7% White Only - 30.3% Minority						Economic Considerations	
Census Tract/Block Groups	Minority Pop.	Census Tract/Block Groups	Minority Pop.	Census Tract/Block Groups	Minority Pop.	Elementary School Boundaries	
CT 1: Auke Bay/Out the Road		CT 3: Mendenhall Valley Airport/ East Valley		CT 5: Downtown		Gastineau	Title 1
BG1: Out the road	11.9%	BG1: N. of Jennifer	42.5%	BG 1: Highlands	20.6%	Harborview	Title 1
BG2: Lena area	15.5%	BG 2: Glacier Valley	39.8%	BG2: DT/Starr Hill	24.8%	Glacier Valley	Title 1
BG3: Montanna Creek	14.5%	BG 3: Airport	40.8%	BG 3: Flats/Village	30.8%	Mendenhall River	
BG4: Fritz Cove area	10.1%	BG 4: Radcliffe	24.6%			Riverbend	Title 1
						Auke Bay	
CT 2: Mendenhall Valley with the Loop		CT 4: Salmon Creek/Lemon Creek		CT 5: Douglas Island		Lower Income Housing Areas	
BG1: Mendenhall Taki	27.8%	BG 1: DZ/Freds	60.9%	BG 1: North Douglas	15.9%	Chinook/Coho	
BG2: Upper Riverside	23.1%	BG 2: Davis	45.0%	BG 2: West Juneau	28.0%	Cedar Park Area	
BG 3: Portage/McGinn	33.7%	BG 3: Belardi Costco	63.8%	BG 3: Crow Hill/ DT D	27.6%	Gruening Park Area	
BG 4: Long Run	19.6%	BG 4: Twin Lakes	25.9%			Switzer Area	
BG 5: Glacierwood/Vir	41.2%					Kodzhoff Area	
						Douglas Hwy Corridor	

- c. Is there a benefit to a specific census block district/neighborhood/school zone?
If Yes, does it come at the detriment of another?

Details:

YES	NO

- d. Is there a benefit to an individual, group of individuals, or business/organization?
If yes, does that come at a detriment of others?

Details:

Step Four: What solutions could remedy the legislation's implications in perpetuating systemic racism? Check all that apply:

☐	Recommend additional public input be gathered (Neighborhood/census block meetings, assembly/ committee meetings)
☐	Recommend that the legislation move forward with accountability measures (sunset provisions, 6 mo./annual review of impacts/implications for system racism.) to monitor impact.

	Propose revised language to strengthen the legislation or the legislation or regulations cross-referenced within the proposed legislation.
	Recommend the proposed legislation not move forward.
	Other: (explain)

Step Five: Further Feedback to the Assembly on systemic racism implications

If a systemic racism implication is identified, the SRRC will provide a written report to the Assembly that includes consideration of the provisions below:

What are the indicators and progress benchmarks?

Program strategies?

Policy Strategies?

Partnership Strategies?

Systemic Racism Review Committee

Legislative Review Summary

Draft Version 4 - 06/22/2021

Serial Number/Title: [Ordinance 2019-06\(E\) An Ordinance Appropriating to the Manager the Sum of \\$25,402,903 as Funding for the Juneau International Airport Taxiways A, E, & D-1 Capital Improvement Project; Funding Provided by the Federal Aviation Administration Airport Improvement Program Grant.](#)

Introduced: 9/16/2019 Public Hearing Date: 10/14/2019 SRRC Review Date: _____

Presented By: The Manager Drafted By: Finance

Department/Division: Airport Lead Staff Contact: Patty Wahto, Airport Manager

Purpose of Legislation (background/summary of intent):

This funding is provided by a Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grant and covers 93.75% of the project. Matching funds in the amount of \$1,693,277 (6.25%) will be provided by Passenger Facility Charge (PFC) collections; \$1,281,000 was appropriated at the August 13, 2018 meeting, and the remaining \$412,277 will be temporarily funded with a transfer of airport revolving funds at the next meeting and reimbursed later from an amendment to PFC9 collections.

The project will rehabilitate Taxiway A pavement, realign Taxiway E, and relocate Taxiway D-1, replace the remaining section of the Jordan Creek culvert as required by the EIS Record of Decision, as well as improve drainage and replace lighting.

The Public Works and Facilities Committee (PWFC) reviewed this action at its April 8, 2019 and September 23, 2019, meetings.

The Airport Board approved this action at its September 10, 2019, meeting,

Connection to existing legislation:

[Ordinance 2018-11\(E\) An Ordinance Appropriating to the Manager the Sum of \\$2,245,538 as Funding for various Capital Improvement Projects at the Juneau International Airport; Funding Provided by Passenger Facility Charge Fees.](#)

[Resolution 2791\(d\) A Resolution Adopting the City and Borough Capital Improvement Program for Fiscal Years 2018 Through 2023, and Establishing the Capital Improvement Project Priorities for Fiscal Year 2018.](#)

Connection to adopted planning documents:

Juneau International Airport Sustainability [Master Plan](#)
[CBJ CIP Plan](#)

Step One: What is the impact of the proposed legislation?

- a. Does the proposed legislation negatively impact or unduly advantage a particular racial/ethnic group or otherwise perpetuate systemic racism?

YES	NO

If No, review is completed. If yes, go on to the next two questions:

- b. Does the legislation work to mitigate and/or eliminate structural racism
If Yes, review is completed. If No, or Undetermined, continue through the remaining steps.

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Step Two: How does the legislation perpetuate systemic racism?

- a. What are potential unintended consequences?
- b. What benefits may results?
- c. What is the potential long term impact of the proposed legislation?

Details:

- d. What quantitative and qualitative evidence of inequality exists?

Details:

- e. What steps has the department or legislation sponsor taken to notify those impacted of the proposed changes?
- f. Have key stakeholders who could be potentially impacted by the proposed legislation been engaged?

Details: The Juneau International Airport engaged in public hearings as a part of their of Master Planning process. Public comment was gathered between March and May 2018. Subsequently, the Airport Board had meetings where the master plan was discussed and where public comment was taken. On 9/17/2018 the plan was adopted at the Assembly level by resolution. Throughout the planning process, there were multiple discussions at the Assembly Committee of the Whole level prior to final adoption.

The CIP plan went through the normal public process including opportunities for public comment at the Public Works & Facilities committee and at the Special Assembly meeting for the hearing of the budget. The taxiway projects have been presented in multiple fiscal years, most notably for this ordinance in FY 18 and FY 19.

The Airport Board also approved the expenditure of funds at their meetings which are open to the public and allow for public comment.

- g. Has public input been received?
- h. If public comment has been received, what is the substance of that comment?

Details: There were no public comments received that addressed the taxiway projects.

Step Three: Who is affected by the Proposed Legislation?

a. Who are the impacted group(s)?

- ☐ White ☐ Black or African American ☐ American Indian or Alaska Native
☐ Asian ☐ Native Hawaiian or Pacific Islander ☐ Two or more races ☐ Other

b. Are there impacts on specific geographic areas?

Race Considerations - Total Community is 69.7% White Only - 30.3% Minority						Economic Considerations	
Census Tract/Block Groups	Minority Pop.		Census Tract/Block Groups	Minority Pop.		Census Tract/Block Groups	Minority Pop.
CT 1: Auke Bay/Out the Road			CT 3: Mendenhall Valley Airport/ East Valley			CT 5: Downtown	
BG1: Out the road	11.9%		BG1: N. of Jennifer	42.5%		BG 1: Highlands	20.6%
BG2: Lena area	15.5%		BG 2: Glacier Valley	39.8%		BG2: DT/Starr Hill	24.8%
BG3: Montanna Creek	14.5%	✓	BG 3: Airport	40.8%		BG 3: Flats/Village	30.8%
BG4: Fritz Cove area	10.1%		BG 4: Radcliffe	24.6%			
CT 2: Mendenhall Valley withn the Loop			CT 4: Salmon Creek/Lemon Creek			CT 5: Douglas Island	
BG1: Mendenhall Taki	27.8%		BG 1: DZ/Freds	60.9%		BG 1: North Douglas	15.9%
BG2: Upper Riverside	23.1%		BG 2: Davis	45.0%		BG 2: West Juneau	28.0%
BG 3: Portage/McGinn	33.7%		BG 3: Belardi Costco	63.8%		BG 3: Crow Hill/ DT D	27.6%
BG 4: Long Run	19.6%		BG 4: Twin Lakes	25.9%			
BG 5: Glacierwood/Vir	41.2%						
						Elementary School Boundaries	
						Gastineau	Title 1
						Harborview	Title 1
						Glacier Valley	Title 1
						Mendenhall River	
						Riverbend	Title 1
						Auke Bay	
						Lower Income Housing Areas	
						Chinook/Coho	
						Cedar Park Area	
						Gruening Park Area	
						Switzer Area	
						Kodzhoff Area	
						Douglas Hwy Corridor	

c. Is there a benefit to a specific census block district/neighborhood/school zone?
 If Yes, does it come at the detriment of another?

Details:

YES	NO

d. Is there a benefit to an individual, group of individuals, or business/organization?
 If yes, does that come at a detriment of others?

Details:

Step Four: What solutions could remedy the legislation's implications in perpetuating systemic racism? Check all that apply:

☐	Recommend additional public input be gathered (Neighborhood/census block meetings, assembly/ committee meetings)
☐	Recommend that the legislation move forward with accountability measures (sunset provisions, 6 mo./annual review of impacts/implications for system racism.) to monitor impact.
☐	Propose revised language to strengthen the legislation or the legislation or regulations cross-referenced within the proposed legislation.
☐	Recommend the proposed legislation not move forward.
☐	Other: (explain)

Step Five: Further Feedback to the Assembly on systemic racism implications

If a systemic racism implication is identified, the SRRC will provide a written report to the Assembly that includes consideration of the provisions below:

What are the indicators and progress benchmarks?

Program strategies?

Policy Strategies?

Partnership Strategies?

Presented by: The Manager
Introduced: Sept. 16, 2019
Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2019-06(E)

An Ordinance Appropriating to the Manager the Sum of \$25,402,903 as Funding for the Juneau International Airport Taxiways A, E, & D-1 Capital Improvement Project; Funding Provided by the Federal Aviation Administration Airport Improvement Program Grant.

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 \$25,402,903 as Funding for the Juneau International Airport Taxiways A, E & D-1 Capital Improvement Project.

Section 3. Source of Funds

Federal Aviation Administration AIP Grant: \$ 25,402,903

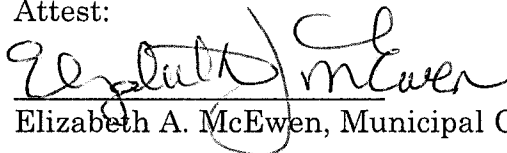
Section 4. Effective Date. This ordinance shall become effective upon adoption.

Adopted this 14th day of Oct., 2019.



Beth A. Weldon, Mayor

Attest:



Elizabeth A. McEwen, Municipal Clerk

Systemic Racism Review Committee

Legislative Review Summary

Draft Version 4 - 06/22/2021

Serial Number/Title: [Ordinance 2019-06\(N\) An Ordinance Appropriating to the Manager the Sum of \\$270,000 as Funding for the Replacement of Three Paratransit Buses for Capital Transit; Grant Funding Provided by Alaska Department of Transportation and Public Facilities, with Local Match Funding Provided by the Equipment Replacement Reserve Fund's Fund Balance.](#)

Introduced: 11/25/2019 Public Hearing Date: 12/16/2019 SRRC Review Date: _____

Presented By: The Manager Drafted By: Finance

Department/Division: Public Works/Capital Transit Superintendent Lead Staff Contact: Ed Foster, Operations

Purpose of Legislation (background/summary of intent):

This ordinance would appropriate \$270,000 for the purchase of three paratransit buses for Capital Transit. Grant funding in the amount of \$216,000 is provided by federal funds through the Alaska Department of Transportation and Public Facilities and the local match requirement of \$54,000 funded from Equipment Replacement Reserve Fund Balance. This funding will replace three paratransit buses that have exceeded their useful life and are scheduled for replacement. The funds are from the Federal Transit Administration and come through the State of Alaska Department of Transportation and Public Facilities.

The Public Works and Facilities Committee reviewed this appropriation at its [December 10, 2018](#), meeting and recommended forwarding it to the Assembly for approval.

Paratransit buses are used by the Capital Access program. Capital Access is designed for senior citizens (persons 60 years of age and older) and persons unable to ride a Capital Transit bus because of their disabilities. This program provides access to the community and encourages independent living.

Connection to existing legislation:

[Ordinance 2019-06\(b\) An Ordinance Appropriating Funds from the Treasury for FY20 City and Borough Operations.](#)

[Resolution 2730 A Resolution Expressing Assembly Support for the 2015 Juneau Coordinated Human Services Transportation Plan, an Addendum to the Juneau 2014 Transit Development Plan, and Expressing Support for the Juneau Coordinated Transportation Coalition's Prioritization of Projects for Grant Funding by the Alaska Department of Transportation & Public Facilities.](#)

Connection to adopted planning documents:

Juneau 2014 coordinated [Transit Development plan](#).

Step One: What is the impact of the proposed legislation?

- a. Does the proposed legislation negatively impact or unduly advantage a particular racial/ethnic group or otherwise perpetuate systemic racism?
If No, review is completed. If yes, go on to the next two questions:

YES	NO

- b. Does the legislation work to mitigate and/or eliminate structural racism
If Yes, review is completed. If No, or Undetermined, continue through the remaining steps.

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Step Two: How does the legislation perpetuate systemic racism?

- a. What are potential unintended consequences?
b. What benefits may results?
c. What is the potential long term impact of the proposed legislation?

Details:

- d. What quantitative and qualitative evidence of inequality exists?

Details:

- e. What steps has the department or legislation sponsor taken to notify those impacted of the proposed changes?
f. Have key stakeholders who could be potentially impacted by the proposed legislation been engaged?

Details: The Transportation Development Plan is renewed every 5 years and revisited on a yearly basis for funding priorities. The Juneau Coordinated Transportation Coalition (JCTC) was formed in 2005 as a coordinating group of community partners and transit providers to improve the effectiveness and efficiency of transportation in the City and Borough of Juneau. At the time of this plan, the JCTC was currently comprised of representatives from the following groups:•Capital Transit• CBJ Community Development Department• Catholic Community Service (CCS)• REACH• Southeast Alaska Independent Living (SAIL)• Juneau Youth Services (JYS)• St. Vincent De Paul• Juneau Alliance for Mental Health, Inc. (JAMHI)• AWARE•Central Council Tlingit Haida Indian Tribes of Alaska• Southeast Senior Services• Juneau Pioneer Home• Juneau Taxi and Tours• Alaska Legal Services• State of Alaska, Department of Transportation & Public Facilities

- g. Has public input been received?
h. If public comment has been received, what is the substance of that comment?

Details: a summary of public input is included in the Transportation Development Plan document beginning on page 20. During the adoption process for the plan it was presented at the [August 24, 2015](#) Committee of the Whole meeting (no public hearing) and taken for adoption at the [September 21, 2015](#), regular Assembly meeting. The resolution was on the consent agenda and there was no public comment.

Step Three: Who is affected by the Proposed Legislation?

- a. Who are the impacted group(s)?

- ☐ White ☐ Black or African American ☐ American Indian or Alaska Native
☐ Asian ☐ Native Hawaiian or Pacific Islander ☐ Two or more races ☐ Other

b. Are there impacts on specific geographic areas?

Race Considerations - Total Community is 69.7% White Only - 30.3% Minority						Economic Considerations	
Census Tract/Block Groups	Minority Pop.	Census Tract/Block Groups	Minority Pop.	Census Tract/Block Groups	Minority Pop.	Elementary School Boundaries	
CT 1: Auke Bay/Out the Road		CT 3: Mendenhall Valley Airport/ East Valley		CT 5: Downtown		Gastineau	Title 1
BG1: Out the road	11.9%	BG1: N. of Jennifer	42.5%	BG 1: Highlands	20.6%	Harborview	Title 1
BG2: Lena area	15.5%	BG 2: Glacier Valley	39.8%	BG2: DT/Starr Hill	24.8%	Glacier Valley	Title 1
BG3: Montanna Creek	14.5%	BG 3: Airport	40.8%	BG 3: Flats/Village	30.8%	Mendenhall River	
BG4: Fritz Cove area	10.1%	BG 4: Radcliffe	24.6%			Riverbend	Title 1
						Auke Bay	
CT 2: Mendenhall Valley withn the Loop		CT 4: Salmon Creek/Lemon Creek		CT 5: Douglas Island		Lower Income Housing Areas	
BG1: Mendenhall Taki	27.8%	BG 1: DZ/Freds	60.9%	BG 1: North Douglas	15.9%	Chinook/Coho	
BG2: Upper Riverside	23.1%	BG 2: Davis	45.0%	BG 2: West Juneau	28.0%	Cedar Park Area	
BG 3: Portage/McGinr	33.7%	BG 3: Belardi Costco	63.8%	BG 3: Crow Hill/ DT D	27.6%	Gruening Park Area	
BG 4: Long Run	19.6%	BG 4: Twin Lakes	25.9%			Switzer Area	
BG 5: Glacierwood/Vir	41.2%					Kodzhoff Area	
						Douglas Hwy Corridor	

c. Is there a benefit to a specific census block district/neighborhood/school zone?
 If Yes, does it come at the detriment of another?

Details:

YES	NO

d. Is there a benefit to an individual, group of individuals, or business/organization?
 If yes, does that come at a detriment of others?

Details:

Step Four: What solutions could remedy the legislation's implications in perpetuating systemic racism? Check all that apply:

☐	Recommend additional public input be gathered (Neighborhood/census block meetings, assembly/ committee meetings)
☐	Recommend that the legislation move forward with accountability measures (sunset provisions, 6 mo./annual review of impacts/implications for system racism.) to monitor impact.
☐	Propose revised language to strengthen the legislation or the legislation or regulations cross-referenced within the proposed legislation.
☐	Recommend the proposed legislation not move forward.
☐	Other: (explain)

Step Five: Further Feedback to the Assembly on systemic racism implications

If a systemic racism implication is identified, the SRRC will provide a written report to the Assembly that includes consideration of the provisions below:

- What are the indicators and progress benchmarks?
- Program strategies?
- Policy Strategies?
- Partnership Strategies?

Presented by: The Manager
Introduced: November 25, 2019
Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2019-06(N)

An Ordinance Appropriating to the Manager the Sum of \$270,000 as Funding for the Replacement of Three Paratransit Buses for Capital Transit; Grant Funding Provided by Alaska Department of Transportation and Public Facilities, with Local Match Funding Provided by the Equipment Replacement Reserve Fund's Fund Balance.

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

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

Section 2. Appropriation. There is appropriated to the manager the sum of \$270,000 as funding for purchase of three replacement Paratransit Vans for Capital Transit.

Section 3. Source of Funds

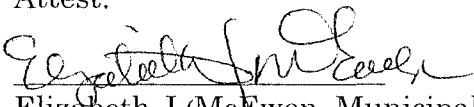
Alaska Department of Transportation and Public Facilities	\$216,000
Equipment Replacement Reserve Fund's Fund Balance	\$54,000

Section 4. Effective Date. This ordinance shall become effective upon adoption.

Adopted this 16th day of December, 2019.


Beth A. Weldon, Mayor

Attest:


Elizabeth J. McEwen, Municipal Clerk

Systemic Racism Review Committee

Legislative Review Summary

Draft Version 4 - 06/22/2021

Serial Number/Title: [Ordinance 2020-02\(b\) An Ordinance Regulating Commercial Rental, Provision, and Use of Shared Micromobility Devices.](#)

Introduced: 12/16/2019 Public Hearing Date: 2/24/2020 SRRC Review Date: _____

Presented By: The Manager Drafted By: R. Palmer III

Department/Division: Manager's Office Lead Staff Contact: _____

Purpose of Legislation (background/summary of intent):

Ordinance 2020-03 extended the moratorium for certain micromobility devices through July 9, 2020.

This ordinance would prohibit commercial rental or use of micromobility devices on the docks, seawalk, streets, and sidewalks of downtown Juneau. Micromobility devices include bikes, e-bikes, scooters, segways, and e-scooters. This ordinance would not regulate private use of bikes or use of micromobility devices on private property.

The Assembly Committee of the Whole discussed this ordinance on [December 2, 2019](#). After public hearing on [January 13, 2020](#), the Assembly referred this ordinance back to the Committee of the Whole. On [February 10, 2020](#), the Assembly Committee of the Whole reduced the size of the prohibition area and explicitly clarified that segways are considered micromobility devices. Version (b) of the ordinance reflects those amendments.

See further notes on 2019-12 below for additional background.

Connection to existing legislation:

[Ordinance 2019-12 An Ordinance Prohibiting Commercial Rental or Provision of Dockless Vehicles and Imposing a Permit Moratorium and Sunset Date.](#)

Manager's Report: Dockless transportation devices (scooters and e-bikes) have become a growing management and policy concern in communities in the lower 48. The dockless nature of these devices can clutter sidewalks. Additionally, while the scooters can be operated in a more nimble fashion than bikes, they are not well designed for uneven surfaces which can result in riders being thrown from the devices. There are positives to dockless transportation devices as well. For example, they can extend the comfortable range of pedestrian commutes.

This proposed ordinance would institute a temporary moratorium for commercial use of dockless vehicles to give the community an opportunity to develop reasonable regulations. The Committee of the Whole discussed this topic at its meeting on February 25, 2019. The Planning Commission reviewed this ordinance on April 9, 2019.

[Ordinance 2020-03 An Ordinance Extending the Sunset Date Relating to the Prohibition of Commercial Rental or Provision of Dockless Vehicles and the Imposition of a Permit Moratorium.](#)

This ordinance extended the moratorium contemplated by 2019-12 above to allow for additional Assembly review and committee work.

Connection to adopted planning documents:

None noted

Step One: What is the impact of the proposed legislation?

- a. Does the proposed legislation negatively impact or unduly advantage a particular racial/ethnic group or otherwise perpetuate systemic racism?

YES	NO

If No, review is completed. If yes, go on to the next two questions:

- b. Does the legislation work to mitigate and/or eliminate structural racism
If Yes, review is completed. If No, or Undetermined, continue through the remaining steps.

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Step Two: How does the legislation perpetuate systemic racism?

- a. What are potential unintended consequences?
- b. What benefits may results?
- c. What is the potential long term impact of the proposed legislation?

Details:

- d. What quantitative and qualitative evidence of inequality exists?

Details:

- e. What steps has the department or legislation sponsor taken to notify those impacted of the proposed changes?
- f. Have key stakeholders who could be potentially impacted by the proposed legislation been engaged?

Details: Known business owners were notified of pending legislation. The issue of micromobility devices went through about 12 months of review with multiple opportunities for public comment.

- g. Has public input been received?
- h. If public comment has been received, what is the substance of that comment?

Details: public input was received at Assembly meetings and is noted in the minutes of those minutes. In brief, comments centered around the zone in which activity would be excluded and how the term "micro mobility device" would be defined.

Step Three: Who is affected by the Proposed Legislation?

- a. Who are the impacted group(s)?

- ☐ White ☐ Black or African American ☐ American Indian or Alaska Native
☐ Asian ☐ Native Hawaiian or Pacific Islander ☐ Two or more races ☐ Other

b. Are there impacts on specific geographic areas?

Race Considerations - Total Community is 69.7% White Only - 30.3% Minority						Economic Considerations	
Census Tract/Block Groups	Minority Pop.	Census Tract/Block Groups	Minority Pop.	Census Tract/Block Groups	Minority Pop.	Elementary School Boundaries	
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BG4: Fritz Cove area	10.1%	BG 4: Radcliffe	24.6%			Riverbend	Title 1
						Auke Bay	
CT 2: Mendenhall Valley withn the Loop		CT 4: Salmon Creek/Lemon Creek		CT 5: Douglas Island		Lower Income Housing Areas	
BG1: Mendenhall Taki	27.8%	BG 1: DZ/Freds	60.9%	BG 1: North Douglas	15.9%	Chinook/Coho	
BG2: Upper Riverside	23.1%	BG 2: Davis	45.0%	BG 2: West Juneau	28.0%	Cedar Park Area	
BG 3: Portage/McGinr	33.7%	BG 3: Belardi Costco	63.8%	BG 3: Crow Hill/ DT D	27.6%	Gruening Park Area	
BG 4: Long Run	19.6%	BG 4: Twin Lakes	25.9%			Switzer Area	
BG 5: Glacierwood/Vir	41.2%					Kodzhoff Area	
						Douglas Hwy Corridor	

- c. Is there a benefit to a specific census block district/neighborhood/school zone?
 If Yes, does it come at the detriment of another?

Details:

YES	NO

- d. Is there a benefit to an individual, group of individuals, or business/organization?
 If yes, does that come at a detriment of others?

Details:

Step Four: What solutions could remedy the legislation's implications in perpetuating systemic racism? Check all that apply:

☐	Recommend additional public input be gathered (Neighborhood/census block meetings, assembly/ committee meetings)
☐	Recommend that the legislation move forward with accountability measures (sunset provisions, 6 mo./annual review of impacts/implications for system racism.) to monitor impact.
☐	Propose revised language to strengthen the legislation or the legislation or regulations cross-referenced within the proposed legislation.
☐	Recommend the proposed legislation not move forward.
☐	Other: (explain)

Step Five: Further Feedback to the Assembly on systemic racism implications

If a systemic racism implication is identified, the SRRC will provide a written report to the Assembly that includes consideration of the provisions below:

- What are the indicators and progress benchmarks?
 Program strategies?
 Policy Strategies?
 Partnership Strategies?

Presented by: The Manager
Introduced: 12/16/2019
Drafted by: R. Palmer III

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2020-02(b)

An Ordinance Regulating Commercial Rental, Provision, and Use of Shared Micromobility Devices.

WHEREAS, the Assembly enacted Ordinance 2019-12, which temporarily prohibited the commercial rental or provision of dockless vehicles until February 1, 2020, to research how the City and Borough of Juneau should regulate these vehicles; and

WHEREAS, City and Borough of Juneau staff presented their research and recommendations to the Assembly Committee of the Whole on December 2, 2019; and

WHEREAS, the Assembly Committee of the Whole considered interests and concerns regarding the commercial rental of the devices, including, but not limited to, business interests, tourism, types of devices, topography, infrastructure design and capacity, parking, life-span of devices, device storage and disposal, accessibility, traffic congestion, and aesthetics; and

WHEREAS, when considering these factors, it was apparent that similar interests and concerns facing the deployment of dockless vehicles in Juneau were present with docked vehicles and commercial tours with micromobility devices; and

WHEREAS, consistent with the direction from the Assembly Committee of the Whole, the following regulatory structure best balances the economic, health, safety, and welfare concerns related to commercial rental, provision, and use of micromobility devices in the City and Borough of Juneau; and

WHEREAS, the Assembly recognizes micromobility device technology and the shared economy market is rapidly changing such that the regulations created by this ordinance should be reviewed as the need arises.

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

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the City and Borough of Juneau Municipal Code.

Section 2. Amendment of Title. Title 20, Business Regulations, is amended by adding a new chapter to read:

Chapter 20.20

MICROMOBILITY DEVICES

20.20.010 Applicability of chapter.

This chapter does not apply to the following:

- (1) Use of a micromobility device on private property;
- (2) A business located on private property within the area described in section 20.20.030 from renting or providing micromobility devices for use outside the area described in section 20.20.030;
- (3) A micromobility device provided to a person with a mobility disability;
- (4) A person—unaffiliated with a commercial tour—using a micromobility device in the area described in section 20.20.030;
- (5) A business that picks up or drops off customers provided no use of a micromobility device occurs in the area described in section 20.20.030;
- (6) Commercial passenger vehicles with a Class C endorsement pursuant to chapter 20.40; or
- (7) A permit issued pursuant to Title 19 or Title 49 related to use of private property.

20.20.020 Prohibitions.

(a) No permit, lease, license, or similar authorization may be issued from the City and Borough for locating or operating a business to rent, to provide, to offer or lead tours with, or to use micromobility devices on City and Borough property or right-of-ways in the area described in section 20.20.030. Any permit, lease, license, or similar authorization related to micromobility devices is void.

(b) On public property or right-of-ways within the area described in section 20.20.030, no person or business may

- (1) Rent or provide a micromobility device from a dockless or docked facility;
- (2) Offer or lead tours with micromobility devices; or
- (3) Engage in the commercial business of renting or providing for use a micromobility device.

20.20.030 Commercial Micromobility Device Prohibition Area.

(a) The Commercial Micromobility Device Prohibition Area Map described in Exhibit A to Ordinance 2020-02(b) depicts the prohibition area as the public land, streets, parks, sidewalks,

seawalk and similar public facilities bound between the following streets, including the outermost sidewalks, and Gastineau Channel of:

- (1) Jacobsen Drive from the AJ Dock to Mt. Roberts Street;
- (2) Mt. Roberts Street from Jacobsen Drive to Thane Road;
- (3) Thane Road at Mt. Roberts Street through Franklin Street to Fifth Street;
- (4) Fifth Street from Franklin Street to Main Street;
- (5) Main Street from Fifth Street to Egan Drive; and
- (6) Egan Drive from Main Street to Glacier Avenue adjacent to Gold Creek.

20.20.040 Penalty.

Any person violating section 20.20.020(b) shall be subject to civil fine as follows:

- (1) First Offense: \$100
- (2) Second Offense: \$300
- (3) Third Offense and subsequent offense is the maximum fine imposed: \$500
- (4) Each day that a violation continues is a separate offense.

20.20.050 Definitions.

The following words and phrases, when used in this chapter, shall have the meaning respectively ascribed to them in this section unless the context clearly indicates otherwise.

Bicycle shall have the same meaning as set under CBJ 72.28.010.

Commercial renting, using, or provisioning of a micromobility device means using a micromobility device, marking, or otherwise apparently making available for use a micromobility device for the transportation of a person for compensation.

Electric assist means an electric motor affixed to a mobility unit that assists the efforts of the driver upon pedaling or steering the mobility unit.

Scooter shall mean a mobility unit consisting of a footboard mounted on two or more wheels that is designed to be stood upon when riding and that has handlebars.

Micromobility device means a bicycle, a bicycle with an electric assist, a scooter, a scooter with an electric assist, a Segway, and similar micromobility devices.

Section 3. Amendment of Section. Section 03.30.070 Violations; civil fines, is amended by adding the following:

CBJ	Type of Violation	Civil Fine
20.20	Micromobility Devices	
20.20.020(b)	Commercial rental, offer, tour, provision, or use of micromobility device in prohibited area	
	1st offense	100.00
	2nd offense	300.00
	3rd and subseq.	500.00

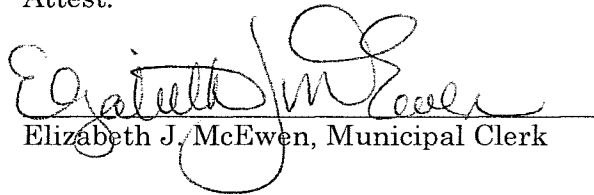
Section 4. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this 24th day of February, 2020.



Beth A. Weldon, Mayor

Attest:



Elizabeth J. McEwen, Municipal Clerk

EXHIBIT A
Ord.2020-02(b)



Systemic Racism Review Committee

Legislative Review Summary

Draft Version 4 - 06/22/2021

Serial Number/Title: [Resolution 2882 A Resolution Authorizing the Manager to Convey an Access and Drainage Easement for the Twilight Cafe at 324 Willoughby Avenue.](#)

Introduced: 3/16/2020 Public Hearing Date: same SRRC Review Date: _____

Presented By: The Manager Drafted By: R. Palmer III

Department/Division: Admin/Lands Lead Staff Contact: Greg Chaney, Lands Manager

Purpose of Legislation (background/summary of intent):

The owners of Twilight Café applied to purchase a five foot wide easement across City property that would provide better access to Willoughby Avenue. The applicants would be responsible for all expenses associated with improving the easement. On [January 6, 2020](#), the Lands Committee passed a motion of support to grant this easement for fair market value.

Connection to existing legislation:

Title 49 would be relevant to any zoning or land use issue, but is not specifically linked to this issue.

Connection to adopted planning documents:

The Comprehensive plan as it relates to zoning districts would be applicable, but is not specifically linked to this issue.

Step One: What is the impact of the proposed legislation?

- a. Does the proposed legislation negatively impact or unduly advantage a particular racial/ethnic group or otherwise perpetuate systemic racism?

If No, review is completed. If yes, go on to the next two questions:

YES	NO
☐	☐

- b. Does the legislation work to mitigate and/or eliminate structural racism
If Yes, review is completed. If No, or Undetermined, continue through the remaining steps.

☐	☐
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Step Two: How does the legislation perpetuate systemic racism?

- What are potential unintended consequences?
- What benefits may results?
- What is the potential long term impact of the proposed legislation?

Details:

- d. What quantitative and qualitative evidence of inequality exists?

Details:

- e. What steps has the department or legislation sponsor taken to notify those impacted of the proposed changes?
- f. Have key stakeholders who could be potentially impacted by the proposed legislation been engaged?

Details: No specific public process outside of the normal Assembly process.

- g. Has public input been received?
- h. If public comment has been received, what is the substance of that comment?

Details: No specific public process outside of the normal Assembly process

Step Three: Who is affected by the Proposed Legislation?

- a. Who are the impacted group(s)?

- ☐ White ☐ Black or African American ☐ American Indian or Alaska Native
- ☐ Asian ☐ Native Hawaiian or Pacific Islander ☐ Two or more races ☐ Other

- b. Are there impacts on specific geographic areas?

Race Considerations - Total Community is 69.7% White Only - 30.3% Minority						Economic Considerations	
Census Tract/Block Groups	Minority Pop.	Census Tract/Block Groups	Minority Pop.	Census Tract/Block Groups	Minority Pop.	Elementary School Boundaries	
CT 1: Auke Bay/Out the Road		CT 3: Mendenhall Valley Airport/ East Valley		CT 5: Downtown		Gastineau	Title 1
BG1: Out the road	11.9%	BG1: N. of Jennifer	42.5%	BG 1: Highlands	20.6%	Harborview	Title 1
BG2: Lena area	15.5%	BG 2: Glacier Valley	39.8%	BG2: DT/Starr Hill	24.8%	Glacier Valley	Title 1
BG3: Montanna Creek	14.5%	BG 3: Airport	40.8%	BG 3: Flats/Village	30.8%	Mendenhall River	
BG4: Fritz Cove area	10.1%	BG 4: Radcliffe	24.6%			Riverbend	Title 1
						Auke Bay	
CT 2: Mendenhall Valley withn the Loop		CT 4: Salmon Creek/Lemon Creek		CT 5: Douglas Island		Lower Income Housing Areas	
BG1: Mendenhall Takl	27.8%	BG 1: DZ/Freds	60.9%	BG 1: North Douglas	15.9%	Chinook/Coho	
BG2: Upper Riverside	23.1%	BG 2: Davis	45.0%	BG 2: West Juneau	28.0%	Cedar Park Area	
BG 3: Portage/McGinn	33.7%	BG 3: Belardi Costco	63.8%	BG 3: Crow Hill/ DT D	27.6%	Gruening Park Area	
BG 4: Long Run	19.6%	BG 4: Twin Lakes	25.9%			Switzer Area	
BG 5:Glacierwood/Vir	41.2%					Kodzhoff Area	
						Douglas Hwy Corridor	

- c. Is there a benefit to a specific census block district/neighborhood/school zone?
If Yes, does it come at the detriment of another?

Details:

YES	NO

- d. Is there a benefit to an individual, group of individuals, or business/organization?
If yes, does that come at a detriment of others?

Details:

Step Four: What solutions could remedy the legislation's implications in perpetuating systemic racism? Check all that apply:

	Recommend additional public input be gathered (Neighborhood/census block meetings, assembly/ committee meetings)
	Recommend that the legislation move forward with accountability measures (sunset provisions, 6 mo./annual review of impacts/implications for system racism.) to monitor impact.
	Propose revised language to strengthen the legislation or the legislation or regulations cross-referenced within the proposed legislation.
	Recommend the proposed legislation not move forward.
	Other: (explain)

Step Five: Further Feedback to the Assembly on systemic racism implications

If a systemic racism implication is identified, the SRRC will provide a written report to the Assembly that includes consideration of the provisions below:

What are the indicators and progress benchmarks?

Program strategies?

Policy Strategies?

Partnership Strategies?

Presented by: The Manager
Presented: 03/16/2020
Drafted by: R. Palmer III

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2882

A Resolution Authorizing the Manager to Convey an Access and Drainage Easement to 324 Willoughby Avenue and Twilight Café.

WHEREAS, Catherine Hill-Cristobal and Ariel C. Cristobal are the owners of certain property located on Tidelands Addition Block 68, Fraction of Lot 8, according to Plat 82-18, Juneau Recording District, First Judicial District, State of Alaska (the "Property"); and

WHEREAS, the CBJ received an application from the Cristobals requesting a five foot wide easement on CBJ's property that would provide better access to Willoughby Avenue from the back property line of their Property; and

WHEREAS, on January 6, 2020, the Lands Committee passed a motion of support to grant this easement for fair market value; and

WHEREAS, an appraisal was complete on October 14, 2019, which calculated the fair market value of the acquisitions to be \$11,352.00.

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

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

Section 2. Authorization to Convey. The Manager is authorized to negotiate and execute an easement across a fraction of Lot 12A, Block 68, A.T.S. 3 in Juneau, Alaska, as shown in Exhibit A.

Section 3. Easement Authorization. The Manager is authorized to negotiate and execute this access and drainage easement. The easement shall be subject to the essential terms and conditions outlined in Section 4 below.

Section 4. Terms and Conditions.

- 1) The easement is non-exclusive. The CBJ may grant other overlapping easements.

- 2) Only access and drainage improvements, including awnings projecting from adjacent structures, are allowed in the easement. The Grantee is responsible for construction and maintenance of any improvements in the easement area.
- 3) The CBJ reserves the right of public access along the easement.
- 4) The Grantee shall provide an as-built survey of the easement for any improvements located within the easement.
- 5) The Grantee shall obtain all authorizations and permits necessary for construction of any improvements.
- 6) The Grantee shall pay the CBJ fair market value for the easement which has been determined to be \$11,352.00.
- 7) The Manager may include such other terms and conditions as may be in the public interest.

Section 5. Effective Date. This resolution shall be effective immediately after its adoption.

Adopted this 6th day of April, 2020.



Beth A. Weldon, Mayor

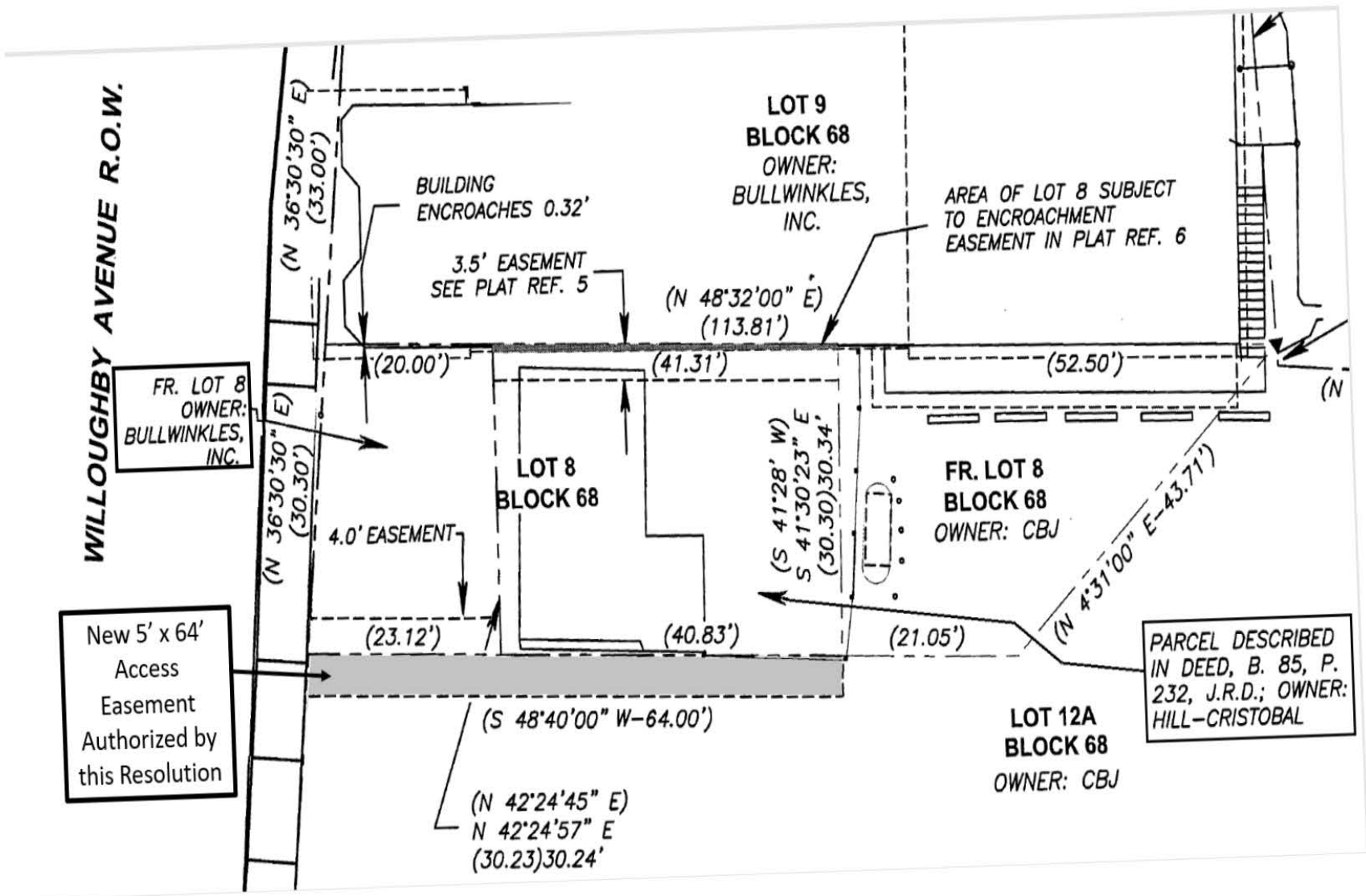
Attest:



Elizabeth J. McEwen, Municipal Clerk

Exhibit A

Proposed Easement Location



Systemic Racism Review Committee

Legislative Review Summary

Draft Version 4 - 06/22/2021

Serial Number/Title: [Resolution 2923 A Resolution Supporting Full Funding \(\\$14,049,988\) of the State of Alaska Municipal Harbor Facility Grant Program in the FY2022 State Capital Budget.](#)

Introduced: 11/23/2020 Public Hearing Date: 11/23/2020 SRRC Review Date: _____

Presented By: The Manager Drafted By: R. Palmer III

Department/Division: Docks & Harbors Lead Staff Contact: Carl Uchytel, Port Director

Purpose of Legislation (background/summary of intent):

This resolution was requested to demonstrate CBJ Assembly Support for the Alaska Municipal Harbor Facility Grant Program. CBJ may ultimately benefit from the FY22 program, but funding decisions happen at the state level and, at the time of this resolution, had not yet been identified.

This resolution recommends full funding for the State of Alaska Department of Transportation's Harbor Facility Grant Program. In the past, CBJ has been a beneficiary of approximately \$11 million in harbor grant funding since the program's inception. Most recently, CBJ has received a \$125K grant for zinc anode installation at Harris Harbor, which is planned for construction this winter.

Docks & Harbors has submitted an application this year for \$2M for the next phase of Aurora Harbor. The City & Borough of Juneau along with the municipalities of the City and Borough of Sitka, the City of Cordova, the City of Seward and the City of Sand Point are poised to contribute \$14,049,988 in local match funding for FY2022 towards five harbor projects of significant importance for Alaska. The Docks & Harbors Board reviewed this resolution at its regular board meeting on October 29, and has recommended forwarding it to the full Assembly for approval.

Connection to existing legislation:

None.

Connection to adopted planning documents:

None

Step One: What is the impact of the proposed legislation?

- a. Does the proposed legislation negatively impact or unduly advantage a particular racial/ethnic group or otherwise perpetuate systemic racism?

If No, review is completed. If yes, go on to the next two questions:

YES	NO

- b. Does the legislation work to mitigate and/or eliminate structural racism
If Yes, review is completed. If No, or Undetermined, continue through the remaining steps.

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Step Two: How does the legislation perpetuate systemic racism?

- a. What are potential unintended consequences?
- b. What benefits may results?
- c. What is the potential long term impact of the proposed legislation?

Details:

- d. What quantitative and qualitative evidence of inequality exists?

Details:

- e. What steps has the department or legislation sponsor taken to notify those impacted of the proposed changes?
- f. Have key stakeholders who could be potentially impacted by the proposed legislation been engaged?

Details: No specific public process.

- g. Has public input been received?
- h. If public comment has been received, what is the substance of that comment?

Details: Normal public process for an Assembly resolution.

Step Three: Who is affected by the Proposed Legislation?

- a. Who are the impacted group(s)?

☐ White ☐ Black or African American ☐ American Indian or Alaska Native
☐ Asian ☐ Native Hawaiian or Pacific Islander ☐ Two or more races ☐ Other

- b. Are there impacts on specific geographic areas?

Race Considerations - Total Community is 69.7% White Only - 30.3% Minority						Economic Considerations	
Census Tract/Block Groups	Minority Pop.		Census Tract/Block Groups	Minority Pop.		Census Tract/Block Groups	Minority Pop.
CT 1: Auke Bay/Out the Road			CT 3: Mendenhall Valley Airport/ East Valley			CT 5: Downtown	
BG1: Out the road	11.9%		BG1: N. of Jennifer	42.5%		BG 1: Highlands	20.6%
BG2: Lena area	15.5%		BG 2: Glacier Valley	39.8%		BG2: DT/Starr Hill	24.8%
BG3: Montanna Creek	14.5%		BG 3: Airport	40.8%		BG 3: Flats/Village	30.8%
BG4: Fritz Cove area	10.1%		BG 4: Radcliffe	24.6%			
CT 2: Mendenhall Valley withn the Loop			CT 4: Salmon Creek/Lemon Creek				
BG1: Mendenhall Taki	27.8%		BG 1: DZ/Freds	60.9%		CT 5: Douglas Island	
BG2: Upper Riverside	23.1%		BG 2: Davis	45.0%		BG 1: North Douglas	15.9%
BG 3: Portage/McGinn	33.7%		BG 3: Belardi Costco	63.8%		BG 2: West Juneau	28.0%
BG 4: Long Run	19.6%		BG 4: Twin Lakes	25.9%		BG 3: Crow Hill/ DT D	27.6%
BG 5:Glacierwood/Vir	41.2%						
						Elementary School Boundaries	
						Gastineau	Title 1
						Harborview	Title 1
						Glacier Valley	Title 1
						Mendenhall River	
						Riverbend	Title 1
						Auke Bay	
						Lower Income Housing Areas	
						Chinook/Coho	
						Cedar Park Area	
						Gruening Park Area	
						Switzer Area	
						Kodzhoff Area	
						Douglas Hwy Corridor	

- c. Is there a benefit to a specific census block district/neighborhood/school zone?

YES	NO

If Yes, does it come at the detriment of another?

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Details:

d. Is there a benefit to an individual, group of individuals, or business/organization?

--	--

If yes, does that come at a detriment of others?

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Details:

Step Four: What solutions could remedy the legislation's implications in perpetuating systemic racism? Check all that apply:

☐	Recommend additional public input be gathered (Neighborhood/census block meetings, assembly/ committee meetings)
☐	Recommend that the legislation move forward with accountability measures (sunset provisions, 6 mo./annual review of impacts/implications for system racism.) to monitor impact.
☐	Propose revised language to strengthen the legislation or the legislation or regulations cross-referenced within the proposed legislation.
☐	Recommend the proposed legislation not move forward.
☐	Other: (explain)

Step Five: Further Feedback to the Assembly on systemic racism implications

If a systemic racism implication is identified, the SRRC will provide a written report to the Assembly that includes consideration of the provisions below:

What are the indicators and progress benchmarks?

Program strategies?

Policy Strategies?

Partnership Strategies?

Presented by: The Manager
Presented: 11/23/2020
Drafted by: R. Palmer III

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2923

A Resolution Supporting Full Funding (\$14,049,988) of the State of Alaska Municipal Harbor Facility Grant Program in the FY2022 State Capital Budget.

WHEREAS, the Alaska Association of Harbormasters and Port Administrators recognizes the majority of the public boat harbors in Alaska were constructed by the State of Alaska during the 1960s and 1970s; and

WHEREAS, these harbor facilities represent critical transportation links and are the transportation hubs for waterfront commerce and economic development in Alaskan coastal communities; and

WHEREAS, these harbor facilities are ports of refuge and areas for protection for ocean-going vessels and people fishing throughout the State of Alaska, especially in coastal Alaskan communities; and

WHEREAS, the State of Alaska over the past nearly 30 years has transferred ownership of most of these state-owned harbors, many of which were at or near the end of their service life at the time of transfer, to local municipalities; and

WHEREAS, the municipalities took over this important responsibility even though they knew that these same harbor facilities were in poor condition at the time of transfer due to the State's failure to keep up with deferred maintenance; and

WHEREAS, consequently, the State's failure to adequately maintain the harbor facilities has become a major financial burden that municipal governments cannot afford; and

WHEREAS, in response to this financial burden, the Governor and the Alaska Legislature passed legislation in 2006, supported by the Alaska Association of Harbormasters and Port Administrators, to create the Municipal Harbor Facility Grant program, AS 29.60.800; and

WHEREAS, the Alaska Association of Harbormasters and Port Administrators, is pleased with the Department of Transportation and Public Facilities administrative process to review, score, and rank applicants to the Municipal Harbor Facility Grant Program, since state funds may be limited; and

WHEREAS, for each harbor facility grant application, these municipalities have committed to invest 100% of the design and permitting costs and 50% of the construction cost; and

WHEREAS, the municipalities of the City of Cordova, City and Borough of Sitka, City and Borough of Juneau, City of Seward, and City of Sand Point are poised to contribute \$14,049,988 in local match funding for FY2022 towards five harbor projects of significant importance locally as required in the Harbor Facility Grant Program; and

WHEREAS, completion of these harbor facility projects is all dependent on the 50% match from the State of Alaska's Municipal Harbor Facility Grant Program; and

WHEREAS, during the last ten years the Municipal Harbor Facility Grant Program has only been fully funded twice; and

WHEREAS, a survey done by the Alaska Municipal League of Alaska's ports and harbors found that from the respondents, the backlog of projects necessary to repair and replace former state-owned harbors has increased to at least \$500,000,000; and

WHEREAS, over the past five years, municipal harbors have submitted \$58 million in capital project match requests, representing over \$116 million in shovel-ready capital projects that have received only \$16.6 million in funding through the Municipal Harbor Facility Grant Program with zero funding in FY2021.

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

Section 1. That the City and Borough of Juneau Assembly urges full funding in the amount of \$14,049,988 by the Governor and the Alaska Legislature for the State of Alaska's Municipal Harbor Facility Grant Program in the FY 2022 State Capital Budget in order to ensure enhanced safety and economic prosperity among Alaskan coastal communities.

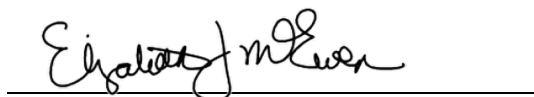
Section 2. Effective Date. This resolution shall be effective immediately after its adoption.

Adopted this 23rd day of November, 2020.



Beth A. Weldon, Mayor

Attest:



Elizabeth J. McEwen, Municipal Clerk