CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING AGENDA
For Thursday, May 22nd, 2014

I. Call to Order (5:00 pm in the Assembly Chambers**)**

II. Roll Call (Greg Busch, John Bush, Bob Janes, David Logan, Budd Simpson).

III. Approval of Agenda.

MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED.

IV. Public Participation on Non-Agenda Items.
(Not to exceed five minutes per person or twenty minutes total time).

V. Approval of March 13th, 2014 OPERATIONS/PLANNING Meetings Minutes.

VII. Old Business

1. Electric Car Charging Station – Douglas Harbor
   Presentation by Port Director

Committee Questions

Public Discussion

Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING

VIII. New Business

1. Bench Donation - Gateway Park
   Presentation by Port Director

Committee Questions

Public Discussion

Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING

IX. Items for Information

1. Aurora Harbor Re-build Bid Award Update
   Presentation by Port Engineer

2. Committee Strategic Visioning
   Discussion by Port Director

X. Staff, Committee and Member Reports

IX. Committee Administrative Matters - Next Meeting: June 19th, 2014

X. Adjournment.

CBJ DOCKS & HARBORS BOARD
OPERATIONS/PLANNING COMMITTEE MEETING
Thursday, March 13th, 2014

I. Call to Order

Mr. Simpson called the meeting to order at 5:00 pm at the Chapel by the Lake.

II. Roll Call

The following members were in attendance: Budd Simpson, David Logan, and Greg Busch. Tom Donek was also in attendance.

III. Approval of Agenda

MOTION By Mr. Logan TO APPROVE THE AGENDA AS PRESENTED.

The motion passed with unanimous consent.

IV. Public Participation on Non-Agenda Items

None.

V. Approval of February 20th, 2014 Operations/Planning Meeting minutes

MOTION By Mr. Logan TO APPROVE THE FEBRUARY 20TH, 2014 OPERATIONS/PLANNING MEETING MINUTES AS WRITTEN.

The motion passed with unanimous consent.

VI. New Business

2014 Norway Point Beach Access Use Agreement

Mr. Uchytil said I would like to continue access to Sandy Beach for Hobie Cat users for one more year. If it goes well this year, then we can consider adding an ordinance change to make this permanent. To put a mast up on a Catamaran is very time consuming, and currently there are no good places to do this in the Harbors. Norway Point is a good location for Hobie Cat users to put their boats in the water.

Committee Questions

Mr. Simpson asked can this apply to other sailing skiffs or does it have to be a catamaran.

Mr. Logan asked does half the fee of a skiff cover the cost.

Mr. Uchytil said the Hobie Cat Fee is $295.00.

Mr. Donek asked how the Hobie Cat Fee compares to the Storage Fee.

Mr. Gillette said at $.50 per square foot, a 10 by 20 foot storage space would be $100 per month.

Public Discussion

None.

Committee Discussion/Action

MOTION By Mr. Logan TO APPROVE THE 2014 NORWAY POINT BEACH ACCESS USE AGREEMENT.

The motion passed with unanimous consent.

Mr. Busch said any ordinance or rate changes will be discussed at a future date.

VII. Items for Information

Mr. Gillette said the Aurora Project is ready to open for bidding. The findings from the Project Labor Agreement (PLA) Committee, which include The City Manager, The City Engineer and The Port Director, will be presented publicly at the Public Works and Facility's Committee Meeting next Monday. The recommendation to add the PLA was not unanimous. The Aurora Project is a basic project. There will be pile driving, electrical, and water lines.

Mr. Logan asked how the PLA will affect the bids.

Mr. Uchytil said the result will be that non-local workers will do the work and every project over $4 million will have a PLA.

Mr. Gillette said Bellingham Marine Industries (BMI) looked at the two modules that broke on "C" Float in Statter and found two more modules, that are not currently broken, have been spalling. This is a sign that there has been stress on these modules for some time. BMI said all four modules should be changed because when the two new modules are installed the two modules showing signs of weakness might break as well. The quote for the four modules is $84,000. There are two sections where the cables connect, they were grouted with a softer concrete with the intention that they could be more easily taken apart and reused. We are going to try to reuse those sections.

Mr. Logan asked does "D" Float show the same signs of stress.

Mr. Gillette said there are signs of spalling on "D" Float too.

Mr. Logan said we need to be thinking long-term repairs. When we build the Commercial Dock we should contract for additional work.

Mr. Gillette said the modules have been under stress for a while. Harbor Staff have patched the floats many times over the years.

Mr. Logan said we should make a policy were patrons can side-tie to the float of their choosing, but cannot tie between the floats making a rigid float connection.

Mr. Gillette said we are moving forward with Trucano to make the repairs.

Mr. Logan asked are there any changes to 16B Project.

Mr. Gillette said no. The contract has been signed and we are planning meetings.

Mr. Donek asked how the contract for the inspection services is coming along.

Mr. Gillette said five proposals were received, two proposals are from firms in Juneau, and three proposals are from firms in Anchorage.

Mr. Uchytil said downtown parking is coming along. We are using five spaces in the Archipelago Lot for cruise shuttles instead of using parking spaces in the parking lot that is under construction. We are working with Twisted Fish and the Law Department to come up with options for the parking lot adjacent to the Twisted Fish. The only option that makes sense is for Twisted Fish to manage their half and the Harbors Department to manage our half.

Mr. Busch asked what guidance is given to the Vendor Booth Staff and others who represent a business. Are they given parking passes to park in our spaces or do they have to find their parking and pay for it?

Mr. Uchytil said we considered raising parking to $2.00 per hour. However, Vendor Booth Staff could park there all day long, which would put stress on parking for local businesses. We can limit the parking in the new lot to 3 hours per day. I would like to schedule a ribbon cutting service for the 9th to celebrate the parking lot opening.

VIII. Staff, Committee and Member Reports

Mr. Uchytil said the Harbormaster begins work on Tuesday, March 25th, 2014.

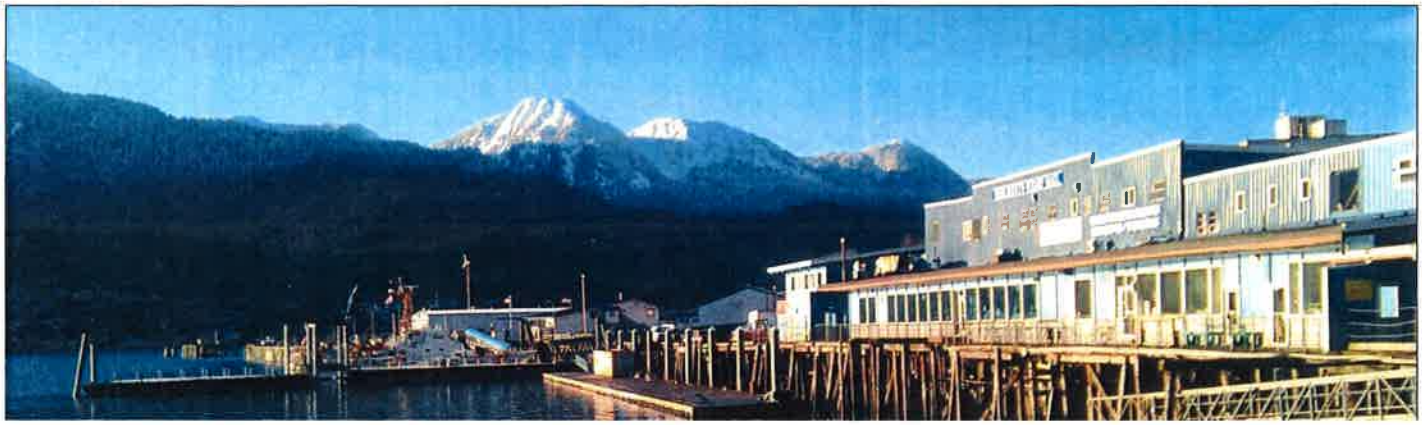
Mr. Logan said we can work to coordinate with other facilities to best utilize the parking lots. The Schools are busier during the winter months, and the launch ramp is busier during the summer months, so it could work nicely.

IX. Committee Administrative Maters

Next Meeting: Thursday, April 17th, 2014.

X. Adjournment

The Operations/Planning Meeting adjourned at 5:51 p.m.



Juneau Climate Action & Implementation Plan

November 2011

Adopted by the City and Borough of Juneau Assembly, Resolution 2593 on November 14, 2011.

CITY & BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Executive Summary

The objective of the Juneau Climate Action Plan is to lower Juneau's greenhouse gas (GHG) emissions by decreasing area wide consumption of energy in general and fossil fuels in particular. This Plan, which includes a 2010 inventory of local energy use and GHG emissions, sets new emissions reduction targets and suggests actions that government, businesses, and the community can take to meet these targets. Every individual in Juneau stands to benefit from cost savings that flow from energy conservation and reductions in fossil fuel consumption.

Juneau currently benefits from widespread use of clean hydropower for electricity. In general, hydropower provides fairly economical energy while limiting GHG emissions. However, even with the recent addition of the Lake Dorothy hydroelectric facility, Juneau's hydropower supply remains limited. The community's challenge is to use its clean energy wisely in order to stretch existing hydroelectric capacity as far as possible, limiting the need to use back-up diesel generators.

GHG emission and energy use inventories for Juneau completed for 2007 and 2010 provide both a snapshot of annual conditions and a baseline for setting reduction targets. The table below shows that overall community energy use (measured in million British thermal units, MMBtu) decreased 13% and GHG emissions declined 10% between 2007 and 2010. Although this is good news, when comparing snapshots of energy use and GHG emissions from two nonconsecutive years, it is important to keep in mind variables, such as weather and economics, that may have influenced use and emissions in each of the two years but that may not necessarily show a trend of altered patterns over time.

JUNEAU'S TOTAL ENERGY USE AND GHG EMISSIONS 2007 & 2010

	2007	2010	% Change
Energy Use (MMBtu)	7,212,181	6,249,370	-13%
GHG Emissions ($MTCO_2e$)	440,545	396,747	-10%

Based on population forecasts, Juneau's energy use and GHG emissions will continue to climb. To avoid this, a 25% community-wide emissions reduction target to be achieved by the year 2032 is recommended. This target is in line with emission reduction targets set in other jurisdictions and, given the implementation strategies set out in this Plan, is achievable for Juneau.

In order to meet the emission reduction target of 25% by 2032, a combination of the actions recommended in this Plan will need to be accomplished. Adopting this Plan does not mean that the CBJ commits to completing all actions, rather that it commits to working towards the GHG

emission reduction targets set in Part 2. The CBJ, the state and federal governments, and business and homeowners will select actions to complete based on an analysis of cost effectiveness, available technology, and potential emissions reduction. In 2011, when the Plan was adopted, the CBJ was facing a budget shortfall of $7 million and it is important that this Plan not commit the CBJ to funding new capital projects.

As a summary, the top actions for the community and the CBJ are listed below. This list is not prioritized or exhaustive, but rather includes the actions which can be completed in the next five years and will have the greatest impact in reducing energy use and GHG emissions in Juneau.

Top Actions

- Support existing state and federal weatherization programs for homes and public buildings. As of the end of 2010, 455 Juneau home owners had completed the Alaska Housing and Finance Corporation Home Energy Rebate Program and 607 home owners were working on energy retrofits. On average, homes completed see a reduction in energy use of 12,000 pounds CO_2 per year. The State has allocated $37.5 million to fund the rebate program for the 2011-2012 fiscal year and will be considering long-term funding in the next legislative session.

  The Alaska Energy Revolving Loan Fund is a state program that funds retrofits to schools and state, municipal, and UAS buildings. Savings from energy efficiency upgrades are used to repay the loan.

  Provide new local programs for weatherization, energy efficient upgrades, and new renewable energy systems for commercial, rental housing, or multi-family buildings.

  Examples are:

  - Energy efficiency rebate for commercial, rental, non-profit, and industrial buildings. (Montgomery County Maryland will pay for 50% of approved energy efficiency upgrades up to a set maximum).
  - Property tax exemptions. (The Town of Bedford, New Hampshire has property tax exemptions for the installation of renewable energy systems; the assessed value of the home would remain the same after improvements are made).

- Update the local building code to increase energy efficiency requirements for all new commercial and residential buildings. Currently the CBJ is enforcing the requirements of the 2006 International Residential Code. Adopting the 2012 IECC code would lead to an estimated 30% reduction in energy use in new buildings and could be applied to both residential and commercial structures (Marquam George, Personal Communication October 20, 2011).

The 2012 IECC includes new requirements for doors, windows, skylights, HVAC systems, insulation, and better air sealing. The 2012 code also requires more thorough testing of the performance of finished buildings. For a 2,400 square foot two-storey house it is estimated that the additional cost to meet these standards would be $6,000. The annual energy savings would be approximately $400 based on current electrical rates, giving a 15-year return on investment (Marquam George, Personal Communication October 20, 2011. See Appendix 2).

- Encourage federal, state, and local government agencies to conserve energy and increase energy efficiency in buildings and operations, share information and expertise on weatherization, energy efficient technology, and take a leadership role in reducing local energy use.

  Currently, each level of government has been working to decrease energy used for buildings and operations:

  - The Federal government is aiming to reduce GHG emissions from federal operations by 28% by 2020. Examples of Juneau projects include the USCG windmill at the subport and seawater heat pump and windmill at the NOAA Ted Stevens Laboratory.
  - The Alaska Legislature passed HB 306 last session, which sets standards for all new buildings over 10,000 sq. ft. and requires that 25% of state buildings undergo energy efficiency retrofits by 2020.
  - The CBJ adopted Ordinance 2010-42 requiring new buildings costing over $5,000,000 meet LEED certification. The CBJ has also completed energy audits on the water and waste water systems, Centennial Hall, and the Augustus Brown Swimming Pool.

  Additional actions for CBJ include:

  - Holding regular meetings that bring together private business, university, federal, state and local agency personnel working on energy efficiency and renewable energy systems to share information and expertise and to find areas for collaboration.
  - Requiring the completion of life cycle energy audits and cost analyses prior to retrofitting CBJ buildings.
  - Implementing recommended retrofits and improvements to CBJ buildings identified through energy audits.

- Partner with the University and non-profits to develop local professional expertise in weatherization, energy efficient systems, and new energy saving technology by providing opportunities for CBJ personnel and contractors to receive installation and maintenance training. This expertise is needed to support the operation of new energy efficient systems and could be a growth sector for the community. Multi-agency collaboration on training could lead to additional funding opportunities.

- Support energy efficiency and renewable energy pilot projects in Juneau. These projects will gather good Juneau-specific data on new and changing technologies such as solar, wind, and geothermal, in order to be better prepared for the economics of tomorrow. These projects could have an educational component and be associated with local schools where data is gathered on the effectiveness of various technologies in Juneau.

- Inform residents of existing incentives for and energy cost savings related to energy efficient vehicles. Provide local incentives for the purchase of fuel efficient vehicles. The current average overall fuel efficiency for vehicles on the road is 20 mpg. Incentives could be put in place for vehicles that meet target fuel efficiency (such as greater than 40 mpg).

  Examples of existing local programs are:

  - Free parking for hybrid electric vehicles (Los Angeles).
  - Rebate for purchase of new hybrid electric vehicle (City of Riverside, CA).
  - Exemption from local sales tax for purchase of new fuel efficient vehicle (many communities).

- Evaluate the assembly-adopted 2008 Transit Development Plan to determine which actions will garner the greatest reductions in GHG emissions and energy use. The plan recommends that CBJ consider limiting future fleet purchases to alternative fuel vehicles such as hybrid-electric vehicles. Consider, for example, adding a hybrid-electric bus for the downtown circular loop.

- Improve the Cross-Juneau Bikeway as described in the assembly-adopted 2009 Juneau Non-Motorized Transportation Plan. This involves bringing each route segment up to standard; adding consistent signage and producing a route map for visitors and residents; making the route a priority for year round maintenance, sweeping, and snow removal; and in the long term developing a separated path from Sunny Point to Vanderbilt Hill to bypass Lemon Creek.

- Coordinate with the Juneau Commission on Sustainability and the CBJ Green Team to implement a public outreach and education campaign. Educate local businesses and homeowners on the potential benefits and energy savings from energy conservation and upgrading to more energy efficient systems. Develop a website that provides information on energy conservation and energy efficiency and connects residents and business owners to local services and expertise. Institute an annual award program that recognizes local businesses and individuals who help further the goals of the Climate Action Plan.

- Allocate CBJ staff and resources to implement the Climate Action Plan. Given current budget constraints, tasks could be assigned to several existing CBJ staff, the Juneau Commission on Sustainability, and the CBJ Green Team. When economic conditions change and the CBJ budget allows, an Energy Manager could be hired to provide leadership on energy conservation and GHG reductions. The savings that would result from increased energy efficiency in CBJ buildings and operations could defray or fully cover the cost of the position.

- Develop an Energy Plan for Juneau. This plan would identify and evaluate the technical and economic feasibility of renewable energy sources (including hydroelectric, biomass, solar, tidal, and wind) that will be available to meet the community's future need. The Energy Plan will need to be flexible enough to respond to changing conditions and will need to examine the full range of renewable energy options and the relative costs. Completion of an Energy Plan would require input from other levels of government and the private sector.

Long-Term Actions	Responsible Party
• Set vehicle emissions standards similar to those in California.	CBJ government/State

Strategy T3-B. Encourage the use of low-carbon emitting vehicles	
Short-Term Actions	**Responsible Party**
• Create free or designated parking spaces and metered charging stations for electric and plug-in hybrid vehicles.	CBJ government
• Develop local incentives for the purchase of fuel efficient vehicles. Examples include free parking for hybrid electric vehicles (Los Angeles), a rebate for purchase of new hybrid electric vehicles (City of Riverside, CA, and an exemption from local sales tax for purchase of new fuel efficient vehicle (many communities).	CBJ government
• Require every public building to have a minimum number of vehicle plug-ins in each parking lot and parking garage.	CBJ government
• Reduce parking fees in government-owned garages for vehicles that reach a certain high threshold of fuel-efficiency.	CBJ government
Long-Term Actions	
• Make some convenient parking areas only usable by small cars, forcing large vehicles to find parking further away.	CBJ government
• Work with tour companies to replace tour buses with more energy efficient models. Consider the feasibility and economic viability of replacing existing fleet with electric buses.	CBJ government/ private sector
• Add low-speed vehicle corridor from Downtown to the Valley by filling in the gaps at Salmon Creek and McNugget intersections.	CBJ/State

Goal T-4: Increase bicycle and pedestrian trips

In 2009, the CBJ adopted the Juneau Non-Motorized Transportation Plan, setting out a series of high, medium, and low priority recommendations to improve sidewalks, crosswalks, separated paths, and bike lanes throughout the community. The Plan also includes 12 policies with implementing actions. A few of these recommendations have been completed, some are underway, and many have yet to be started. Non-motorized improvements that are underway include the separated path from UAS to the Brotherhood Bridge, and the Under Thunder and Treadwell Ditch Trails.

Goal T-6: Reduce emissions associated with marine transportation

In 2010, marine transportation was responsible for 18% of GHG emissions in Juneau. This estimate is based on fuel purchases in Juneau for use by fishing boats, recreational boaters, and the Alaska Marine Highway System. Energy use and GHG emissions from cruise ships and barge traffic where fuel is purchased outside of Juneau is not included in the emissions inventory. GHG emissions related to marine transportation decreased just over 5% from 2007 to 2010.

Strategy T6-A. Work with recreational and commercial boaters to reduce emissions and energy use associated with marine transportation	
Short-Term Actions	**Responsible Party**
• Work with community partners to hold annual workshops to teach boaters to maintain engines and boats properly for enhanced energy efficiency.	CBJ government/ Community Partners
• Work with community partners to hold workshops to inform boaters of enhanced energy efficiency engine maintenance and new technologies.	CBJ government/ Community Partners
• Develop a program to encourage the replacement of 2-stroke engines with 4-stroke engines.	CBJ government/ Community
Long-Term Actions	
• Discourage use of 2-stroke engines within the Borough. (Alaska Department of Natural Resources has prohibited 2-stroke engines on the Kenai River.)	CBJ government
• Require all cruise ships and other large commercial ships to have the capacity to plug in to Juneau's electric energy supply when in port.	State and local governments/ Cruise Ship Companies
• Mandate new commercial docks to provide electric plug-ins for cruise ships and other commercial vessels, and require that ships use electric power whenever it is available.	CBJ government
• Select energy efficient designs when choosing new vessels for the Alaska Marine Highway System.	State

Goal T-7: Reduce emissions associated with air transportation

In 2010, air transportation was responsible for 9% of the GHG emissions in Juneau. This was 16% lower than in 2007. GHG emissions are based only on aviation gas and jet fuel sold by local distributors. Alaska Airlines refuels in Juneau only when necessary. Data needed to quantify the total GHG emitted from transporting goods and people to and from Juneau were unavailable for either the 2007 or 2010 inventories.

Air transportation emits more GHGs than any other form of travel per passenger mile, and trips by air tend to cover the longest distances. GHG emissions can be expected to increase, as

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

ENGINEERING DEPARTMENT
CIP Engineering, Third Floor
230 So. Franklin Street, Marine View Center

memo

To: Rob Steedle, Assistant City Manager

Through: Rorie Watt, Engineering Director

From: Catherine Wilkins, Project Manager

Date: February 11, 2014

Subject: **ELECTRIC VEHICLE CHARGING STATIONS**

This memo is to set out some questions regarding CBJ policy for Electric Vehicle (EV) Charging Stations to be located on CBJ property, and owned and operated by the CBJ.

Background: With the Juneau Community Foundation (JCF), the CBJ co-signed a grant application to obtain funds for the purpose of promoting EV use in Juneau. The grant was approved, and the JCF raised the required matching funds needed to obtain the grant. In addition, the CBJ pledged $25,000 to the effort. The intent of the JCF is to use the grant to purchase EV charging stations and give them to property owners. The property owners are expected to install, operate and maintain the stations.

The grant is being administered by the Juneau Economic Development Council, with input from their EV Initiative group. I have been attending the monthly meetings. The group did a poll of EV owners and other interested parties and identified preferred sites to locate the EV charging stations. Of the locations on public property, 8 of the top 10 preferred sites were at CBJ locations. The top 5 proposed locations are the DTC parking garage, Savikko Park, Eaglecrest, the Marine parking garage, and the (new) Valley library.

I have contracted the services of a professional electrical engineer, Barry Begenyi, to develop designs and cost estimates for the parking garages and Savikko. The design for the valley library station is included in the construction plans. We need confirmation from the Eaglecrest Board prior to proceeding with that installation.

Policy Issues There are a few issues associated with the EV stations, some of which need to be decided in advance of the installation. I discuss each below.

1. Exclusivity. The EV initiative group would prefer to see EV parking spaces reserved for the exclusive use of electric vehicles. On the assumption that the spaces will be empty most of the time, this represents lost revenue for the parking garages. At all locations we would have some expense associated with enforcement of this requirement. My recommendation is that the spaces not be reserved for one type of vehicle. This is easy to change later if we decide to change the policy.

2. Use Charges. There may be some public sentiment against giving away the electrical power for

free. It is not feasible to meter the amount of power used and charge for the power itself, but it is very possible to charge for time. A typical installation would require the user to swipe a credit card and be given 2 hours of charge. Advantages of this system would be that it would prevent any EV owner from abusing the system by, for example, charging for free overnight every night. This would also help to soften public criticism. A disadvantage is that it is more complicated to maintain. It would be very difficult to add the credit card mechanism later, so needs to be decided now.

3. 24 Hour Access. If we do decide to make the charging stations free, do also we want to make them available 24 hours a day? During the day people must pay to park in the parking garages. After hours, parking is free which could once again lead to someone taking advantage of the city's generosity to charge their vehicle all night every night. The electrical costs would be relatively low, under $10 a month for the scenario just described. However, the CBJ will have maintenance and upkeep costs for these units. We could opt to have the stations only be energized at certain hours of the day, for example when the library is open but not after hours.

Locations These stations will last longer if they are installed in protected locations. In addition to weather, snow plows, and normal wear and tear, they could be targeted by vandals. The specific proposed locations inside the parking garages were selected because of their close proximity to the electrical rooms. They are relatively protected from the weather and are in high visibility areas, or as high visibility as the garages get. The location at the valley library is not protected from weather, but is relatively high visibility. I am most concerned about the proposed charging station at Savikko Park, due to wind-driven rain and the proximity to salt water. I recommend that we consider locating that station in one of the lots near the Mayflower School building or, even better, in the Douglas Library parking lot. I have not discussed this with library personnel.

In attending the EV Initiative meetings I have gathered a good bit of information about their preferences and requirements. It would be helpful to set up a meeting within the CBJ to review our constraints, so that I can better determine the most feasible course of action.

cc: Parks & Recreation