

**ASSEMBLY STANDING COMMITTEE
PUBLIC WORKS AND FACILITIES COMMITTEE
THE CITY AND BOROUGH OF JUNEAU, ALASKA**

August 27, 2018 12:00 PM
Assembly Chambers
Public Works & Facilities Committee

I. CALL TO ORDER

II. APPROVAL OF MINUTES

- A. July 9, 2018, Regular Public Meeting
- B. August 6, 2018 - Regular Public Meeting

III. PUBLIC PARTICIPATION on NON-AGENDA ITEMS

IV. ITEMS FOR ACTION

- A. Items for Action

V. INFORMATION ITEMS

- A. JNU Project Labor Agreement
- B. Valley Transit Center Update
- C. Electric Vehicle Charging Stations Update

VI. CONTRACTS DIVISION ACTIVITY REPORT

- A. August 2, 2018 - August 21, 2018

VII. ADJOURNMENT

- A. September 24, 2018 - Assembly Chambers

ADA accommodations available upon request: Please contact the Clerk's office 72 hours prior to any meeting so arrangements can be made to have a sign language interpreter present or an audiotape containing the Assembly's agenda made available. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org

**PUBLIC WORKS AND FACILITIES COMMITTEE
REGULAR PUBLIC MEETING – JULY 9, 2018
12:00 NOON**

I. CALL TO ORDER

The meeting was called to order at 12:00 PM.

Committee Members Present: Loren Jones, Chair; Norton Gregory, Maria Gladziszewski, Beth Weldon, Mr. Greene.

Staff Present: Greg Smith, John Bohan, Janet Sanbei, Mila Cosgrove, Greg Chaney, Michele Elfers, George Schaaf

II. APPROVAL OF MINUTES

A. June 11, 2018 – Regular Meeting

Minutes approved.

III. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

None.

IV. ITEMS FOR ACTION

A. Industrial Boulevard Transfer

Mr. Bohan gave a short description of the project and the history behind the required match. The Match will need to be paid at the front of the project. The project costs have increased,

Mr. Jones asked where the City is getting the money.

Mr. Bohan stated the money would come from the paving CIP fund.

Ms. Weldon moved that the PWFC forward the transfer of \$160,000 from the Pavement Management CIP to the Industrial Boulevard CIP to the Assembly for full approval.

Motion Passed.

B. Harbors Transfer

Mr. Bohan gave a brief description of the memo provided in the Packet.

Ms. Weldon asked for clarification on Mr. Uchtyl's memo.

Mr. Uchytel stated item number 3 is more of a house-cleaning measure to move remaining funds from a CIP that is no longer needed into a CIP that went through a public process for the Taku Harbor Dock which went through the Urban Design Process.

Ms. Gladyszewski asked for clarification as well.

Mr. Uchytel stated the \$2 Million is part of the Cruise Ship Berth Project and is part of the \$3.31 million.

Mr. Gregory moved to recommend to the full Assembly the transfer of \$3.31 million to from the Cruise Ship Berth Project to the Marine Park to Taku Uplands Improvements Project.

Motion passed.

V. INFORMATION ITEMS

A. Pederson Hill

Mr. Bohan explained the current progress of this project. There is an oversight in the plans on the access road. There will be a significant change order to counter this oversight. It will be approximately \$1 million. It is part of the project but did not get into the bid plans. There will be \$100,000 change order to haul slash away. When burning, the public in the area were very verbal due to sensitivities to smoke, so the burning was stopped and the slash was hauled.

Discussion ensued.

B. Adair Kennedy Park Maintenance

Mr. Schaaf spoke to the committee regarding what is happening at Adair Kennedy. The Master Plan and the current work are separate. Field maintenance has been a problem in the past. Often the snow will prevent games from taking place due to snow still on the fields. The current trees have been growing for 40 years. They produce shade on the west side of the field prevent the sunshine from hitting the field. The cottonwood trees produce seeds which clog the drainage system. Trees have been cut due to the request of the school district because of questionable activity in the area they could not see exactly what was happening. The concession stand area will be torn down and rebuilt. Some of the trees were removed for this purpose. There have been several trees that will be cut due to trunks having significant damage. There are 4 trees that will be limbed and not removed. There are several other hemlock and spruce trees that will be removed in various areas of the park. There are a large number of cottonwood trees that will be removed. Some already have been taken down and were rotting from the inside, which is not visible from the outside. There are many items within the Master Plan that may or may not take place due to changes in the community.

Mike Clemons, 8676 Dudley Street. He has concerns about Adair Kennedy Park work. 1. Wants to be sure all Federal and State constraints have been followed. 2. Did not invite

residents in the area to respond to the removal of trees. Residents were not invited to take part in the process of determining which trees were to be removed. Mr. Clemons feels the master plan needs to be reopened for public consideration.

Beth Weldon asked what his safety concern is.

Mr. Clemons feels there are more and more disreputable people coming into their neighborhood. He feels this is due to the tree removal.

Mr. Greene asked what the safety concern of cutting the trees would be.

Mr. Clemons feels the tree removal has opened up the area making it more open for people to walk through. He would like to take a break until this can be discussed with the residents.

John Eiler 8685, Dudley Street. He stated he sent a letter to Mr. Watt, subsequent to discussions with staff. He feels many more trees were removed than what was discussed. He understands needs for maintenance, but would like to be involved in discussions that will change the original plan. The greenbelt helps to provide a buffer for the lights and sound.

Ann Liebergesell, 786 Dudley Street. She is protesting the master plan. She feels she has not been properly notified about the plan. She would like to reopen the master plan and allow the neighbors to give input. She is protesting the cutting of trees. She hopes the further cutting of trees will be more selective. She is objecting to the installation of some grandstand on that side of the field. She would like to have this completely removed from the plan. She is hopeful that clearer conversation between the City and the contractor can happen from this time forward. She feels there is the ability to selectively cut branches from trees. She would like to stop the "clear cut" of the trees.

Heidi Grey, 8464 Dudley Street. The buffer encompasses 17 houses along the street. She feels everyone in the area needs the trees to remain to help buffer the noise. She was not notified about the tree cutting. She has a petition regarding cutting the trees. She provided the Committee with a petition signed by the Neighborhood regarding the tree cutting and the reopening the master plan.

Dave Dowling, 8655 Dudley Street. He has similar concerns to the others who have spoken. He feels the buffer helps keep vandalism down. The wildlife is there, and he would hate to see it go. He feels this will invite more vandalism in the area. The master plan mentions another grand stand at Adair/Kennedy field. He and his wife sit on the west side bleachers all the time. They are not full. He feels there are enough softball fields in the area. He stated there 12 softball fields, many of which are not used. He talked about the 2 football fields the City has and only having 1 football team. He feels we have better things to spend the money on. He is concerned property values will go down with the removal of trees. He would like it to stop until further discussion is take can take place.

Rick Smith, 8689 Dudley Street. He concurs with the other testimony to this point. He is concerned about the BMX Bike track to be installed according to the Master Plan. He stated he did not receive notification from the city about removing the trees.

Susan Downing, 8655 Dudley Street. She has a concern that the walkways will lead directly to her backyard, if the trees are thinned. she feels the lights will be difficult to deal with if the buffer is removed. She doesn't feel the walkways are required. It doesn't make sense to her to cut out the trees.

Mr. Gregory asked how long ago the person was found sleeping in her garden shed.

Ms. Downing stated it was about 1 year ago.

Bill Ballard, 8690 Dudley Street. He is not as directly impacted as his neighbors. He is in support of them. He agrees the cottonwoods put a lot of debris on the fields. He agrees the cottonwood trees need to be removed or limbed. He feels there is no need to remove other trees in order to remove the cotton woods. There are a lot of spruce trees that hang over the track. These could be limbed without removing the entire tree. Scarred trees don't necessarily need to be removed. An arborist needs to determine if these trees need to be removed. He stated in early spring the sun doesn't get high enough to melt the snow. He realizes trees cast a shadow on the field. He doesn't feel removing the trees will be the answer for getting the ice and snow off the field in time for spring events happening there. He encourages the Borough to put in an 8-foot visual barrier for the residents along the buffer area.

Ms. Gladyszewski asked Mr. Schaaf who decided which trees need to be removed.

Mr. Schaaf stated that Ben Patterson the CBJ Landscape Supervisor. He has had arborist training and has worked with the project managers at Engineering to identify the hazards. There is a process which takes into consideration the species, visible damage, and also the risk factors for neighboring properties. In most parts of the country, homes this close and this size would not be deemed a good idea. The City is trying to get rid of the trees which have the greatest risk. We have removed the highest risk trees and the cottonwoods.

Ms. Gladyszewski asked if the contractor had taken more trees than originally planned.

Mr. Schaaf stated that this park had not had much work done on it in a long time. He said only the trees from the storage area have been removed. There are no plans to remove all the trees along the field. The trees which were removed were planned for removal.

Lori Sowa, Project Manager, explained further that trees were removed which were not marked. Many of these were removed due to safety reasons for the tree cuttings. Additional inspection to be sure only trees which are marked are cut down. There will be some limbing as well. The contractor will be waiting for further answers from staff to go forward. There may be a few smaller trees that will have to go just to make things safe. The contractor is to wait until Lori returns from vacation to go forward.

Ms. Gladziszewski asked if the walkways were being constructed at this time. She asked if any further steps of the Master Plan will go before the public for Comment? She would like more notice to go out for better communication of further work at Adair/Kennedy.

Mr. Schaaf stated that at this time none of the walkways mentioned in the Master Plan are being constructed. Many of the items in the Masterplan are just ideas...they may never be implemented. Any decision to implement these ideas would go before the Assembly for appropriation.

Mr. Jones stated he walked the field on Saturday and noticed many of the trees around the baseball diamond are gone. It gives better views from Floyd Dryden. He feels there is better safety along that field. He stated he drove Dudley Street and didn't see where the trees were being removed. He didn't realize until he walked the field that the trees along the area of Dudley Street had not been removed. He asked about the fencing along the field, and whether it went all the way around.

Mr. Schaaf confirmed the fencing did go all the way around the field.

Mr. Jones then he asked if there was a double fence, so all of the property was fenced in.

Mr. Schaaf stated there is not a double fence. The football field also has 2 accesses at either end of the field for people to have access to the paths.

Mr. Jones asked if the football field lights were installed put when the field was developed. If the lights were installed with the field, were there conditions for a buffer put in by the Planning Commission for neighborhood impact. He is aware that in recent years the Planning Commission has required down-facing lights. The last update on the Kennedy/Adair master plan he attended was a couple of years ago at the Mendenhall Library. This masterplan has been updated recently.

Mr. Schaaf stated the Parks and Recreation Masterplan to be presented in October is for the overall Masterplan for Parks and Recreation. Adair/Kennedy Masterplan will not be part of the overall Masterplan. Individual park plans are not usually included in this process.

Mr. Jones asked if there would be a consideration for reconsidering the Masterplan due to the comments and controversy that have come forward with this issue.

Mr. Schaaf stated that may be a good idea. There is no funding currently to implement any of the future ideas listed in the Masterplan. Since it was just completed recently, we could have the plan reconsidered in the future. It won't be immediately, but we could look at it to make sure we have a realistic project in the future.

Ms. Gladziszewski asked how sure is staff of being sure we will not be removing more trees than necessary.

Ms. Sowa stated the plan has been scaled back as much as possible and still provide the maintenance which is required for the proper maintenance of the field. Trying to leave the low brush where possible and leave high coverage for lights. She feels it is not possible to cut back any more from what has already been done. We are trying to be selective in order to accommodate the coverage for lighting and thinning the brush near the bottom.

Mr. Schaaf feels this is true. He feels the city is being proactive about the possible risks for the trees. The area along Dudley Street will not be a clear-cut area.

Mr. Gregory wants to be sure the City is maintaining the buffer which may have been required by the Planning Commission.

Mr. Jones asked if all the stumps will be removed and landscaped in the area between the ballfield and the parking lot.

Ms. Sowa stated the stump removal will come at a later point. That is not part of the tree removal contract.

Mr. Schaaf stated there may be an off-leash dog park installed in that area. It is part of the Master Plan, but has not been designed or fully determined.

VI. CONTRACTS DIVISION ACTIVITY REPORT

A. June 7, 2018 through July 5, 2018

Mr. Jones asked about the Project Playground change order of \$300,000?

Mr. Smith stated the playground was going to happen during the fundraising effort. The funding has now come in and that has been added by change order.

Ms. Elfers stated a recommendation for appropriation will be coming at the next meeting.

VII. ADJOURNMENT

Next Regular Meeting will be August 6, 2018, at 12:00 noon.

Meeting adjourned at 1:10 pm.

**ASSEMBLY STANDING COMMITTEE
PUBLIC WORKS AND FACILITIES COMMITTEE
MINUTES
Regular Meeting – August 6, 2018**

Members Present: Loren Jones - Chair, Maria Gladziszewski by phone, Mr. Norton not present, Ms. Weldon no longer on Assembly.

Staff Present: Mike Vigue, John Bohan, Michele Elfers, Janet Sanbei, Patty Wahto, Greg Smith,

I. CALL TO ORDER

Meeting was called to order: 11:59 am.

II. APPROVAL OF MINUTES

A. July 9, 2018 – Regular Meeting

Not discussed.

III. PUBLIC PARTICIPATION on NON-AGENDA ITEMS

IV. ITEMS FOR ACTION

A. ADOT Refund Appropriation

B. Project Playground

C. Overstreet Park Memorial Bench Donation Appropriation

D. Downtown Wayfinding Project Interpretive Element Grant Opportunity

Ms. Gladziszewski moved Items A-D – ADOT Refund Appropriation, Project Playground Donation Appropriation, Overstreet Park Memorial Bench Donation Appropriation, Downtown Wayfinding Project Interpretive Element Grant Opportunity, as well as, Serial number 2018-11E Appropriation of PFC funds, to the full assembly.

No objections. Motion Passed.

Mr. Jones asked which funds are being reimbursed by the airport appropriation.

Ms. Wahto explained that many of the funds are coming from the airport fund balance, and some from the revolving CIP fund.

E. MWWTP Property Purchase

Will be heard at the Lands Committee Meeting.

V. INFORMATION ITEM

A. Adair Kennedy Tree Update

Ms. Elfers explained the project is moving along at this point. Tree stumps are being removed and landscaping is taking place.

B. JNU Projects Update

Not discussed.

VI. CONTRACTS DIVISION ACTIVITY REPORT

A. July 6, 2018

Not discussed.

VII. ADJOURNMENT

The meeting adjourned at 12:05 pm. Next meeting is August 27, 2018, at 12:00 noon.

MEMORANDUM

CITY/BOROUGH OF
JUNEAU

155 SOUTH SEWARD STREET,
JUNEAU, ALASKA 99801

TO: Rorie Watt
City Manager

Date: August 8, 2018

FROM: Mike Vigue 
Director, Engineering & Public Works

SUBJ: Sand and Chemical Building & Airport Equipment Fueling Station CBJ Contract No. BE19-037

The Assembly has directed the use of Project Labor Agreements (PLAs) to the fullest extent allowed by law and the City Attorney has advised that PLAs may be required on a project if there are one or more important governmental interests that would be supported through the use of a PLA and if there is a nexus between the terms of the PLA and those governmental interests.

This Project will construct a new one-story sand and chemical storage building of approximately 21,700sf and a fueling station with canopy in the northwest quadrant of the airport. Trades will include, but are not limited to: site work, concrete, steel framing, carpentry, electrical, mechanical, paving, and fixed equipment. The estimated construction cost is \$10.4 million.

1. Timely Construction and Efficiencies from PLA

A PLA with provisions for uniform grievance procedures and that promotes labor stability through limiting strikes, standardizing holidays and allowing for flexible schedules can assist in achieving CBJ's interest in limiting the construction window and avoiding the risk of expanded construction schedules. Extended timelines translates into increased costs and a PLA should assist in limiting time extensions due to labor disputes. The project is scheduled for 12 months of construction and should follow a predictable schedule. A PLA will facilitate coordination of various trade work to prevent conflicts in access to the construction work area.

2. Complexity

While the size of the proposed project may appear small compared to construction projects managed by other entities such as Alaska DOT&PF or in other larger metropolitan areas, the proposed \$10.4

million project is a complex project for Juneau and contractors that do work in the municipality. Coordinating sufficient manpower to complete a project of this size makes this project significantly complex for a Juneau bidder. A non-Juneau bidder would face additional challenges of mobilizing to the community, finding housing and finding and retaining qualified labor. A guaranteed supply of steady, reliable and qualified labor could make this project significantly more manageable.

3. Work Force Development

Juneau faces a lack of skilled labor in the younger echelon of the building trades. A PLA that includes provisions that require apprenticeship programs can assist in the development of Juneau's workforce. The trades have agreed to require the percentage of work hours that will be required to be performed by apprentices to 20% of the total hours. This requirement will help the CBJ ensure a more stable and skilled workforce moving forward. A strong local workforce is an economic stabilizer.

4. Scope of Work Could Result in Conflicts Between Competing Labor Unions

The list of trades needed for this project is fairly large. The scope of work indicates the need for truck drivers, sheet metal fabricators, sprinkler fitters, painters, welders, pile drivers, carpenters, electricians, laborers, iron workers, operators and plumbers. A PLA for this project will promote close coordination and reduce conflicts of schedules and access to the work area. This will ultimately create a more effective project management flow and eliminate potential schedule conflicts that increase costs and expand timelines.

Conclusion

The Assembly has stated in Resolution 2670 its support for the use of PLAs where allowed by law. The use of PLAs fulfills important Assembly goals such as: timely and efficient completion of CBJ projects; minimizing costs and delay; and ensuring labor peace and stability. This project significantly exceeds the initial cost estimate of \$4 million set by the Assembly in the resolution. The above analysis provides reasonable expectation that a PLA for the Sand and Chemical Building & Airport Equipment Fueling Station project will enhance the opportunity to meet the goals the Assembly articulated.





Engineering & Public Works Department

155 South Seward Street

Juneau, Alaska 99801

Phone: 907-586-0800 | Fax: 907-463-2606

DATE: August 23, 2018

TO: Loren Jones, Chair
Public Works and Facilities Committee

FROM: Lori Sowa, Engineering and Public Works Project Manager

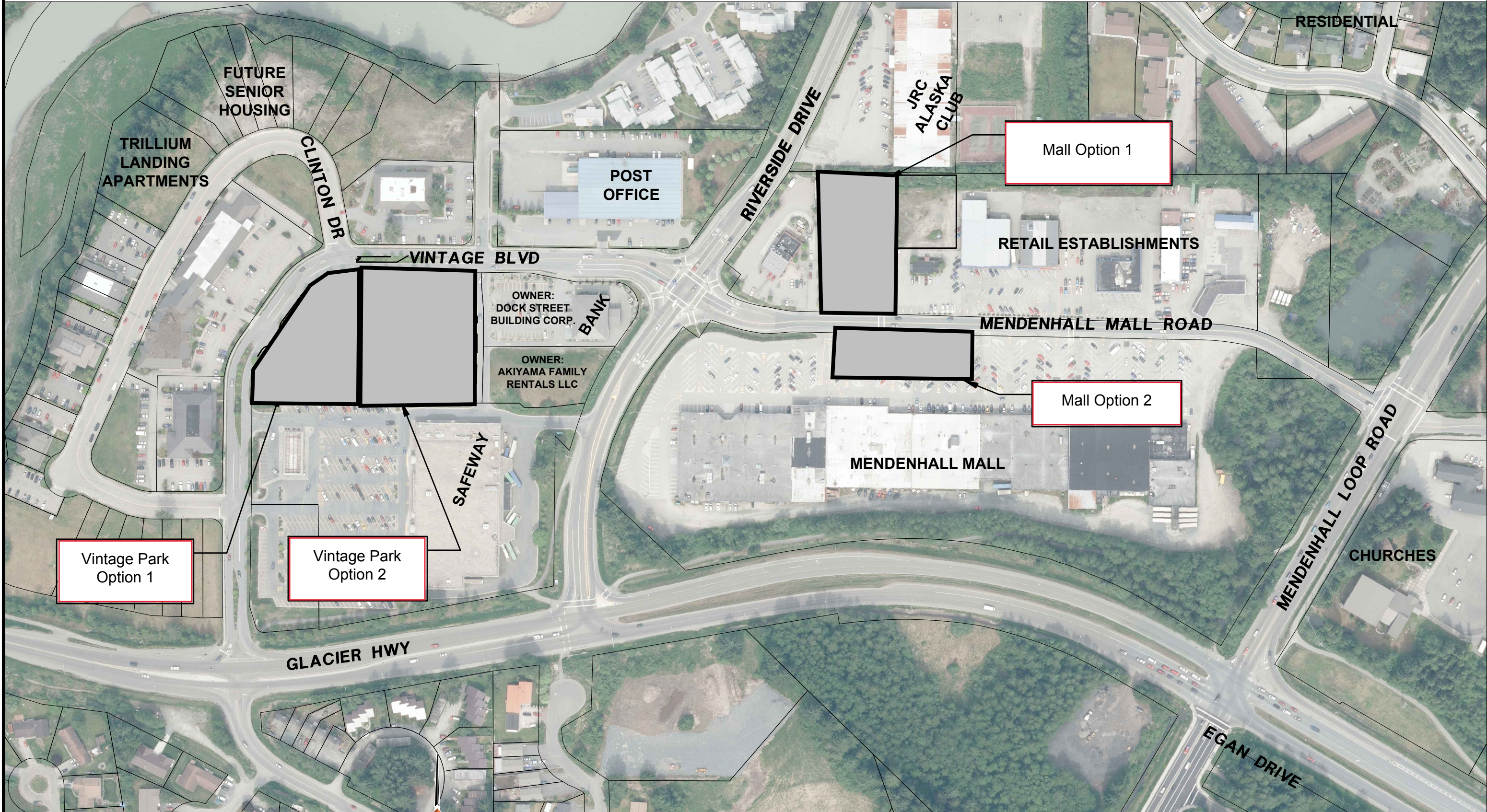
SUBJECT: Valley Transit Center Site Selection

In January of 2018, Roger Healy discussed the need for a new Valley Transit Center location with the PWFC as part of a transit update. Staff is currently working with DOWL to evaluate conceptual site layouts for the VTC and associated park and ride facilities at Vintage Park and the Mendenhall Mall. A brief summary of the options are listed below:

1. Vintage Park Site Option 1: The west portion of the Vintage Park site is being evaluated for layout, bus access routes and sight distances, with some challenges associated with access at the current driveway locations. Transit has completed a full transit routing plan at this location. Vintage Boulevard may need to be reconstructed to accommodate new traffic patterns. Purchase of a portion of the site would require subdivision of the property.
2. Vintage Park Site Option 2: The east portion of the site is being evaluated for layout, bus access routes and sight distances. Access via Postal Way could have some advantages, however Postal Way is privately owned and not a CBJ ROW. Vintage Boulevard may need to be reconstructed to accommodate new traffic patterns at this location. Purchase of this portion of the site would require subdivision of the property and may require CBJ to take ownership of Postal Way.
3. Mendenhall Mall Site Option 1: The Mendenhall Mall site has recently become a potential location for the VTC. The property is in the process of being sold and the potential new owners of the mall approached CBJ about siting the VTC at the mall. Mendenhall Mall Road is privately owned, therefore subdivision of the property would require the road be brought up to CBJ standards and then acquired as CBJ ROW. Site 1 is being evaluated for layout and access.
4. Mendenhall Mall Site Option 2: This site carries all of the ROW and acquisition requirements of Mall site 1, but would also require evaluation of parking requirements for the current businesses. Joint use parking could be considered rather than a stand-alone park and ride, or dedicated park and ride parking could be established elsewhere (possibly at Mall site 1).

Engineering and Transit staff will continue to refine site layouts for each option and compile pros and cons, financial implications, and timelines for development at each site.

S:\JIB\2018 Valley Transit Center\Valley Transit Center 71014.01\WC-CS-CP-VINTAGE-71014.dwg PLOT DATE 2018-8-15 09:23 SAVED DATE 2018-08-15 08:33 USER: rhobbs



VALLEY TRANSIT CENTER
OVERALL AREA PLAN

PROJECT	71014.01
DATE	08/15/2018

FIGURE 1



Engineering & Public Works Department

155 South Seward Street

Juneau, Alaska 99801

Phone: 907-586-0800 | Fax: 907-463-2606

DATE: 08-27-18

TO: Loren Jones, Chair
Public Works and Facilities Committee

FROM: Michele Elfers, Chief Landscape Architect
Engineering & Public Works Department

RE: Electric Vehicle (EV) Charger Program Draft Ordinance

Background

In December 2017, Draft Ordinance 2017-35 was introduced: An Ordinance Amending the Traffic Code Relating to Electric Vehicles and Providing for a Penalty. It would create a \$50 annual fee for use of municipal electric vehicle charging stations. It also establishes penalties for violations of the ordinance.

To solicit public feedback on this draft ordinance and EV charging issues in general, the Juneau Commission on Sustainability (JCOS) and CBJ created a public survey. Public meetings were also held to discuss these issues over the last few months. The survey results and JCOS recommendations are attached.

Issues

EV technology is changing rapidly with larger battery capacity and lower cost vehicles on the market, this means that more people in Juneau will own EV's with 150-250 mile battery capacity. EV's owners will need to charge less frequently and need more KWH per charge.

Public parking is valuable in Juneau and more parking spaces will only come at a high cost. It is best to be as efficient with our parking as possible. Maximizing charging utilization by EV's at each parking space is desirable.

The community feedback generally supports paying for a charging program by use instead of by a flat fee permit program and many people want to build a program that encourages wider EV adoption.

Recommendation

Based on this feedback, staff recommends per use payment for use of CBJ owned Level III chargers only, currently this is only at the Downtown Transit Center. This site has existing enforcement and a coin op machine, and the rate could be raised to offset costs of maintaining the Level III charger. Staff recommends not requiring a supplemental payment for Level II chargers due to the low cost of operating the chargers and the cost of additional enforcement and payment collection for parking areas of many of the chargers. To be clear, the parking fee at the Marine Parking Garage would remain, but not be increased for use of the EV charger.

Going forward Level III chargers will better meet the parking space usage and EV capacity needs for the Juneau community as the EV industry develops, and less chargers and parking spaces will be required to meet the growing demand. However the cost of Level III chargers and installation at this time is significantly higher than Level II but has the advantage of increased convenience and service to more vehicles. Staff recommends leveraging existing CIP funds to secure grant funding for the installation of Level III chargers. The Volkswagen Settlement funding will be available for requests to the Alaska Energy Authority this fall and CBJ has been working with the National Volkswagen Settlement agency, Electrify America, on funding ideas. CBJ should also focus future efforts on transition of the CBJ fleet to EV's as funding becomes available and fleet renewal occurs.

Additional steps to be taken by staff include:

1. Consult the Manager's Office and Law on the best mechanism for establishing consistent regulations on parking in EV charging spaces such as time limits and active charging (policy vs. ordinance).
2. Design a standardized sign for use at CBJ EV chargers and possible use at privately owned EV chargers outlining parking management specific to that location, time limits, cost if applicable, policy or ordinance, etc.
3. Review permitting requirements for residential and commercial EV charging station installations and analyze charging and use impacts in zoning laws.
4. Continue to work on access to chargers for Juneau residents who can't privately charge on their property.

Juneau Commission on Sustainability

Electric Vehicle Development in Juneau and CBJ Role

Background

Electric Vehicle market acceptance is accelerating with every major automobile manufacturer offering multiple models in 2020 to 2023. Juneau has demonstrated EV growth that appears to be accelerating.

CBJ has seven of 16 publicly available charging stations in Juneau

CBJ has the only Level 3 fast charger in Juneau located at the Downtown Transit Center. Two additional privately built and financed Level 3 chargers are under development.

Juneau's Commission on Sustainability (JCOS) research on electric vehicles indicates that virtually all other communities separate EV Parking issues from EV charging actions

Strategy

1. Separate EV Parking Issues and EV Charging Issues into separate ordinances.
2. Draft and execute an EV Parking Ordinance with CBJ Dept of Law and the Public Works Committee in August/September. Seek quick implementation as a cut and dried action.
3. Draft and execute EV charging/strategy with Department of Law, JCOS and Public Works Committee for January 2019 implementation.

A. Parking Ordinance Parameters

Parking in EV Parking spaces for active charging only. Regulate charging station use, enforce users who exceed allowable time for use, and enforce non-EV parking in EV parking locations.

Same fines, costs, and administrative requirements consistent with those at the parking garage/location where a particular EV parking space is located. Fines and administrative requirements should be uniform and consistent with all other CBJ parking ordinances.

Parking in Level 3 Parking Space (at DTC) is limited to 30 minutes per vehicle per parking.

EV parking fees and costs are uniform and consistent with non-EV parking.

B. EV Charging Ordinance & EV Planning

To be developed with recommendations by JCOS.

A fair rate charged per use at public charging stations.

Use CBJ planning and policy tools to encourage transition to EV's:

- a. Streamline permitting for residential and commercial EV charging station installations.
- b. Standardize EV signage.
- c. Analyze EV charging and use impacts in zoning laws.

COMMENTS FROM JCOS QUESTIONNAIRE SURVEY ON TOPIC OF PAYMENT FOR EV CHARGING

Below are general comments from respondents to a survey open to the public to provide comments on the EV payment and parking ordinance. The responses are taken directly from the questionnaire responses and have not been corrected in any way.

Some additional emailed responses were also received by staff and are provided.

COMMENTS FROM CURRENT EV OR PLUG IN HYBRID OWNERS - 40 RESPONDENTS
Rather than an annual parking permit, although it would generate revenue to recuperate costs, an hourly fee would help to keep electric vehicle owners from parking longer than they require to charge. It wouldn't even have to be linked to electricity use, if that's too complicated. It could just be a simple mechanical parking meter to prevent users from leaving their cars in the spot for excessively long stretches. I'd be happy to spend a \$1 or \$2 per hour and would very likely end up contributing much more than \$50 a year for the service by that method. It could help to free up the limited number of charging sites that we currently have. I realize it may be costly to enforce, but that would be true with a permit too. And even random enforcement, like with downtown parking, may be effective.
I don't use a public charger enough to make it worth paying a \$50 annual fee.
So far we haven't needed the extra charge. We have concerns that we might drive out the road, for example, and then not be able to access the charger. We need to educate ourselves on public charging spots and protocol. If there was an annual fee, we would have to decide whether we were ever likely to need the public facilities, with our centralized (lucky us) downtown location. We look forward to learning more!
I would prefer to pay hourly with a requirement to charge while in an EV space. Eaglecrest is already very crowded and an unlimited use annual fee would make it even worse. If I paid \$50 for the dozen or less times a year I charge (mostly at Eaglecrest) I would try to get more for my money. I would like to see a 'no parking unless charging' rule and have it enforced. As a landlord I would like to see incentives to install EV charging stations for rental housing - maybe the ability to deduct the install costs from my property taxes?
More charging in the Lemon Creek and the Valley
I'd like to see more chargers with locations like around the Valley, and a high speed charger at Auke Bay. I support a pay system of some sort to be used in place of gas taxes to fund transportation maintenance and improvements. I'm concerned that pay for use will mean enforcement costs.
The Juneau Nordic Ski Club is panning on purchasing an electric snowmachine for grooming at the Mendenhall Campground and lake. Chargers at Skaters Cabin and the Visitor center that would be accessible by snow machine would be awesome.
I completed the survey previously, but want to add to my comments. I do not favor a \$50 annual permit for charging at CBJ stations. That would cause confusion regarding non-CBJ charging stations, would discourage usage, and would make CBJ chargers off limits for people without a permit, even if they urgently need a charge. I favor a pay-per-use system with rates high enough to cover costs plus extra to fund more charging infrastructure (maybe a flat \$10 per charge?). I also encourage prioritizing installation of numerous Level 3 EVSEs with both the Japanese and US/Euro plugs, and a one hour parking limit at these EVSEs with a hefty fine to encourage people not to leave their cars after a full

charge. This would create more charging opportunities to promote expanded EV usage in Juneau.
Focus on long term...L3 chargers, while more expensive, will work for many more evs over a much shorter time period. Any permit fees should be placed into a fund that will be directed towards expanded charging infrastructure. CBJ should consider incentives to increase EV adoption, such as free parking for EVs, a finance program for tourism companies to assist in purchase of EV vans, buses, taxis.
Suggestion: CBJ should encourage EV adoption and any ordinance should do so and should reflect the intentions of the Juneau Renewable Energy Strategy and the Climate Action Plan. Other cities and institutions have provided free parking and/or free electricity to encourage EV adoption. The climate crisis is real and the city's actions should reflect this understanding by acting aggressively to promote EV adoption.
Increased number of chargers and make them coin operated.
I support a per use charge fee, not an annual permit.
I recommend that CBJ engage in a broad examination of how it can encourage EV adoption in Juneau as this is a critical piece in the overall strategy to reduce our community's use of fossil fuels. Further CBJ support for the nascent public-private partnership in EV charging infrastructure is warranted. A permit fee seems premature until it's clear how the fee revenue can be earmarked toward a fund for installation of additional EV chargers, O&M expenses, and staff work.
The issue here should not be "how much money can we charge for a permit" but "how do we encourage EV adoption", already the goal of CBJ and needed for the health of the planet. CBJ could charge more for parking at an EV site, if they need the extra 25 cents to cover electricity costs. But if the goal is to build EV infrastructure, that needs to be part of a larger policy and plan in which a fee may now or later be a part.
I think that \$50/year is to expensive to start out with. I would pay \$25/year and when there are more chargers out there, would be interested in paying more. Right now we charge our car from our downtown home charger and the charge easily gets us to and back from most of the roaded Juneau system. Only in the winter do we see the need for more chargers as the car battery drains faster.
While new charging stations would be great, just doubling capacity at those that are super busy is probably a higher priority. Thanks for your work on this!
The UAS charger and parking situation is ideal. Two chargers, 8 parking spots. An informal system of sharing the charger works out really well.
I'd be happy to buy a permit to support access to public charging, and I look forward to expansion of charging options.
I haven't used public charging stations because when I tried they were occupied. As I said during public testimony at the first meeting on charging stations, if the charging stations aren't free, there should be a fee based on use. A flat annual fee will discourage occasional users and create an incentive for people who bought the \$50 annual pass to "get their money's worth" and always plug in even when it's not necessary. Even a dollar for two hours charge would be enough to discourage overuse. If credit card readers are too complicated/expensive to install, use a cash box similar to the parking lots.
We need a system that encourages EV adoption. A parking permit on top of parking fees seems excessive. A permit fee should go to additional infrastructure. If you have a permit you should not pay a parking fee plus find a way to deal with those who have finished charging.
More chargers at DTC, UAS, and some at Costco and Fred Meyer. Especially quick chargers.

Parking in Juneau is difficult. Electric Charging stations add one more wrinkle to the problem. I can understand the frustration of those that are not driving electric vehicles and come across an EV Charging spot as the only open and/or close parking spot. This can lead to negative perceptions on electric vehicles, and the city's ordinances need to be developed to include a way to address this perception.
I rarely use a public charger as my home is wired for 220. I think it's a fine idea to have the public chargers require a pass, such as a prepaid debit card or credit card, (but the amount on the debit card is good forever). An annual pass is unnecessary and too much government.
Would like to see chargers at businesses I use (and would choose businesses with chargers to patronize) Would like gas vehicles to NOT block chargers(maybe a case of public education...usually it's just ignorance that causes inappropriate parking.)
I don't believe it makes a lot of sense to charge a large amount for charging at public chargers. EV use is something our community should seek to encourage, and is consistent with Juneau's energy strategy. Plus I also heard the city manager at a public EV-related meeting explain that the amount of electricity used by EVs at the public chargers is actually pretty negligible. Thank you.
Everything possible should be done to bring down the cost and accessibility to ev charging. The subsidies that internal combustion vehicles receive in terms of not paying for the damage they cause to our air and acidifying the water that much of Juneau's fishery economy depends on. There needs to be city rebates to encourage evs special parking spaces for them and a local carbon tax. The city is not doing enough to encourage evs charging for power is the wrong thing to focus on and the cost is negligible. The future is electrify everything and Juneau could be a leader in this industry. The whole world wants solutions to decarbonizing. The solution to the problem that does not exist is not stickers.
Our town is perfect for electric vehicles and would improve air quality with buses, taxis and trucks going the same way. We have a unique situation as we have hydro power that is clean here to charge with that we should utilize to its full extend.
I think we just more in Juneau. In high volume places like Eaglecrest, owners should respect a two hour limit. Overall, the charging facilities I've used have been great!
I select the do nothing option. The technology is changing incredibly fast and batteries are getting better with much larger ranges. Eventually, in the not so distance future, the municipal or public chargers will be obsolete. 1. 50\$ ordinance will likely stay on the books for an indecent amount of time past its useful life...similar to some cities still having ordinances on how to hitch your horse on a public street. 2. 50\$ is to expensive and most people will opt out and no longer use the CBJ chargers and seek out private company public chargers. 3. How did that 50\$ figure get put together, seems random and high? 4. The 50\$ fee doesn't guarantee a spot to charge. 5. The fee even with the fines that come with it won't stop people from parking and not actively charging, especially if they aren't constantly monitored. 6. Batteries are getting better. Cars are now getting 100 to 250+ miles per charge (pending model), and possibly even better, making public municipal charging in the future obsolete as the older low distance cars are phased out. 7. Once someone drives a EV such as the lower distance leaf with approx 80 mile range (pending running heater etc) the persons "range anxiety" goes away and you learn that you don't have to compulsively plug in. 8. There will be areas like the boat harbor that may not follow the 50\$ ordinance since they have their own parking fee system. What then? 9. To attract clientel, private business could offer more public charging while shopping etc and would get many folks with the current technology to shop there...let the private sector take the lead as they already have gifting most of the public chargers in town. 10. Don't try and overthink a quickly changing technology because of some real and some perceived parking problems that really are not

related to charging. The issues are related to EV on EV etiquette and some people just plain don't like EV's and are not early adopters of technology.
It is important to my use of an EV that I can charge my vehicle at public chargers when my driving needs exceed my vehicle's range. I have retained my gas car for those days but would sell it if I had assurance that chargers will be available to me. I do not support the concept of free charging since it encourages people to plug-in even if they do not have range issues. I prefer that the charging energy be sold above market rates to recoup the cost to install and maintain them and also to encourage people to only use them when they really need them. Looking forward, we will need more chargers but nearly as many as are needed if the energy is free. I am willing to pay 15-25 cents per kWh for the opportunity to charge when I really need to. I do not support the concept of paying a flat \$50 charging fee since this will ensure the chargers are not available when I need one. How EV owners pay for the energy appears to be a significant hurdle. I understand that credit card readers are expensive and inserting cash is not an option. It is possible to purchase kWh online and then input a code into the charger to subtract the energy use from the users account? If the web portal is always available, most EV owners would have the ability to purchase energy and charge their vehicle when they need to.
pay for use. Put in pay for use charging stations.
The two Marine Park garage charging stations are often full. It would be very helpful if the adjacent parking spaces could also be designated for EV charging, so EV's could be "in the waiting line" and plugged in by others as they unplug and leave. This works well at Eaglecrest
Clear signage. Simple rules. I'd support an EV permit if proceeds went to charger maintenance, increased # of stations, etc.
Whatever the City chooses to do, I ask that the Assembly and the ordinance reaffirm its commitment to the Juneau Renewable Energy Strategy (JRES), which the Assembly has adopted. The key metric of the JRES is that Juneau will generate 80% of its internally generated energy from renewable sources by 2045. To reach the "80% by 2045" goal, the City must support and encourage the increased use of electric vehicles. That is the only way we can reach that goal. Reaching that goal is important because as a community, a nation and a world, we must take steps to reduce our use of fossil fuels and avert a catastrophic warming of our planet. In Juneau we are blessed with an abundance of hydroelectric power, which is a renewable non-carbon source of energy. Electric vehicles use that source of energy and, in addition to environmental benefits, are less expensive to operate. But keep in mind that the owners of electric vehicles are helping the City reach the key goal of the JRES.
I prefer a pay-per-use system to an annual permit. I mostly charge at home and use public chargers only as a convenience. A permit is not worth \$50 for users like me.
The DT library charger was broken one day but fixed the next. Im very happy with my experience of charging
I think a limit of 1-2 hours at a charging station is adequate. Uniform signage and voluntary rules that are the same for both CBJ and private charging stations would help. I don't see a benefit in having a CBJ permit -- I wouldn't buy one and would just avoid using CBJ charging stations. But if a permit system is established, then the CBJ has an obligation to enforce the rules and cite ICE vehicles for parking in charging spots.
CBJ should continue to work with other groups and businesses to provide more chargers as #'s of EV's increase. Need to prohibit non-EV parking at EV charging stations.
Only require a permit if someone uses CBJ chargers. If we don't use your chargers, we should not have to pay for them.

I like the idea of a \$50 annual pass. I also really like the idea of expanding charging options, especially downtown which is always busy. Any L3 charging stations would be a huge bonus.

NOT CURRENT OWNERS BUT STRONGLY CONSIDERING – 4 RESPONDENTS

Juneau is the perfect place to own and operate an electric vehicle and my next vehicle will likely be electric. That being said, the CBJ should not be in the business of subsidizing their use and should not be providing chargers. There is no need for chargers given the range of the newer vehicles and the limited road system here in Juneau. All locations on the road system can be safely accessed without a recharge with proper planning. If the CBJ is to provide chargers, users must pay for their use and I would recommend finding chargers that can take credit cards and users can pay for the actual electricity they are buying + a convenience fee for the installation and maintenance of the charger. If this is not possible, then an annual pass system must be implemented. Total revenue from passes must be equal to the annual cost of providing these chargers to the public. There are a multitude of incentives to own and operate an electric vehicle, the city does not need to provide any more. If there is a need for public charging stations, let the private market fill that need. The CBJ does not operate a gas station or provide free fuel, this situation is no different.

I very much believe EC's are the way of the future. Juneau will benefit if the city encourages and builds the infrastructure so charging is simple and convenient.

Would love to see a charging station at the Juneau Yacht Club. At every event there are multiple EVs are parked there.

I support the City actively promoting the growth of electric vehicles in our community with reasonable resources.

NOT EV OWNERS - UNDECIDED BUT RESEARCHING EV PURCHASE, OR NOT CONSIDERING BUYING AN EV – 28 RESPONDENTS

CBJ spending \$\$ on charging stations is a good investment. It encourages EV ownership in the city, which helps the city work towards its Renewable Energy Strategy (JRES). Charging for these services just serves to discourage adoption, which we should not be doing at this stage.

I do not believe that the City should provide free charging for EVs. I think all charging stations should have a credit card slot that simply charges the user the AEL&P standard per KWH rate for charging. This is fair and responsible. While I support EVs in Juneau, I do not think the City should be subsidizing their use by providing free charging stations - especially in lean economic times.

People need to pay a full market price for the electricity that they use to charge their vehicles. This includes ALL costs associated with the process: planning, installing and maintaining charging stations, the electricity itself, and all administrative overhead to operate a system of charging stations. I strongly question whether CBJ government should even get involved in running something like this. Ideally this should be run and managed by the private sector - just like filling stations.

The only thing that has kept or keeps me from buying an electric vehicle is the lack of perceived support

in Juneau. I have seen the ones at the Downtown Juneau Library parking lot, but that's about it.
the are between the federal building and state government building are frequented by a lot of people who have or want a EV car. Please consider creating some public private partnership parking spots for EVs that both locations could use.
CBJ is considering an ordinance that would charge a \$50 annual fee for use of EV chargers on CBJ property. I believe that any fee should be clearly tied to a program of support for EV's and future EV infrastructure, consistent with the Juneau Renewable Energy Strategy. I could support a CBJ fee for use of public chargers only if it were clearly tied to the policies for climate action and renewable energy already adopted by the Assembly, if it were part of a comprehensive package of support for EV adoption, and supported, and was coordinated with, the private businesses who are also providing chargers for public use.
Be aware of the backlash - if one can afford a new or nearly new hybrid or electric car, one can afford the charge (and if it isn't a big cost, why have public charging stations). I'd like to see electric buses and fleet vehicles
I have nothing of substance to offer, but I very much like the idea, and think that it would be feasible for the CBJ. Currently, I drive a Toyota Prius -- a hybrid, but not a plug-in type.
okay on not charging
I have watched several individuals charging their cars consistently over the past months at the charger in front of the valley library. They are there before the library opens and are usually sitting in their cars reading or on their cell phones. When I come out of the pool, they are still there charging their car. I don't understand why as a taxpayer I am paying for the electricity to charge their cars. I highly doubt that a \$50 permit fee will also pay for charging their cars over the course of a year. I think electric car owners taking advantage of chargers around town need to be charged by increments of time spent at the charger and at a comparable rate as they would if charging at their home.
EV owners should be required to purchase a monthly or annual permit to utilize the charging stations and reserved parking spaces. The cost of the permits should encompass the electric consumption and the cost to install the charging stations. CBJ shouldn't be subsidizing private citizens transportation costs unless they're indigent. If they're buying electric cars, they're not indigent.
Definitely should require a parking permit and charge \$100 a year.
One of the charging fees being considered for this totally subsidized electric car program is \$50 per year. Are you serious? I, like many/most people spend at least that much every week and a half to fill up my gas online powered vehicle. At the very least, these charging stations should require a fee every time they are used, not some absurdly low annual (charge as many times as you want) fee. The electric vehicles in Juneau, particularly the Nissan Leaf models, are here because they are inexpensive to buy down south, and the electricity is subsidized by the tax payers that don't use electric vehicles (i.e., they are free rides at everyone else's expense). In addition, the owners already get a federal tax break just for owning them. This whole thing is ridiculous here in Juneau where, not including cruise ship emissions and wood stove smoke in the Valley during winter inversions, air quality is not an issue or concern. I fully support subsidizing alternative energy where there's an environmental lift and bang for the buck, such as in densely populated urban areas (e.g., LA, New York, Phoenix, etc.), where air quality is poor and needs to be improved. But here in Juneau, air quality is NOT an issue and the taxpayers should NOT be giving the electric vehicle owners a virtual free ride, especially since the low cost of owning and using them is the chief reason they bought them, NOT concern for air quality.
I think the charging stations should be pay as you go, not funded by the government. Also the battery

disposal should be at owner expense, if not a hazardous waste item.
Charge for electricity used No cbj tax dollars used to fund chargers and charging stations Juneau bead a lithium ion mine on the road system
I think the chargers should be paid for both electricity and a small charge to pay for the chargers and installation by using credit cards to pay for the charging time and a charger use fee rather than a yearly charge. We need to have more chargers to encourage electric cars, including some for taxi queues downtown, the airport, and the ferry terminal.
CBJ should stay away from subsidizing electric vehicle use and let the private sector sort it out. If you are charging your vehicle at the library or any other public facility, there should be a fee paid by the user
Assessing a fee for using public charging stations for electric vehicles is a great idea. Electric vehicles do not pay gas tax, the primary source of funding for road maintenance and improvement.
I do not feel that this infrastructure should be publicly funded. These only benefit a special interest group, not the general public. The people using the facilities should pay for them.
I think if the CBJ wants to encourage the use of electric vehicles - charging \$50 for a permit to use a charging station is definitely NOT the way to do it. I know it comes at a price to the city, but I think you would want to incentivize sustainable options.
I have the following comments related to EV charging. I would support an ordinance that provides for installation and use of EV stations on CBJ property so long as the following conditions are met: • Charging cost must be handled in a businesslike manner similar to the use of public parking at the lot next to the Tramway parking in downtown Juneau, using cash or credit card. • Maximum charging time/parking of 30 minutes at a charging station. These stations are not to be used for parking while shopping. The car owner should be present while the car is being charged. • Cost should include the energy cost plus parking at \$1.00/half-hour plus other unit costs. • The energy cost amount must be based on the commercial rate per KWH plus an amount that reflects the land value, depreciated installation cost, annual maintenance cost, sales tax, an amount that estimates the highway tax, plus an estimate of CBJ staff time needed to administer the EV program. I don't believe that these EV sites are constructed or maintained at no cost. • These unit costs, other than the energy cost, should be based on the expected, total annual energy consumption at each site. If actual energy consumption at a site varies from the estimated amount, then the unit cost could be adjusted. If the CBJ wants to be in competition with gas stations then an equitable basis must be adopted. I don't believe that Juneauites that drive gasoline or diesel powered vehicles should subsidize electric vehicle use in any way. I have no financial interest in any gas station.
There should definitely be a fee charged for electric vehicles to plug in for the day at a CBJ facility. If not, then CBJ should allow all employees with gas/diesel vehicles to get a couple of free tanks of fuel each month from the CBJ fuel pumps. Otherwise, its not fair to all CBJ employees that those with electric vehicles be allowed free "energy" for their vehicle while other employees have to personally fund energy for their fuel-powered vehicle. JPD has an employee with an electric vehicle. Is that employee allowed to plug in his vehicle for free during the work day? If so, that's is not equitable to all other JPD employees.
Free charging on municipal property shouldn't be allowed. That said I believe there should be a charge. As Abby Hoffman said, "There ain't no such thing as a free lunch".
My opinion is this is a budget question. The powerpoint provided did not clearly state what CBJ is spending to provide electric power to EVs. From what I gathered, there are 300 EVs in Juneau, and the proposed permit to cover costs is \$50, so approx \$15,000/year is currently being spent by CBJ. I would

suggest a cap be agreed upon (ex: \$50,000) at which time the CBJ will impliment a permit system to cover costs of powering EVs.
They are too expensive to purchase and impractical for families. They're also very expensive to build. We won't be buying one and I dont want to pay for other people choosing to purchase and use them in Juneau.
CBJ should not be in Tahoe business of providing plug in stations. This is not an appropriate activity for government. The individuals can provide their own charging. The private sector may determine reasons to provide charging stations. CBJ entering this arena will require continued updating as technology changes. CBJ does not provide gasoline services and should pay the same respect to other fuel sources.
Should be encouraged Fee is appropriate
Electricity is not FREE for anyone -- except through your program of providing free electricity to car owners at TAXPAYER EXPENSE. This is simply a political agenda, and I very much resent having to pay taxes to subsidize electric car use when there is no public benefit beyond a political statement. There is NO LOCAL environmental need for electric versus conventional cars. Do you seriously think air pollution by automobiles is a significant issue here?

THE FOLLOWING ARE PUBLIC COMMENTS THAT WERE EMAILED DIRECTLY TO STAFF AND NOT IN RESPONSE TO THE SURVEY. EV OWNERSHIP WAS UNKNOWN.

We have two cars, one of which is an EV we bought 14 months ago. Juneau is an ideal place for EVs and if we can increase the number of people using them in Juneau we can improve local air quality, reduce noise, and reduce global carbon emissions that contribute to climate change: we can be a model for other communities if we achieve these things, as well.

Like most EV users we charge at home. In 14 months we have used public chargers to get a fee more miles about four times: once at Eagle Beach, once at the Andrew P Kashevaroff building, once at valley library, and once at AELP. I tried to use the one at Eaglecrest this summer without success.

If a fifty dollar flat fee is imposed we will likely choose not to pay it, but will use our gasoline car more for long runs and plan our outings around our home charge as we do 361 days a year already. We would not mind paying for power we actually use at a public charger. I thought the idea was to encourage people to use electric cars.

First of all, I would like to thank you for putting the sessions online so that I could get a background and comments of where we're at with EV and what the future potential.

I believe the draft ordinance is a temporary stop gap. I think it meets a need for funding, but it is reactionary rather than visionary. I don't mind paying for charging, but I would like to see something that provides for the future and looks at ways to manage the charging situation. I understand the potential costs of wiring the chargers to have credit card payments or the laws that surround Alaska's statutes that there cannot be a charge for electricity, yet, I feel that people would want to get more out of the public chargers if they already paid \$50 a year for it.

We need something more thoughtful - something where we are monitoring cars that charge on a regular basis. I know people who charge their car while they are working because they have accessibility to do so. Perhaps there is something we could do to monitor how much you utilize the charger. Those

who use the two hours while they're at work, would pay more. The ultimate question is not how much or if \$50 a year is acceptable, but how do you insure that everyone has an opportunity to charge their vehicle when in need. This draft ordinance does not accomplish that nor does simply using the money to add more charging stations accomplish this goal, which is much trickier than merely accumulating more funding.

I encourage the CBJ to take the long view, to encourage greater adoption and use of EVs as envisioned by the Juneau Renewable Energy Strategy and Climate Action Plan. In essence, I support the "Do a Lot" scenario put forward by JCOS. The global climate crisis is real. Juneau has a responsibility to do our part to reduce greenhouse gas emissions. We need to accelerate our conversion from fossil fuels to renewable energy sources. It is not clear how the proposed ordinance helps this effort.

I could see supporting a fee for use of CBJ chargers if the fee was in support of the Juneau Renewable Energy Strategy and Climate Action Plan. The CBJ needs a comprehensive package of support for EV adoption in coordination with the publicly available private charging opportunities. Perhaps a fee could be collected to support development of a comprehensive charging infrastructure with a view towards more level 3 chargers.

My family owns a Nissan Leaf and we charge at home using a rented wall unit from AEL&P. While I have used CBJ provided chargers, we are unlikely to purchase an annual permit for \$50 because we really don't need to use the CBJ-provided public charging. EV owners who do not have a garage or off-street parking are the segment of the population that would more likely be affected by the proposed ordinance, and the needs of this segment of Juneau's population should be addressed.

Juneau, AK (KINY) - The Juneau Commission on Sustainability held a public meeting in search of input on how the commission might address an ordinance proposed by the Planning Commission that asked for a \$50 annual fee to use city chargers.

All meaningless posturing when your roads are in such disrepair.

Please consider the following comments on proposed ordinance no. 2017-35, "An Ordinance Amending the Traffic Code Relating to Electric Vehicles and Providing for a Penalty":

- Related to the overall concept of creating a parking permit for use of CBJ-owned public charging stations: this is a reasonable idea, and given the complication of most forms of cost recovery from an electric vehicle charging station, the simplicity of the window sticker is appropriate relative to the limited value of energy supplied by the charging stations themselves.
- An argument against implementation of the ordinance: while the concept is reasonable, after thinking through the actual workflow of managing the permits, including considering that costs for operating the stations are incurred by numerous CBJ departments, thereby creating a potential desire to have cost recovery proportionally distributed to those departments, it strikes me that the administrative cost of the program may exceed the revenue collected. If it is the case that the administrative burden is greater than the revenue collected, then what is the purpose of the program but to satisfy, in a meaningless way, the sense of unfairness expressed by some members of the public? I suggest that, regardless of the uneven distribution of benefits, CBJ should not enact this ordinance if it creates a net-increase in costs, and that evaluation should consider that adding this burden to an existing employee's workload will likely replace other productive work, which is itself a cost of the program.
- An argument for implementation of the ordinance: if we assume that the community benefits on the whole by increasing adoption of electric vehicles, which in Juneau reduce passenger vehicle fuel costs and emissions by greater than 70% and 99%, respectively, then CBJ should pursue cost-effective strategies to support increasing adoption. When it comes to the factors that enable a vehicle owner to convert to an electric vehicle, access to reliable charging is fundamental. Many of the electric vehicle

owners in Juneau do not regularly require use of the CBJ-owned charging facilities because the vehicle's battery can fully accommodate their duty cycle from their primary charger, typically located at home. Those drivers that must utilize CBJ-owned charging facilities from time to time may benefit from implementation of this ordinance because those who use CBJ chargers for convenience may decline to purchase a permit, thereby increasing access to those who truly rely on the availability of CBJ chargers.

- Comments on the specific requirements within the ordinance: 72.18.040(e) states, "Vehicles must be actively charging while parked in an electric vehicle charging station." First, this requirement is oddly worded because it is impossible to park "in" a charging station. Second, related to Level 2 charging, the exact time required for charging is not known to the operator of the vehicle when they begin a charging session, and depending on the state of charge of the battery when the vehicle is plugged into the charger, the total charge time could be in excess of four hours. This requirement would therefore require a vehicle owner to always return to their vehicle short of a full charge, though they cannot be certain at what time their vehicle will be fully charged because of a great number of variables that influence the total duration required to reach full capacity. This requirement is appropriate for Level 3 charging, which occurs at a much faster rate.

There are positive and negative aspects to this proposal. While I recognize the benefits of increasing access to charging infrastructure to those who rely on public stations to meet their charging needs, I also worry that the program will spend money to avoid the appearance of spending money, at least in the near term. Whether or not this ordinance is adopted, I will continue to advise the CBJ that there are far more fruitful ways than this to lower its electric bills.

MEMORANDUM

TO: Mike Vigue
 Engineering & Public Works Director

FROM: Greg Smith
 Contract Administrator

Date: August 22, 2018

SUBJECT: Contracts Division Activity
 August 2, 2018 to August 21, 2018

Current Bids – Construction Projects >\$50,000

BE18-222	Maier Drive Force Main Replacement	Estimate \$884,573. Bids due 8/28/18.
BE19-037	JNU Sand/Chem Building & Fuel Station	Estimate \$9,365,275. Bids due 8/30/18
BE18-254	Sitka Street Reconstruction	Estimate \$252,000. Bids due 7/2/18. 4 bids received. Southeast Earthmovers low bidder, \$232,214. NTP issued 8/15/18.
BE18-240	Capital Transit Fuel Tank Upgrade	Estimate \$154,000. Bids due 7/10/18. 2 bids received. Island Contractors, Inc. successful bidder, \$138,700. NTP issued 8/14/18.
BE18-052	JNU Runway Safety Area Phase 2C – Re-bid	Estimate \$8.4 million. Bids due 7/27/18. 1 bid received, SECON, \$8,754,856. Award in progress.
BE18-274	H Street Douglas Stairs Reconstruction	Estimate \$90,000. Bids due 8/7/18. 5 bids received. Admiralty Construction low bidder. Award in progress.
BE18-128	Glacier Fire Station Dorm Renovation	Estimate \$325,000. Bids due 9/6/18.
DH19-001	Waterfront Sheet Pile Wall Coatings	Estimate \$192,000. Bids due 8/30/18.

Current RFP's – Services

RFP E18-258	Contract Administration and Inspection Services for D&H Streets Reconstruction	proHNS, \$67,420. NTP issued 8/20/18
RFP E18-256	Contract Administration and Inspection Services for 2018 Area Wide Paving	Wilson Engineering, \$87,980. NTP issued 8/21/18
RFP E18-259	Downtown Stair Rehabilitation Services Term Contract	Proposals due 5/25/18. 2 proposals received. Silver Bow Construction Company and Carver Construction selected 6/22/18.
RFP E18-214	Planning and Design Services for Capital Transit – Valley Transit Center	Proposals due 6/1/18. 3 proposals received. DOWL successful proposer. Begin negotiations letter sent 6/20/18. Contract routing for signatures.
RFP E19-076	Wastewater Utilities Permitting Document Preparation Assistance	Proposals due 9/5/2018.

Other Projects – Professional Services – Contracts, Amendments & MR's >\$20,000

MR E17-166	New City Hall – Space Evaluation Design	Northwind Architects, \$49,905. Processing 8/20/18.
RFP E16-235	A4 – CA & Insp. Services for McGinnis Subdivision Paving – Hummingbird Lane	Wilson Engineering, Inc., \$30,690. Routing for signatures.
MR E17-166	PA 5 - Project Playground Rebuild – Construction Observation Services	Wilson Engineering, \$29,630. NTP issued 8/13/18.
RFP E17-102	A1 – Utility Cathodic Inspection Systems Inspections	Taku Engineering, LLC, \$26,224. NTP issued 8/8/18.
RFQ E18-260	7 Mile Security Fence Install	Estimate \$21,000. Quotes due 8/22/18
RFP E18-101	A1 – DZ & Marie Drake Schools HVAC Controls – Design and CA	PDC Engineers, \$54,670. NTP issued 8/14/18

Construction Change Orders (>\$20,000)

BE16-148	Eagles Edge Subdivision Water System Improvements, Phase III	Enco Alaska, \$73,572.50. Bonding letter issued 8/16/18.
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MR E17-166 – Term Contract for Professional Services. This solicitation is open for a three-year period. Consultants continue to submit proposals. Contracts are in progress and underway.

Key for Abbreviations and Acronyms

A	Amendment to PA or Professional Services Contract
CA	Contract Administration
CO	Change Order to construction contract or RFQ
MR	Modification Request – for exceptions to competitive procurement procedures
NTE	Not-to-exceed
NTP	Notice to Proceed
PA	Project Agreement - to either term contracts or utility agreements
RFP	Request for Proposals, solicitation for professional services
RFQ	Request for Quotes (for construction projects <\$50,000)
RSA	Reimbursable Services Agreement
SA	Supplemental Agreement