

**ASSEMBLY STANDING COMMITTEE
COMMITTEE OF THE WHOLE
THE CITY AND BOROUGH OF JUNEAU, ALASKA**

August 26, 2019, 6:00 PM.

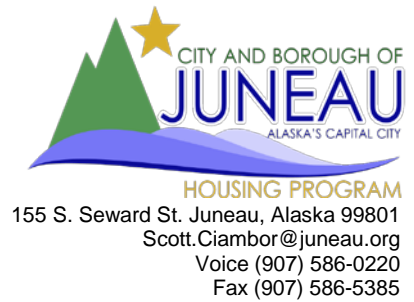
Assembly Chambers - Municipal Building
Assembly Work Session - No Public Comment


AGENDA

- I. ROLL CALL**
- II. APPROVAL OF AGENDA**
- III. APPROVAL OF MINUTES**
- IV. AGENDA TOPICS**
 - A. Disposal of Vintage Park Subdivision Land for Assisted Living Development**
 - B. JRES CIP & Heat\$mart proposal**
 - C. Subport Bid Process- verbal report**
 - D. Assembly Goals Update**
- V. ADJOURNMENT**

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

MEMORANDUM



TO: CBJ Committee of the Whole
FROM: Scott Ciambor, 
 Chief Housing Officer
DATE: August 26, 2019
SUBJECT: Disposal of Vintage Park Subdivision for Assisted Living Development

Summary

Since March 2019, the Assembly has taken a number of actions to facilitate the development of assisted living units in the community, including:

- Evaluation, appraisal, and purchase of land in the Vintage Park subdivision;
- Passed Ord. 2019-23 that provides tax abatement on the full value of newly constructed assisted living units for senior citizens for twelve years. (See Gantt Chart in packet)

The next step is for the Assembly to agree or modify staff recommendation on the disposal process that will attract an experienced assisted living developer, owner, and operator to maximize use of the Vintage Park subdivision property and create a sustainable senior project for the community.

Sealed Competitive Bid

Staff recommend using the Sealed Competitive Bid Proposal process (*CBJ code 53.09.250*) to *sell or lease the land at fair market value*.

The components of a sealed competitive bid are as follows:

- ☐ **Registration:** \$500 per application. Fee returned to unsuccessful bidders & applied to down payment for successful applicant.
- ☐ **Post bid negotiations:** If a significant factor in the award of the bid is to be the development proposal made by the bidder and if the bidders have been so informed either in advertisement or on the bid form, the manager may negotiate with the best bidder or, in manager's sole discretion, with the two best bidders.
- ☐ **Assembly Approval:** The award of the bid in which the development proposal is a significant factor in the award is subject to approval by the assembly.

Since a *significant factor in the award of the bid is to be the development proposal made by the bidder* and specifically the capacity to meet senior housing goals, staff suggest that as part of the bid packet (brochure, bid form), the following criteria be included to help evaluate potential bidders.

Minimum Threshold Requirement

Comparative Evaluation Criteria (Scoring table included)

- Development Team and Experience

Page 2

- Project Design and Characteristics
- Feasibility of the Project
- Readiness to Proceed

Notice of Other CBJ Incentives

Selection Process

Evaluation criteria and proposal process is similar to Request for Proposals used by other municipalities to solicit senior housing proposals and similar to the Juneau Affordable Housing Fund.

If a sealed competitive bid process is determined, then a timeline for disposal would be:

August 22: land sale closing on Vintage Park Subdivision

August 26 Committee of the Whole: Disposal Option for Vintage Park property discussion

If proposal process established, put out information that CBJ is working on sealed competitive bid packet for assisted living development

September: Staff complete sealed competitive bid proposal packet

October-November: sealed competitive bid packet process

December 9 (tentative): return to Committee of the Whole with bid details

Staff recommend beginning the sealed competitive bid process for property disposal.

Info note: In order to allow potential assisted living bidders to include resources from the Juneau Affordable Housing Fund in their bid packet proposals, final details for the updating of the Fund have to be decided. (See final line of GANTT chart)

CBJ Housing Assisted Living Timeline

[illegible]

DRAFT Assisted Living Evaluation Criteria	Total Points	Outstanding (10 points)	Good (6 to 8 points)	Marginal (3 or 4 points)	Unacceptable (0 points)	Subtotal
1. Team Experience <ul style="list-style-type: none"> • Demonstrated experience on projects of similar scope & nature • Established development and/or operating partnerships, including support services • Qualified staff – Developer, Director, Property Manager, Supportive Services • Capacity to maintain/manage project 	30					
2. Project Design and Characteristics <ul style="list-style-type: none"> • Development Objectives and Concept: a proposal reflecting full knowledge and understanding of any project constraints. • Site and unit design: a superior design approach reflecting identified housing needs, that creates density within the context of its surroundings, that reflects the local historical design vernacular, that provides a sense of community while maintaining individual tenant privacy, incorporates universal design, provides adequate parking, provides adequate recreation and community space, and limits the impact on the site to the greatest extent possible; • Marketing: experience marketing for assisted living, or commitment to add experienced member to team 	25					
3. Feasibility <ul style="list-style-type: none"> • Financial Feasibility: extent to which the project is feasible financially and proposed resources are attainable; analysis of development budget noted in the pro forma; • Analysis of operating budget in the pro forma: appropriate for target population, reasonableness of management, administrative costs, maintenance and utility costs: • Ability to secure other financing needed to carry out project • Operational feasibility/long-term financial viability • Reasonable and balanced budget with cost controls 	20					
4. Readiness to Proceed <ul style="list-style-type: none"> • Leveraging/percentage of total cost with commitments • Construction/Operation within following fiscal year 	20					
5. Juneau Applicant Preference	5					
Total	100					

Senior Assisted Living Housing Development Re-Cap

- Purchased land in the Vintage Park subdivision
- Passed Ord. 2019-23 providing tax abatement for newly constructed assisted living units

CBJ ASSISTED LIVING TIMELINE			March				April				May				June				July				August			
TASK	ASSIGNED TO	NOTES	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Land Purchase																										
Task 1: Evaluate Property Information *MAP * Rules of Purchase *Appraisal * Timeline *	Assembly	✓																							✓	
Task 2: Does CBJ purchase the property?	Assembly	✓													✓											
Funding for Land Purchase																										
Task 3: CIP Program Unscheduled Funds - Determine use of funds (\$1.5 million)	Assembly or Finance Committee	✓													✓											
Disposal process for senior housing/assisted living																										
Task 4: Policy question: What disposal method once property is received?	Assembly	To do																								
Task 5: Develop disposal method documents targeting senior housing/assisted living development	CHO	To do																								
Task 6: Policy question: Does CBJ want to add additional incentives for assisted living development?	Assembly	✓													✓											
Assisted Living Tax Abatement	Assembly	✓																								
Grants/Loans: Juneau Affordable Housing Fund	Assembly	To do																								

Sealed Competitive Bid Proposal

Staff recommend using the Sealed Competitive Bid Proposal process (*CBJ code 53.09.250*) to sell or lease the land at fair market value.

The components of a sealed competitive bid are as follows:

- ☐ **Registration:** \$500 per application. Fee returned to unsuccessful bidders & applied to down payment for successful applicant.
- ☐ **Post bid negotiations:** If a significant factor in the award of the bid is to be the *development proposal made by the bidder* and if the bidders have been so informed either in advertisement or on the bid form, the manager may negotiate with the best bidder or, in manager's sole discretion, with the two best bidders.
- ☐ **Assembly Approval:** The award of the bid in which the development proposal is a significant factor in the award is subject to approval by the assembly.

Sealed Competitive Bid Proposal for Assisted Living Development

Since a significant factor in the award of the bid is to be the development proposal made by the bidder staff suggest including additional proposal requirements and criteria.

Brochure

Bid Form

* Add proposal requirements and criteria specifically for assisted living housing development

Additional Proposal Requirements and Criteria

Minimum Threshold

Comparative Evaluation Criteria (Scoring table included)

Development Team and Experience

Project Design and Characteristics

Feasibility of the Project

Readiness to Proceed

Notice of Other CBJ Incentives

Selection Process

Additional Proposal Requirements and Criteria

Minimum Threshold

1. Proposer must have a minimum of 5 years' experience in development and operation of assisted living facilities.
2. Proposer must show a successful track record of projects of similar scope with at least 3 references, including one from an assisted living resident.
3. Complete conformance with all proposal requirements.

Comparative Evaluation Criteria

Assisted Living Evaluation Criteria	Total Points
<p>1. Team Experience</p> <ul style="list-style-type: none"> • Demonstrated experience on projects of similar scope & nature • Established development and/or operating partnerships, including support services • Qualified staff – Developer, Director, Property Manager, Supportive Services • Capacity to maintain/manage project 	<p>30</p>
<p>2. Project Design and Characteristics</p> <ul style="list-style-type: none"> • Development Objectives and Concept: a proposal reflecting full knowledge and understanding of any project constraints while meeting all senior assisted living goals; • Site and unit design: a superior design approach reflecting identified housing needs, that creates density within the context of its surroundings, that reflects the local historical design vernacular, that provides a sense of community while maintaining individual tenant privacy, incorporates universal design, provides adequate parking, provides adequate recreation and community space, and limits the impact on the site to the greatest extent possible; • Marketing: experience marketing for assisted living, or commitment to add experienced member to team 	<p>25</p>

Comparative Evaluation Criteria (Cont'd)

Assisted Living Evaluation Criteria	Total Points
3. Feasibility <ul style="list-style-type: none"> • Financial Feasibility: extent to which the project is feasible financially and proposed resources are attainable; analysis of development budget noted in the pro forma; • Analysis of operating budget in the pro forma: appropriate for target population, reasonableness of management, administrative costs, maintenance and utility costs: • Ability to secure other financing needed to carry out project • Operational feasibility/long-term financial viability • Reasonable and balanced budget with cost controls 	20
4. Readiness to Proceed <ul style="list-style-type: none"> • Leveraging/percentage of total cost with commitments • Construction/operation within following fiscal year 	20
5. Juneau Applicant Preference	5

Notice of Other CBJ Incentives

Refer to tax abatement program and Juneau Affordable Housing Fund program for use in proposal development.

Selection Process

Staff Committee score/review proposals with analysis put together for bid award recommendation.

Final Step: All information comes back to the Assembly for discussion and final approval.

*** Ordinance with the final terms**

Potential Timeline

August 22: land sale closing on Vintage Park Subdivision

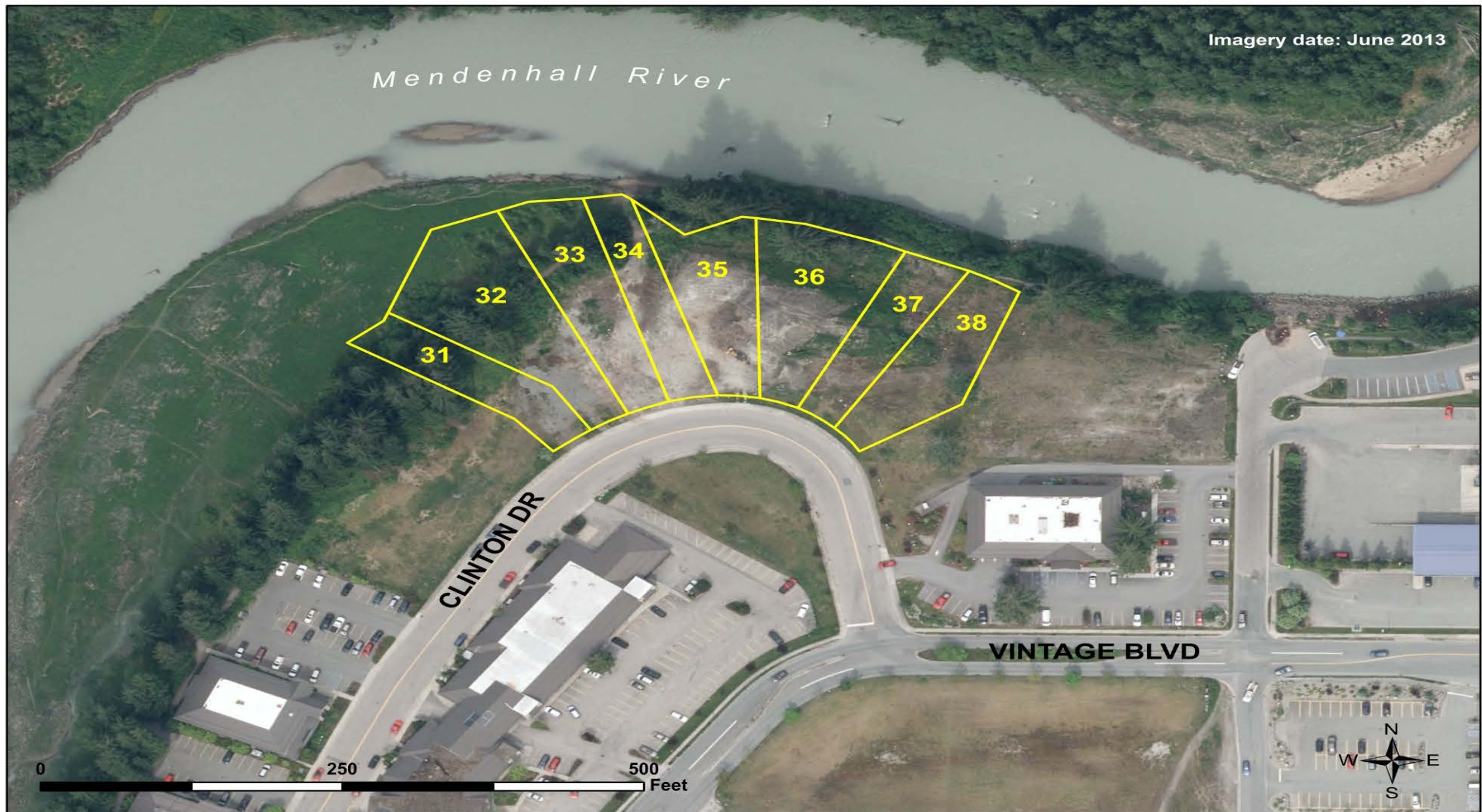
August 26 Committee of the Whole: Disposal Option for Vintage Park property discussion

If proposal process established, put out information that CBJ is working on sealed competitive bid packet for assisted living development

September: Staff complete sealed competitive bid proposal packet

October-November: sealed competitive bid packet process

December 9 (tentative): return to Committee of the Whole with bid details





Engineering & Public Works Department

155 South Seward Street

Juneau, Alaska 99801

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

DATE: July 29, 2019

TO: Michelle Hale, Chair
Public Works and Facilities Committee

FROM: Mike Vigue, Director
Engineering & Public Works

SUBJECT: JRES Implementation CIP

The 2020 Capital Improvement Program approved by the Assembly contained a project for \$250,000 titled Juneau Renewable Energy Strategy (JRES). There were several reasons why I asked for this to be included in the 2020 CIP. The first was Resolution 2808, approved by the Assembly on February 12, 2018, adopting the Juneau Renewable Energy Strategy (JRES). As you know, the JRES contains four broad strategies for achieving the recommended target of 80% of all Juneau's energy use to be provided by renewable sources by 2045. One of those strategies is "reduce Juneau's dependence on fossil fuels for transportation". This strategy aligns with the Assembly's Sustainable Community goal, specifically Implementing Action D, "Develop steps to shift public and private transportation toward renewable energy sources".

Plans: CBJ lacks an electric vehicle (EV) plan that identifies EV charging infrastructure needs. Questions regarding how many, locations, and types of charging stations, and fee structures for those EV charging stations need to be answered. In addition to charging infrastructure, dedicated parking spots and enforcement need to be addressed as parking spaces with EV charging stations need to be dedicated to EVs. Working with CBJ Community Development and JCOS, a scope of work will be developed and a consultant hired to complete the plan. Additionally, the Juneau Climate Action and Implementation Plan was completed in 2011 using data collected in 2008 and 2010. Updating this plan to reflect current GHG emission and energy use inventories will provide better information for strategy setting and decision-making. This is consistent with the Assembly's Sustainable Community goal Implementing Action E, "Develop and implement/update a climate change impact and mitigation plan".

I am estimating that \$45,000 should be sufficient funding from the CIP to hire a consultant to engage the public and complete the EV plan and \$5,000 for the update to the Juneau Climate Action and Implementation Plan.

Engineering staff time is always charged to CIP projects. At this time, I do not have any staff person with assigned responsibilities for sustainability issues. When engineering staff work to support efforts related to sustainability and renewable energy it is always a struggle to identify appropriate CIP projects to charge. An example is our recent success

securing FTA grants for electric buses to replace the aging diesel buses. FTA applications and VW settlement fund applications require a substantial time investment to complete. The results we have seen are compelling, three FTA grants for electric buses totaling more than \$4.5 million and we are expecting success with our recent VW settlement grant application. I am estimating that \$50,000 for various staff to work on these efforts and coordination with the multitude of advocacy groups in town who are involved in sustainability and renewable resources is a good investment that will provide benefits going forward.

Overall, I believe Engineering can use \$100,000 from the \$250,000 that was programmed in the JRES Implementation for these efforts. Engineering staff should be involved in supporting these efforts and must have appropriate financial resources available to make that successful. They are important pieces for the CBJ to move forward with, especially as EV adoption rapidly continues in Juneau.

Accelerating Renewable Heating in Juneau Residences

July 24, 2019

PROJECT REQUEST. Alaska Heat \$mart, a Juneau nonprofit, seeks CBJ funding of \$147,190 for FY20 to assist Juneau households in reducing energy costs. This program will provide critical data and experience needed to successfully accelerate heat pump adoption in Juneau.

The program seeks to make Juneau housing more affordable while helping to implement the Juneau Renewable Energy Strategy (JRES). Air source heat pumps (ASHP) are far more efficient than traditional oil or electric heating systems, and many Juneau residents can already attest to the savings and reliability of this proven technology. Every unit of heat from a heat pump costs 40-70% less than the oil or electric resistance heat it replaces.

The benefits of converting to heat pumps are potentially substantial, but it will take consumer assistance, financing, and cost-reducing efficiencies to make ASHP the default heating choice in new construction and retrofits. This program's advisory services will help overcome the barrier of uncertainty and confusion about energy efficiency and heat pump options.

PROJECT DEVELOPMENT. Work on an action plan began in spring 2018 with a series of public meetings and workshops on implementing the JRES. JEDC's Renewable Energy Cluster Working Group continued to develop the project. A steering committee created in December included JCOS, JEDC, AEL&P, Renewable Juneau, and the building industry. In May 2019 this group established Alaska Heat \$mart as an Alaska nonprofit corporation.

Consultant Pat Keegan is assisting in developing the program. A variety of experts and organizations, including energy and housing specialists, builders, CBJ staff, AHFC, THRHA, local heat pump installers, and local financial institutions have provided input.

OBJECTIVES. Alaska Heat \$mart targets three primary outcomes:

1. Facilitate installation of heat pumps to create initial economic benefits of scale and expertise, thereby supporting broader adoption.
2. Use first-year expertise and energy savings data to refine the optimum approach and broaden funding and loan financing options for a long-term program that will deliver the greatest benefit to Juneau for reduced heating costs and carbon emissions.
3. Provide data needed to more clearly identify the impact on electrical demand and infrastructure of converting Juneau heating systems to heat pumps.

PROJECT APPROACH. The project design is informed by lessons learned from similar programs in New England, the Pacific Northwest, and other areas, and includes the following key functions in FY20:

1, **Public Engagement.** Program success will require making Alaska Heat \$mart and its offerings visible in the community, so we will create a strong media and web presence to introduce

Alaska Heat \$mart's services. An Energy Advisor will provide consumers with "one-stop" assistance to determine a housing unit's suitability for ASHP conversion, recommend an effective approach to conversion, provide a uniform bid sheet to make it easier for homeowners to evaluate competing bids, and follow-up on operation.

Alaska Heat \$mart will offer water-efficiency kits to residents who sign up for an energy assessment and consultation. Domestic hot water is the second greatest use of energy in residences, and reduced water consumption in residences provides additional savings to the CBJ water and wastewater utilities. The energy advisor will deliver the water efficiency kit and act as a consultant to the homeowner, providing information and assistance in all stages of decision-making, financing, installation and operation of heat pumps.

2. Data Collection: A key deliverable will be data gained from all aspects of the program. This data will assist in tailoring the program to Juneau realities, confirming costs and benefits, building a compelling case for future funding and financing options, establishing successful tools for broad-based Juneau adoption, and determining net effects on Juneau's existing electrical infrastructure.

3. Program Management: The board of Alaska Heat \$mart, which includes representatives from JCOS, AEL&P, JEDC, Renewable Juneau, and Juneau builders and architects, will actively assist and oversee the program. As required and budget allows, the board will hire or contract with a program manager.

ALASKA HEAT \$MART BUDGET SUMMARY (10/01/19-6/30/20):

Personnel Expenses	\$ 87,340.00	59.3%
Professional Services	22,250.00	15.1%
Advertising & Promotion	15,000.00	10.2%
Operating Expenses	13,600.00	9.2%
Program Equipment & Supplies	9,000.00	6.1%
TOTAL	\$ 147,190	100.0%

- Original budget request (\$180,000) assumed a full fiscal year.
- Budget assumes additional start-up assistance from EESI and consultant Pat Keegan, and substantial volunteer time from Alaska Heat \$mart board members.
- A proposal to the federal Dept. of Energy is being prepared which would provide funding for a 3 year, \$625,000 project. Other funding options are also being explored.



Juneau Commission on Sustainability

(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/sustainability
155 S. Seward Street • Juneau, AK 99801

To: Michelle Bonnet Hale, Chair, CBJ Assembly Public Works Committee
Rorie Watt, CBJ City Manager
Mike Vigue, Director, CBJ Engineering and Public Works Department

From: Duff Mitchell, Chair Juneau Commission on Sustainability

Subject: JCOS 2020 “Go Forward” Recommendations on Implementation of the Juneau Renewable Energy Strategy

Date: July 16, 2019

Dear Chair Bonnet Hale, Manager Watt, and Director Vigue,

Please find attached to this transmittal memo background information and recommended priorities for implementation of the Juneau Renewable Energy Strategy in FY 2019/2020. This resulted from a substantial number of hours of research, planning and discussion by the JCOS Energy Committee. Their recommendations were reviewed and refined by the JCOS body with the final recommendations unanimously approved at our July 10, 2019 meeting.

If you have any questions, I am available to facilitate discussion with our Energy Committee.

We appreciate your consideration of our recommended requests.

Duff Mitchell
Chair



Juneau Commission on Sustainability

(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/sustainability
155 S. Seward Street • Juneau, AK 99801

To: Michelle Bonnet Hale, Chair, CBJ Assembly Public Works Committee
Rorie Watt, CBJ City Manager
Mike Vigue, Director, CBJ Engineering and Public Works Department

From: Duff Mitchell, Chair Juneau Commission on Sustainability

Subject: JCOS 2020 “Go Forward” Recommendations on Implementation of the Juneau Renewable Energy Strategy

Date: July 15, 2019

EXECUTIVE SUMMARY

This memo summarizes the Juneau Commission on Sustainability’s (JCOS) 2019-2020 priority recommendations to the CBJ Assembly for implementing the Juneau Renewable Energy Strategy (JRES) in 2019-2020, plus it provides a snapshot of recent and ongoing actions and additional suggestions under the four JRES strategies.

The JRES identifies transportation and space heating as Juneau’s largest users of fossil fuels. In each area, there are major opportunities for Juneau residents to reduce costs, create new economic opportunities, and keep more money in the local economy. The JRES “Implementation” section also notes the importance of building on existing community efforts. Therefore JCOS recommends two priorities for FY 2020 funding:

1. **Support and fund Electric Vehicle planning and promotion.** This action addresses two of the JRES strategies: *implement a CBJ energy management program* and *reduce Juneau’s dependence on fossil fuels for transportation*. Increasing EV adoption will also reduce operating and maintenance costs for the CBJ and for individuals and businesses.
2. **Support and fund the “Juneau Residential Air-Source Heat Pump Conversion Project”.** This action addresses the JRES strategy to *reduce Juneau’s dependence on fossil fuels for space heating*. Heat pumps provide one of the biggest bangs for the buck in improving energy efficiency, cost savings, and reducing GHG emissions

in Juneau. This project is designed to reduce barriers to greater adoption by consumers.

BACKGROUND ON JUNEAU RENEWABLE ENERGY STRATEGY

The Juneau Renewable Energy Strategy (JRES), adopted February 2018, recommends the following actions to move forward in implementing the identified priority strategies (see Appendix 1 for a full description of these actions):

1. Adopt a community target of transforming Juneau's energy use to 80% renewables by 2045.
2. Develop action plans for each of the strategies identified and begin implementing priority near-term actions using the priority action list as a guide to direct early efforts.
3. Implement a CBJ energy management program.
4. Monitor total community energy use by updating the Juneau Climate Action and Implementation Plan (JCAIP), Energy and GHG Emissions Inventory.
5. Provide funding direction and CBJ staff allocations.
6. Review progress annually.

This memo addresses Action # 2, above, which recommends a two-part approach; fully develop action plans for each of the four broad strategies identified in Section 5.2 of the JRES, and at the same time take near-term priority actions in each area.

It is recognized by JCOS that some actions are already underway to deliver the strategies and by the CBJ other parties in response to individual or group initiatives, market forces, and grant funding opportunities (see below). In the past, the CBJ has undertaken efforts that are consistent with the JCAIP and the JRES, such as installing cost-saving ground-source heat pumps at the Juneau Airport and the Mendenhall Valley library. During the past year, CBJ has increasingly looked to the JRES for guidance on how to reach the JRES goal of 80% renewable energy by 2045.

It is also important to note that while the City and Borough of Juneau (CBJ) is a key player, the JRES identifies a wide range of individuals, businesses, and organizations that must be involved in order to achieve the significant target of 80% renewable energy by 2045. Both the JCAIP and the JRES indicate that the CBJ might participate in, or support, public-private-nonprofit partnerships that address, for example, adoption of EV's, or the conversion of existing housing to more energy-efficient space heating. The CBJ can also lead by example by taking actions to manage and reduce its own energy usage more effectively. It can also create incentives and reduce barriers to private actions that contribute to the goals of the JRES. And the CBJ represents the public's interests when it identifies new energy demands that lead to the need for new energy sources.

JRES IMPLEMENTATION STRATEGIES - THE FOUR BOXES:

The Chair of the Assembly Public Works and Facilities Committee has been developing a framework to review actions for the implementations of JRES. This is a depiction of the four strategy areas – the diagram has been informally named ‘the four boxes’ – see below.

The four strategy boxes obviously overlap and interconnect. For example, the CBJ’s actions to manage its own energy use can reinforce or support community-wide efforts related to shifting transportation and space heating away from dependence on fossil fuels.



Draft figure by Michelle Hale, Assembly Member, 5-29-19

A summary of work that has already begun in each of these four strategy areas can be found below.

Strategy A. Implement CBJ Energy Management Program

Ongoing/recent activities

- Addition of several EVs (Chevy Bolts) to the city small vehicle fleet.
- Review of opportunities for fleet consolidation and electrification
- Application for federal funding and purchase of electric buses and support infrastructure for Capital Transit.
- 2020 CIP funding for bus charging planning: \$150K
- JCOS interviews of CBJ departments about their energy use and energy management (spring, 2018).
- JCOS 2020 CIP recommendations to develop a tracking system to monitor and report CBJ energy use and costs, and to benchmark energy use in CBJ buildings and facilities and develop a plan for audits and recommissioning.

Recommendations

- Develop a CBJ energy management program.

As recommended in the JRES, and by JCOS, this would enable CBJ to systematically track its energy use and costs, identify and prioritize energy-saving actions for management and funding decisions, institute energy-efficient practices and procedures across all city departments, measure improved energy performance, and report to the community. The JRES points to typical annual energy cost savings of 1 – 2.5% possible through systematic energy management programs.

Strategy B. Reduce Juneau’s Dependence on Fossil Fuels for Space Heating

Ongoing/recent activities

- JCOS met with Building Code Advisory Committee to begin discussions about adopting the latest energy code (spring 2018).
- JCOS convened two public sessions on space heating (spring 2018) and identified energy efficiency and electrification of space heating as major opportunities.
- The JEDC Renewable Energy Cluster Working Group, from fall 2018 to spring 2019 brought together a wide range of organizations to discuss options for accelerating air-source heat pump adoption, leading to the development of a pilot project and a new non-profit, Alaska Heat\$mart.
- This community stakeholder group requested \$225,000 CBJ funding for heat pump conversion pilot project (Feb. 2019), and reduced request to \$180,000 (March 2019).

Recommendations

- Provide funding for the “Juneau Residential Air-Source Heat Pump Conversion Project” (see **Appendix 2**). Heat pumps provide one of the biggest bangs for the buck in improving energy efficiency, cost savings, and reducing GHG emissions in Juneau. This project is designed to reduce barriers to greater adoption by providing consumers with information about options, developing easy financing, and compiling data that can be used to develop a long-term program.

Strategy B continued:

- Develop an action plan with a target date for implementation for supporting energy efficiency in public buildings and businesses.
- Begin the process with a target date to update energy efficiency provisions in the CBJ building code.
- Develop and promote a higher energy efficiency standard for buildings heated with electric resistance.
- CBJ building permits should provide new information on, and promote, energy efficiency options where relevant.

Strategy C. Reduce Juneau's Dependence on fossil fuels for transportation

Recent/ongoing activities

- Funding and installation of public EV chargers through public/private/nonprofit partnership.
- CIP funding for EV chargers
- Staff identification of, and planning for, public EV charging opportunities in new capital projects (e.g. Valley Transit Center).
- Electrification of CBJ bus and small vehicle fleets, as noted under Strategy A. Two successful grant applications to acquire electric buses, with JCOS assistance on grant applications.
- Staff and JCOS developed comments on State of Alaska's VW settlement grant program.
- JCOS developed CBJ comments to the USFS on Mendenhall Glacier Recreation Area long-range planning, including electric transportation
- JCOS and staff developed a draft outline of the Juneau EV plan (see Appendix 3).

Recommendations

- The CBJ should initiate a community-wide strategy and planning process for reducing dependence on fossil fuels for public and private transportation.

Many communities and national organizations have detailed plans and programs of assistance that could be of value to Juneau. Juneau should join with and learn from these efforts.

Juneau's successful public/private/nonprofit cooperative plan to support EV adoption is a unique strategy that could be shared with other communities. Some useful steps toward the JRES transportation strategy have occurred through a collaboration of CBJ, JCOS, and broader community efforts. Following public sessions organized by JCOS and a public comment period in June-July 2018, some progress was made by the Public Works Committee to develop CBJ policies for EV parking, signage, and EV charger locations. JCOS and staff have been working toward a recommendation on the development of a CBJ EV Plan (**see Appendix 3**). CBJ has begun procurement of one electric bus and progress continues, but an action plan/timeline to convert all buses and paratransit vehicles would be a useful planning document to assist in obtaining grants from federal agencies, court settlements or foundations.

Strategy D. Support Efforts to Provide New Renewable Energy Supplies

Ongoing/recent efforts

- JCOS convened several sustainability sessions on energy demands and supplies in late 2017, moderated by the CBJ City Manager.
- CBJ participated in the 2018 review of, and development of conditions for, the now-defunct sale of AVISTA/AEL&P to HydroOne.
- CBJ began discussions with AEL&P about how to meet capacity and infrastructure needs to provide additional cruise ship shore power.

Recommendations

- The CBJ, through JCOS and other organizations, should help provide the public with information on renewable energy issues and opportunities.

As both a major customer and the public representative of consumers, CBJ's role is to identify community uses of energy and demand and to advocate for these interests. The private electric utility's role is to identify how it will meet Juneau's current and future electrical needs, incorporating community plans and values, such as the JRES.

Appendices

Appendix 1: Exert from Juneau Renewable Energy Strategy - Section 5.7: Recommendations

- 1. Adopt a community target of transforming Juneau ' s energy use to 80% renewable sources by the year 2045. This guideline will provide direction for further planning and action, position Juneau as a national leader in the transition to renewable energy, and support CBJ, business, and government efforts to obtain financing, including grant assistance, for these purposes.*
- 2. Require development of action plans for each of the strategies identified, and to begin implementing priority near-term actions using the priority action list as a guide to direct early efforts. Direct the Juneau Commission on Sustainability, with CBJ staff help, to seek assistance from the public, JEDC, Juneau Chamber of Commerce, and other organizations to develop and obtain support for these plans*
- 3. Direct the CBJ organization to implement a formal energy management program. This recommendation will require all departments and independent boards to identify and monitor energy use and costs; evaluate potential energy savings and implement cost effective efficiency measures; explicitly incorporate energy usage into operational decision making and the Capital Improvement Program (CIP), as recommended in the CBJ Comprehensive Plan and the JCAIP; and implement a Sustainable Indicators program for energy use, consistent with Policy 2.2 of the Comprehensive Plan. A proposal for a CBJ Energy Management Program is included in Appendix E.*
- 4. Direct the CBJ, through the JCOS, to monitor community energy use as a whole, by updating the JCAIP Energy and GHG Emissions Inventory at least every three years. Develop a mechanism to gather fuel sales data.*
- 5. Provide funding direction and CBJ staff allocations to accomplish these recommendations, with the understanding that committed and effective management will ensure that energy savings and energy-related grants will more than offset additional expenses.*
- 6. Direct JCOS, with CBJ staff assistance, to review progress annually on these recommendations, highlighting successful community achievements, dynamically incorporating lessons learned to become more successful in meeting our community energy values as expressed in the JRES and reporting to the Assembly and to the public.*

Appendix 2: Memo to Chair of PWFC from Steve Behnke regarding Heat\$mart Alaska

Juneau Residential Air-Source Heat Pump Conversion Project

May 11, 2019 (updated from original March 20 request for \$250,000)

PROJECT REQUEST. Heat\$mart Alaska, a Juneau non-profit, seeks CBJ funding of \$180,000 for FY20, to assist Juneau households in reducing heating costs by converting from electric resistance heating and oil heating to Air Source Heat Pump (ASHP) systems. This project will convert a number of heating systems while providing critical data and experience needed to successfully accelerate heat pump adoption in Juneau over the next decade.

The program seeks to make Juneau housing more affordable while helping to implement the Juneau Renewable Energy Strategy (JRES). ASHPs are far more efficient than traditional oil or electric heating systems, and Juneau's mild, cool climate is ideal for this proven technology. Heat pumps can cut heating costs by 40-70%. An average Juneau home which uses about 830 gallons of heating oil annually can save \$1,000-\$1,800/year by converting to heat pumps. Converting from electric resistance heating can save even more.

With almost 10,000 homes heating mostly with oil, the benefits of converting to heat pumps are potentially substantial. Large-scale conversions could retain nearly \$10,000,000 each year that presently leaves the Juneau economy in heating oil payments. Increasing numbers of heat pumps are being installed in Juneau, but it will take consumer assistance, financing and cost-reducing efficiencies to make ASHP the default heating choice over the next decade.

PROJECT DEVELOPMENT. Work on an action plan began in spring 2018 with a series of public meetings and workshops. A key planning workshop took place in November. A project steering committee established in December includes JCOS, JEDC, AEL&P, Renewable Juneau, and the building industry.

Consultant Pat Keegan, of Collaborative Efficiency, is assisting in developing the program. Input has been sought from a variety of experts and organizations, including energy and housing specialists, builders, Alaska Housing Finance Corporation, local heat pump installers, and local financial institutions.

OBJECTIVES. The Juneau ASHP Project targets three primary outcomes:

1. Facilitate the installation of a sufficient number of heat pumps in the community to create initial economic benefits of scale and expertise, thereby supporting broader adoption.
2. Use first-year expertise and energy savings data to refine the optimum approach and broaden funding for a long-term program that will deliver the greatest benefit to Juneau for reduced heating costs and carbon emissions.
3. Provide data needed to more clearly identify the impact on electrical demand and infrastructure of converting Juneau heating systems to heat pumps.

PROJECT APPROACH. The project design is informed by lessons learned from similar programs in New England, the Pacific NW, and other areas, and includes the following key functions:

1. **Energy Advisor:** A central feature of the program will be providing consumers with “one-stop” assistance to determine a housing unit’s suitability for ASHP conversion, provide equipment recommendations, and follow up on operation. The program’s energy advisor will act as a consultant to the homeowner, providing information and assistance in all stages of decision-making, financing, installation, and operation.
2. **Financing Incentives:** An easy, lower interest loan program will be available for heat pump installations and associated minor energy efficiency upgrades. Limited incentives will be provided for a subset of important, but hard-to-engage, targets, including lower-income and multi-family rental properties.
3. **Data Collection:** A key deliverable will be data gained from all aspects of the program. This data will assist in tailoring the program to Juneau realities, confirming costs and benefits, building a compelling case for future funding sources, establishing successful tools for broad-based Juneau adoption, and determining net effects on Juneau’s existing electrical demand and infrastructure.
4. **Project Management:** The board of Alaska Heat \$mart will oversee the project. This includes representatives from JCOS, AEL&P, JEDC, CBJ, Renewable Juneau, and Juneau builders and architects. The board will contract with and supervise a project manager. Finances will be handled through JEDC.

JUNEAU ASHP PROJECT BUDGET SUMMARY

Contract Services	
Project Manager	\$60,000
Energy Advisor(s) (3 hours/client @ \$75/hr x 200)	\$45,000
Website/database development	\$7,500
Data Collection/Analysis	\$10,000
Administrative Support/Financial Management	\$15,000
Equipment/Supplies/Software	\$3,500
Office Expense (phone,insurance, etc.)	\$2,500
Marketing/Promotion	\$10,000
Training	\$1,500
Financing Incentives	\$25,000
<u>TOTAL</u>	<u>\$180,000</u>

Appendix 3: JCOS Energy Sub-committee internal working paper on Electric Vehicle Adoption

Why Juneau should support EVs, and why the CBJ should adopt an EV plan.

DRAFT February 1, 2018

JCOS Energy Committee

EV's are good for Juneau

"With battery prices coming down, EVs are already among the [lowest total cost of ownership vehicles](http://www.driveelectricmn.org/making-your-city-ev-ready/) in the passenger car market and will continue to become more affordable for the average consumer. In addition to low maintenance and fuel costs, EVs also offer quiet operation and zero tailpipe emissions, making them a popular choice for both environmentally and economically savvy consumers. Moreover, EVs can help cities meet air quality goals (particularly in low-income neighborhoods along major highways and freeways), save money in city fleets, put downward pressure on taxes, limit cities' exposure to volatile oil and gasoline prices, and more. In an era where an increasing number of cities are setting local goals for reducing energy use and greenhouse gas emissions, facilitating EV deployment is becoming a vital tool in cities' toolbox to achieve energy and sustainability goals." <http://www.driveelectricmn.org/making-your-city-ev-ready/>

EV's are one key to helping Juneau meet the goals of the JRES.

"The right thing to do, as good neighbors" — Bill Legere

"EV chargers are a public good, like our trail system — and work best through combination of private and public investment."

At least 50% cost savings on operating and maintenance— estimated savings of at least \$1000/year per vehicle — with additional community benefits from more \$\$ circulating locally.

In the past 4 years Juneau has built out a limited, but basic EV charging system through an extremely cost-effective cooperative effort between private businesses, non-profits, CBJ, and other agencies — at a fraction of the cost of a single gas station.

There are significant opportunities to bring in outside grant funding — VW settlement, federal grants, etc.

Recommendations for CBJ

I. Continue and expand the successful cooperative public/private approach to support for EV's.

Support/encourage workplace charging (for CBJ itself, school district, hospital, etc., for other agencies, and for businesses) CBJ should also recommend State provide workplace charging; feds have a policy supporting workplace charging: <https://www.energy.gov/eere/vehicles/workplace-charging-federal-facilities>

Develop incentives for businesses to provide public chargers. (tax incentives? share fees? good publicity, other?)

In the long run, there may be enough EV's to justify and support a pay-for-power system — but in the meantime, the successful public/private partnership should continue.

EV's can save \$\$ for non-profits and social services — saving public \$\$ — Juneau Community Fund (JCF) project.

II. Lead by example, as inspiration and catalyst for public and private investment in EV's and charging infrastructure.

Save public \$\$, while supporting climate action and JRES goals.

Focus on fleets: CBJ, state, fed., taxi, rentals — Demonstrate EV viability in public fleets and facilities

The CBJ can boost EV adoption in the private sector by demonstrating how EVs work in its own fleet. This will save money over the life of the vehicle, put downward pressure on local taxes, reduce air pollution, and increase energy independence. Integrating EVs into public fleets demonstrates the market readiness of EVs. The public investment demonstrates that EVs can replace conventional cars.

III. Specific policies supporting EV's

Plan for EV Charger Infrastructure - how many EV chargers are needed? More chargers are needed as use expands in order to provide predictability. Calif. study says 1 workplace charger/5 EVs. Does Juneau need fewer because of our short distances, and because newer vehicles have longer range?

Help standardize policies on charger use: 1 or 2-hour charging limit; enforce parking regs; provide standard signage.

Support and plan for curbside charging — new street work in areas with multi-family housing and little offsite parking should provide for curbside charging — street light chargers, power pole chargers, curbside fast chargers.

Institute codes and standards for new buildings to require them to install chargers or “make-ready” wiring. Building codes could require developers to install not only the conduit but charging equipment in new workplace buildings, as discussed previously. The code could also require

that any reconstruction of parking lots must include charging infrastructure. Seattle is developing requirements for EV infrastructure in new buildings (<https://www.smartcitiesdive.com/news/seattle-new-buildings-electric-vehicles-readiness-requirement/548846/>).

IV. Learn from other communities.

Saint Paul, Minnesota. In Spring 2017, the Minnesota Department of Administration partnered with the University of Minnesota, the Metropolitan Council, Ramsey County, and the City of Minneapolis to [purchase 22 Chevy Bolt EVs](#) at a discounted price. Commissioner Matt Massman of the Department of Admin expects that the state will save \$5,000 per vehicle in operating expenses over the life of the vehicles. Local governments in Minnesota are now able to purchase a variety of EV models at the discounted price through the state contract.

New Bedford, Massachusetts. In 2016, [New Bedford](#) applied for and received \$206,000 in grant funding through Massachusetts' Electric Vehicle Incentive Program to increase EVs in its fleet by 25 percent. At the time, this move gave the city naming rights to proclaim it the largest electric-vehicle fleet of any municipality in Massachusetts. Out of 70 vehicles, 19 were leased Nissan LEAFs used by the health and school departments.

Many local governments have incorporated required EV-ready parking standards in local ordinances, including both large cities and small cities and counties. The [City of Mountlake Terrace](#) takes requires new development (larger than 10,000 sq. ft of building space) to go beyond being EV-ready and include EV charging in a specific percentage of parking spaces (ranging from 1-10%, depending on the type of facility). Other communities take the simpler, required approach by creating a clear as-of-right path for installing EV charging infrastructure. Some communities also require signage identifying EV charging locations and restrict who can use those parking spaces.

Several cities in Minnesota are starting to incorporate or encourage EVSE installation requirements in large commercial or mixed-use development. The City of Golden Valley recently modified its Planned Unit Development (PUD) ordinance (City Code Section 11.55) to include amenity points for electric charging infrastructure and required a recent project to include EV charging as a condition of design approval. Saint Paul's [Sustainable Building Policy](#) requires all new building or rehab projects receiving more than \$200,000 in public assistance to meet an approved sustainable building rating system. These rating systems ([LEED](#), [Minnesota B3](#)) encourage or require a set number or percentage of parking to have electric charging.

<http://www.driveelectricmn.org/making-your-city-ev-ready/>

City Fleets

EVs save communities [fueling and maintenance costs](#) in addition to reducing pollution. This is why [New York City](#) has integrated more than 600 plug-in electric vehicles into its fleet of Fire, Sanitation, and Parks & Recreation Department vehicles. Smaller cities are getting in the game

too; Somerville, Mass., [is adding 16 EVs to its municipal fleet](#). In February, Seneca, South Carolina, [announced that it logged over 100,000 miles with six electric Proterra buses](#), the only all-electric transit bus fleet in the country.

Registration and Parking Incentives

Since 2005, New Haven, Connecticut, has [provided free metered parking for hybrids and EVs](#). Cincinnati EV drivers [get free parking at any meter in the city](#) and at two city-owned parking garages. [Warren](#), Rhode Island, and [Washington, DC](#), offer their residents with plug-in cars an excise tax exemption and reduced registration.

Public Charging Stations

In February, Jacksonville, Florida, unveiled [Chargewell](#), a program setting up 30 charging stations throughout the city through a partnership with the N. Florida Transportation Planning Organization and the Jacksonville Electric Authority. Austin, Texas, [provides unlimited charging](#) for under \$5 a month at over 170 public charging stations. Last summer, Palo Alto, California, [passed an ordinance](#) that requires all new apartments, commercial buildings, and hotels to have charging stations.

Public Education

Cities could do a much better job on EV web sites. But many mayors have been getting behind EVs by attending and promoting EV awareness events, [like at National Drive Electric Week activities last September](#) when Stephanie Rawlings-Blake of Baltimore and Eric Garcetti of Los Angeles were among many mayors who issued 'drive electric' proclamations. Portland, Oregon's [Electric Avenue](#), the city's program that partnered with Portland State University to provide EV charging stations, raised public awareness by holding a ribbon cutting with the Mayor and [staging a flash mob](#). Their efforts paid off - the program was featured in more than 200 news stories.

Links

<https://content.sierraclub.org/evguide/blog/2015/04/best-city-programs-promoting-electric-cars>

<http://www.driveelectricmn.org/making-your-city-ev-ready/>

MEMORANDUM



DATE: August 26, 2019

TO: Assembly Committee of the Whole

FROM: Jeff Rogers, Finance Director

SUBJECT: Appropriation for Subport Lot C1 Bid and Purchase

155 Municipal Way
Juneau, AK 99801
Phone: (907) 586-5215
Fax: (907) 586-0358

Background

On 8/19/2019, the Assembly entered into an executive session for the purpose of discussing bidding direction for the Subport Lot C1 parcel. Following that executive session, the chair acknowledged that the Assembly had given direction to the Manager regarding a competitive sealed bid amount for the Subport Lot C1.

Appropriation for Bid and Balance Due for Purchase Upon Successful Bid

A \$100,000 deposit must accompany CBJ's submittal of a bid for the purchase of the Subport lot. CBJ will remit payment for this deposit from the balances of the Waterfront Open Space Land Acquisition, Seawalk I, and Seawalk II CIPs. The bid deposit is an allowable expenditure of these funds. The bid period closes at 4:00p on September 6th, and bids will be opened at 10:00am on September 9th. Per CBJ request, the Mental Health Trust Land Office has agreed to extend the deadline by which the Purchase and Sale Agreement (PSA) must be signed to 15 days from bid opening. Hence, if CBJ prevails as the winning bidder, the Assembly will need to take action to allow for the signature of the Purchase and Sale Agreement by September 30th. If the received bids are within 5% of each other, an outcry auction will follow the bid opening, which would shift the timeline accordingly.

Central Treasury Loan

It is the Manager's intention to fund the purchase of this parcel with marine passenger fees, which is allowable under CBJ's settlement with CLIAA and has been endorsed by CLIAA in a letter of support. However, the balance of marine passenger fees in FY2020 is insufficient. The Assembly can approve of a central treasury loan to advance marine passenger fee revenue from FY2021, per the requirements of CBJ 57.05.045.

Recommendation

Given the short period of time between bid opening and signature of the PSA, I recommend that the Assembly introduce, set for public hearing, and pass ordinances for the appropriation and central treasury loan for the subport purchase as follows:

	Introduction	Public Hearing
Ordinance for central treasury loan for \$XX million to Marine Passenger Fee Fund	Special Assembly Meeting September 12 th <i>Time TBD</i>	Special Assembly Meeting September 25 th <i>prior to AFC</i>
Ordinance for appropriation of \$XX million from Marine Passenger Fee Fund to Waterfront Open Space Land Acquisition CIP		

Alternatively, if the above schedule cannot be met, the Assembly could authorize a temporary Transfer of funds from Statter Harbor CIP (2020) to the Waterfront Open Space Land Acquisition CIP, with the intention to transfer the funds back after ordinances for the appropriation and central treasury loan have passed. That transfer could be scheduled for approval at the regular Assembly meeting on September 16th.

Assembly Goals 2019

Assembly Goals set at
December 1, 2018 retreat (Updated
8/23/2019)

1. Housing - Assure adequate and affordable housing for all CBJ residents				
AA*		Implementing Actions	Responsibility	Notes:
A	P/F	Prioritize Housing Action Plan strategies	Assembly, Manager's Office	Completing or completed senior tax abatement, senior land purchase, Pederson Hill, Unit Lot subdiv ord.; upcoming is AHF, Senior Land disposal. Ongoing accessory apt. grants, Mobile Home loan program, Blueprint Downtown.
B	P/F	Improve downtown housing (examples: Gastineau properties, incentives)	Assembly, Manager's Office, Finance	Focus during/after Blueprint. FYI funds coming in on schedule from Gastineau litigation.
C	P	Examine status of Affordable Housing Commission.	Assembly, Manager's Office, Affordable Housing Commission	Done
D	P/F/O	Identify next CBJ owned area for residential development/disposal.	Assembly, Manager's Office, Lands	Consider after Pederson sale, Assembly Committee meetings with developers.
2. Economic Development - Assure Juneau has a vibrant, diverse local economy				
AA*		Implementing Actions	Responsibility	Notes:
A	F	Evaluate next steps & benefits with the West Douglas road and Channel Crossing	Engineering	Funds appropriated in CIP in FY18, in long slow discussions w/DOT. Awaiting their decision on the process.
B	P/F	Develop goals for tourism marketing & independent travelers	JEDC, JAHC, TJ	KPIs at COW in the fall, will be imbedded in FY20 MOA with TJ.
C	P/F	Complete work of Childcare Committee and act on the recommendations	Assembly	Childcare committee formed, report delivered to Assembly, direction Manager given. Staff report back to COW in late October.
D	O	Develop a Downtown Transportation Plan to include parking strategies, parking structures, park & ride, circulators, etc.	Manager, Lands, Engineering/Public Works	Public Safety building torn down, VTC under planning, bid on Subport which could host transportation elements.
E	P/F	Explore CBJ participation in building the new JACC		Ballot 2019
F	F/O	Update the Comprehensive Plan	Assembly, CDD, Planning Commission, Manager's Office	Partial funding in FY19 budget.
G	O	Area Plans: Complete Downtown Area plan, followed by Douglas and Valley area plans.	CDD, Planning Commission, Manager, Assembly	Downtown Blueprint project has kicked off. Tentative completion date is Winter 2020. Remaining plans are placeholders and may be adjusted.
H	O	Identify future industrial land	Lands Office, CDD	Update fall 2019, Lands Committee
I	P/F/O	Prioritize items to implement the Juneau Economic Development Plan	Assembly, Manager's Office	These goals effectively do this.
J	F/O	Revitalize Downtown based on Blueprint	CDD, Engineering/Public Works, Lands, Planning Commission, Manager's Office, Law, Assembly	Awaiting outcome of planning process.
K	S	Secure the \$22 million of diverted Juneau Access funds for transportation infrastructure projects for the community.	Assembly, Manager's Office	Awaiting actions by the State regarding AMHS and potential Cascade Point terminal.
*Assembly Action to Move Forward: P = Policy Development, F = Funding , S = Support, O = Operational Issue				
3. Sustainable Budget and Organization - Assure CBJ is able to deliver services in a cost efficient and effective manner that meets the needs of the community				
AA*		Implementing Actions	Responsibility	Notes:
A	F/O	Work on business case for consolidated City Hall	Manager's Office, Engineering & Public Works	Continue public effort in Fall 2019, publicly evaluate issues and options. If supported, Ballot 2020 is potential option.
B	F/O	Maintain Assembly focus on deferred maintenance.	Manager's Office, Engineering/Public Works, Parks and Recreation, Airport, Docks and Harbors, Eaglecrest. BRH, JSD	Done. Maintained in FY19 CIP. Took action on utility rates.
C	P/F	Protect Budget reserves	Assembly, Manager's Office, Finance	Protected by Assembly. Under threat from Governor's vetos/State of Alaska.
D	F/O	Upgrade CBJ Technology- online payments, website updates	Manager's Office, MIS, Library, JPD	Ongoing.
E	P	Look at Sales Tax structure (internet sales tax, no sales tax on food, etc.)	Assembly, Manager's Office, Finance	Staff working AML process for internet sales tax.

Assembly Goals 2019

Assembly Goals set at
December 1, 2018 retreat (Updated
8/23/2019)

4. Community Wellness/Public Safety - Juneau has a local environment that is safe and welcoming for all citizens			
AA*	Implementing Actions		Notes:
A	F/O	Partner with non-profits and other government agencies to address the use of opioids and meth in our community. Focus on what BRH's role should be.	Assembly, Manager's Office, BRH, Community partners <i>JOWG meets regularly.</i>
B	F	Partner with non-profits and other government agencies to support efforts to address community members who are unsheltered and other vulnerable populations (substance abuse, mental health, etc.)	Assembly, Manager's Office, BRH, Community partners <i>Losing ground due to homeless/vulnerable population increase/changes reduction in State funding from Governor's vetos. HF Phase 2 under construction. Increased focus likely required in FY19.</i>
C	P/F/O	Develop strategies to reduce and deal with the impacts of crime in the community.	Assembly, Manager's Office, Law, JPD, Community Partners <i>State passed HB49. JPD has partnered with state and federal resources to reduce drug trafficking. Part 1 crimes down in last reporting cycle.</i>
D	F	Focus on first responder recruitment and retention strategies.	Manager's Office, JPD, CCFR, HRRM <i>Improved staffing, retention strategies, new contract completed with PSEA, IAFF contract under negotiation.</i>
E	P/O	Look into sidewalk accessibility, particularly as it relates to snow, ice and litter. Explore compliance and enforcement issues.	Manager's Office, CDD, Engineering/PW, JPD
F	P/F/O	Review public safety taskforce recommendations	Assembly, Manager's Office, JPD <i>Done. Decreased staffing shortage, increased effort on recruitment.</i>
5. Sustainable Community - Juneau will maintain a resilient social, economic, and environmental habitat for existing population and future generations.			
AA*	Implementing Actions		Notes:
A	P/F/O	Develop and implement a CBJ energy management program.	Assembly, Manager's Office, all departments
B	P/F	Follow & Implement Juneau Renewable Energy Strategy	Assembly, Manager's Office <i>Funding in FY20 CIP</i>
C	P/F	Investigate what it would take to plug in cruise ships.	Assembly, Manager's Office, Docks and Harbors <i>Funding in FY20 CIP</i>
D	P/F	Develop steps to shift public and private transportation toward renewable energy sources.	Assembly, Manager's Office, Community Partners <i>Funding in FY20 CIP</i>
E	P/F/O	Develop and implement/update a climate change impact and mitigation plan	Assembly, Manager's Office <i>Funding identified in FY20 CIP to updated Climate Impact study.</i>
F	P/F/O	Develop solid waste strategy including plans to increase recycling.	Assembly, Manager's Office, Engineering/PW <i>Continuing work on consolidating recycleworks at landfill. Junk cars rising in priority, updates to program will be proposed Fall 2019.</i>

*Assembly Action to Move Forward: P = Policy Development, F = Funding, S = Support, O = Operational Issue