

Your Name: **Alicia Hughes-Skandijs**

Briefly state why you are seeking to represent District 1 on the Assembly?

As a young professional and active union member, I feel my voice and perspective may be useful in representing our community in the Assembly's meetings.

Q1. The Juneau Climate Action and Implementation Plan and the Juneau Renewable Energy Strategy (JRES) provide action items and strategies to reduce Juneau's GHG by 25% by 2032 and to have 80% of all energy used in Juneau be renewable energy by 2045. The plans represent Juneau's community values. Do you agree with these plans and if so, what actions or initiatives would you personally take or support in ensuring that Juneau takes tangible steps to meet these goals?

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I support Juneau's efforts to reduce emissions and to embrace renewable energy. I am glad that the climate action plan includes concrete suggestions for monitoring and re-assessing the borough's energy use as these metrics will be helpful in meeting goals.

Q2 Electric transportation transformation is happening in Juneau as it is across the nation and the globe. Electric vehicles and buses reduce GHG emissions and have very low operational and maintenance costs. What actions or initiatives would you additionally take or support in electrifying our Capital Transit bus fleet, CBJ vehicle fleet and the private vehicle fleet to lower operational costs and to lower emissions in Juneau?

I'm in favor of electrifying the entire CBJ fleet - however, in the interest of minimizing sticker shock, I think replacing individual vehicles as they age out of service makes sense for our borough's budget.

Q3 Heating accounts for more than 20% of all fossil fuels used in Juneau. Many buildings are also heated with clean hydroelectricity, either with inefficient electric resistance heating, or through more efficient, cost-effective heat pumps. Juneau could reduce housing and heating costs, create new jobs, and reduce GHG emissions, by improving energy efficiency. Replacing electric baseboard and oil heating with air-source heat pumps would help meet the goals of the JRES. What actions or initiatives or private/public programs would you support the CBJ cooperating in to reduce heating costs and GHG emissions?

Effective and cost-efficient heat is a primary concern for all Alaskans, and minimizing emissions is important. I am in favor of incentivizing heat pumps where possible in new construction and in home renovation. I also feel that any new public spaces should utilize heat pumps (as well as other green technology).

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If the current ruling stands and the city does not choose to continue any appeal, then the use of the passenger fees will be severely curtailed to meet the qualification of solely servicing the ship. In that case, an electrified dock sounds like a strong potential to both meet the letter of the law while providing a net good to our community and I would certainly support its inclusion in the discussion.

Your Name: **Chris Peloso**

Briefly state why you are seeking to represent District 1 on the Assembly?

I have lived in Juneau since 2011. Until recently, I was unable to run for office because I was a state employee. Now that I am a private citizen, I am looking for ways to give back to my community.

I am currently a private attorney who works mostly in environmental law, corporate law, and under contract with the city and state to provide public defender services to Juneau's most in-need residents.

Regarding my environmental credentials, I have a master's degree in environmental engineering from the University of California, Berkeley. I did a legal internship with Earthjustice here in Juneau, worked as a volunteer for Greenpeace in Washington DC, and spent seven years as an assistant attorney general enforcing environmental regulations for the State of Alaska.

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I do agree with these plans. I feel that renewable energy is an achievable goal for Juneau. Renewables make incredibly good sense for all of Alaska due to the high shipping costs that come from transporting fossil fuels up here. Every unit of energy generated from renewable sources here locally is a double savings because it means not only one unburned unit of fossil fuel, but also the savings that come from not having to burn fossil fuels in ship engines to transport fossil fuels up here.

The key is to focus on the types of renewable energy that make the most sense for our local climate. Because of our weather, solar is probably not the best option. However, Juneau would be very successful with wind or tidal power. I would be very supportive of pilot programs in these areas. This is especially true of "tidal turbines" which is a technology that is not in common use. Juneau could be on the leading edge of the tidal turbine industry.

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The first step to electrifying Juneau's vehicle fleet is to create a robust renewable power infrastructure (see Q1). The second step is to offer tax incentives to renewable vehicles. Possible in the form of sales tax refunds for houses to install electric vehicle power couplings. Other tax incentives could be used to assist the tourism industry replace their vehicle fleets with electric vehicles. In addition, CBJ should make it a priority to replace their bus fleet with electric busses. Finally, the main source of air pollution in Juneau comes from the cruise ship industry, so encouraging them to move to "ship to shore" power must be a priority (see Q4).

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I would support these efforts. Again, the first step to increasing energy efficiency in Juneau is to reduce the costs of electric power by developing new renewable sources (see Q1). The second step is to continue to work to get the proposed distributed heating plant that runs off a seawater heat pump built and operating.

I would also like to see some property tax incentives geared towards improving energy efficiency. The Alaska Housing Finance Corporation used to have a Home Energy Rebate Program, funded by the Alaska State Legislature, that provided Alaska homeowners up to a \$10,000 rebate for pre-approved energy efficiency improvements, including materials and contracted labor. That program was ended because of cuts to the state's budget. But something similar could be set up to reduce CBJ property taxes.

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Ship to shore is the most obvious solution to reduce air quality issues in Juneau, as well as an economically attractive solution for the cruise ship industry. When I worked as an assistant attorney general for the Alaska Department of Environmental Conservation, I was intimately involved in enforcing air quality laws against the cruise ship industry. I fought to collect fines for numerous air quality violations, amounting to over \$18 million in fines in 2014-2016. I then negotiated with the cruise ship corporations to reduce these fines in exchange for increasing air quality standards on the ships operating in Alaska waters. This included better filters, higher

Candidate Chris Peloso- Renewable Juneau Questionnaire

quality fuels, and the installation of ship to shore power solutions. Due to my efforts, there were zero air quality violations in 2015 through 2017.

The biggest barrier to getting all of the cruise ships and docks set up for ship to shore power is that the current power supply in Juneau may not be enough to handle the load. Juneau's hydro electric grid is already under stress, and periodically has to reduce the amount of power it supplies to the local mines in order to maintain power to the city's power grid. The addition of a second renewable source in Juneau (see Q1) would allow the city to supply these increased loads.

-Chris Peloso

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Your Name: **Meilani Schijvens**

Briefly state why you are seeking to represent District 1 on the Assembly?

I am from Juneau. I have been in love with this community for 45 years. I left to receive my undergraduate and masters and travel the world, and I came back, because despite all the amazing places I saw around the globe and nation, I was always homesick for this wonderful place I call home. I am now raising my kids here, so that they can enjoy the high quality of life I experienced as a child, and hopefully decide to return as well. Over the last 20 years, I have dedicated my professional life to researching and analyzing the local and regional economy and understanding the story of Juneau from a data and economics perspective. I started Rain Coast Data 5 years ago with the mission to strengthen our economy by measuring and visualizing, in monetary terms, what the benefits of a project are to the community. I also started the Fats Families Neighborhood Association.

I raised my hand for this seat, because in my many decades of watching the assembly, I've noticed a gap in those who have served. Only 4 people from my generation (Gen X) have ever sat on the assembly. There also haven't been many business owners. Mothers with kids still at home hardly ever serve - I think it has been 11 years since our last mom with young kids. Because of these gaps, I believe that some of our story has been missed. I would like to represent this Juneau: my generation, the families with young children, those who grew up here, our business owners, those that just love Juneau (and those who love Juneau data).

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The JRES identifies many actions that Juneau should pursue in order to reduce carbon emissions, which is absolutely a worthy pursuit. Perhaps more difficult than identifying a list of items that would reduce emissions is the need to identify the sequence and pace of those actions, as well as better understand which tools are needed to catalyze action where it might not otherwise occur. Taking a step back, the one thing I would like better understood is what an amazing job we already do with renewable energy, and the significant strides we have made. Juneau stands apart nationally and globally as a renewable energy leader. Our electricity is 100% renewable, 99% of the time, which is a tremendous feat, and should be recognized and celebrated. Recognizing our accomplishments is critical for successfully leading change.

We are one of just a handful of 100% renewable communities across the nation. On top of this, we pay less for electricity, compared to national averages, than we do for any other aspect of our lives here (housing, clothing, health care, etc.). The combination of many elements mean that the economic impact of our cheap, renewable electricity provides a significant value to every person, business, and public institution. In improving on this record, we need to recognize and continue to build on what we are already doing well, and work closely with those in AEL&P who have been at the forefront of this effort.

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One of the great things about EVs in Juneau is that, where there is an electric equivalent, Juneau is demonstrating a strong preference for the electric version of that class of vehicle. The current lack of electric equivalent for many classes of vehicles is not something the CBJ Assembly will solve, but CBJ can look to address gaps in access to regular charging. This could be in the form of increased public charging or mechanisms to encourage workplace charging. I am excited to see the new Capital Transit electric buses arriving in Juneau this year and next. Once these are on line, we will be able to better understand the value of electric busses in our community and use that evidence to support additional replacement of additional diesel buses in our fleet. Clearly electric busses are expensive and finding the grants that the CBJ could use to pay for additional busses will be imperative for maintaining momentum.

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Much of the resistance heating in Juneau exists in multi-family housing where there is a disconnect between residents, who pay heating bills, and property owners, who pay for improvements. The CBJ could look for ways to encourage property owners to invest in upgraded heating systems where there isn't a strong market incentive.

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Because the vast majority of cruise industry emissions occur while the vessel is underway, my first hope is that the industry will work to reduce emissions at sea. To the extent that we may see reduced cruise ship emissions here, Juneau is fortunate that AEL&P, as the first utility in the world to serve cruise ships with shore power, has extensive experience with the technical aspects of connecting cruise ships under conditions more challenging than is done elsewhere. As the opportunity presents itself, the CBJ should be ready to coordinate with the cruise industry and AEL&P to electrify additional cruise ship docks in Juneau, because that is a use of head tax dollars that has the appearance of "providing a service to a ship." When it comes to using head tax monies, I want to work closely with the award-winning Juneau Docks and Harbors staff and hear their ideas, as we have a highly trained and experienced team in Docks and Harbors.

Your Name: **Kate Troll**

Briefly state why you are seeking to represent District 1 on the Assembly?

I am seeking to represent District 1 because I have the experience to be a constructive bridge, until the next election. In caring out this role I would aim to be a problem-solver and team player in fulfilling the Assembly's stated 2018 Goals. I am particularly pleased that the current Assembly added a new goal of Sustainability.

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I've been a consistent supporter of the Juneau Climate Action and Implementation Plan and in fact worked to get funding for the Juneau Renewable Energy Strategy as part of implementing the Assembly approved plan. The next step is to seek getting "energy management" as part of a job description within the CBJ staff and/or part of CBJ review process for projects.

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I do not have a specific actions and initiatives to propose at this time. I first need to come up to speed as to available grants and incentive programs to further the electrification of vehicle use in Juneau. As a former member of the Juneau Economic Development Council, I supported the grant funding and placement of several charging stations in the Juneau area.

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Within my own home I have displaced fossil fuel use with installation of an air-source heat pump. Knowing how practical they are, I would be most interested in programs that helped renters or low-income households make the conversion.

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When I previously served on the Assembly, I pushed to have a robust discussion about cruise ship electrification at the time the 16 B dock renovation was underway. From what I understand of the ruling it seems to make even more sense now to use Marine Passenger Fees toward projects that promote Cruise ships plugging into shore power when docked downtown.