

ALASKA ENERGY AUTHORITY

# Alaska's National Electric Vehicle Infrastructure (NEVI) Program

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# Who We Are



## Our Mission

Reduce the cost of energy in Alaska.



Created in 1976 by the Alaska Legislature, the Alaska Energy Authority (AEA) is a public corporation of the State of Alaska governed by a board of directors with the mission to “reduce the cost of energy in Alaska.” AEA is the state's energy office and lead agency for statewide energy policy and program development.



## AEA EV Mission Statement

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Lead the effort to  
**minimize barriers to  
EV adoption** in Alaska.



Dimond Center EV Car Show and Ride & Drive, Anchorage, AK

# State of Alaska Electric Vehicle (EV) Infrastructure Implementation Plan

AEA and the Alaska Department of Transportation & Public Facilities (DOT&PF), submitted its **State of Alaska EV Infrastructure Implementation Plan (The Plan)** to the United States Joint Office of Energy and Transportation, as required by the Infrastructure Investment and Jobs Act's (IIJA) National Electric Vehicle Infrastructure (NEVI) Formula Program.

- On September 27, AEA and DOT&PF **secured approval(!)**.
- The announcement unlocks **\$19 million** to expand EV charging infrastructure in Alaska.
- Over the **next five years**, AEA anticipates receiving **\$52 million**. Funds will be received by DOT&PF and administered by AEA.



## State of Alaska Electric Vehicle Infrastructure Implementation Plan

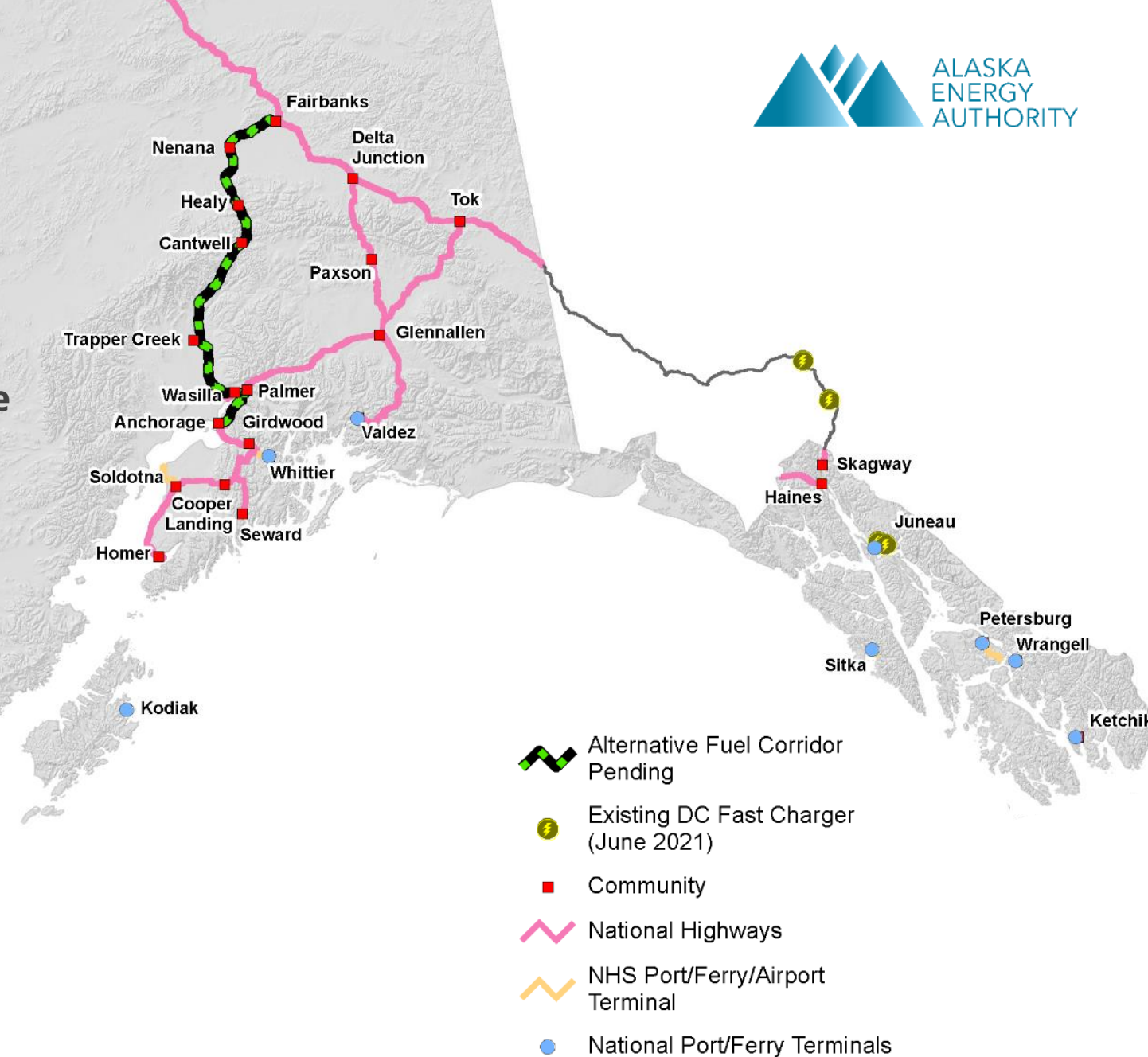


**Alaska's NEVI vision:** Adapting Alaska's unique infrastructure system to support reliable, equitable, and sustainable electric transportation while meeting community and economic needs.

# NEVI Requirements

## Funding must be used to build out Alternative Fuel Corridors (AFCs) first

- Alaska currently has one AFC (pending)
- After AFC buildout, funding can be used elsewhere
- Charging infrastructure must be **DC fast-charging**
  - 4 Combined Charging System Connectors
  - > 150 kW each
- Chargers must be located no more than **1 driving mile from AFC**
- Charging stations must be located no more than **50 miles** apart along designated AFC
- Match Requirements
  - Federal share: 80%
  - Private entity or other: 20%
- Justice40 Requirements





# Phasing



Build out Alaska's  
Alternative Fuel Corridor



Build out Alaska's Highway  
and Marine Highway Systems

As funding allows ►



Install Charging Stations  
in Rural Hub Communities



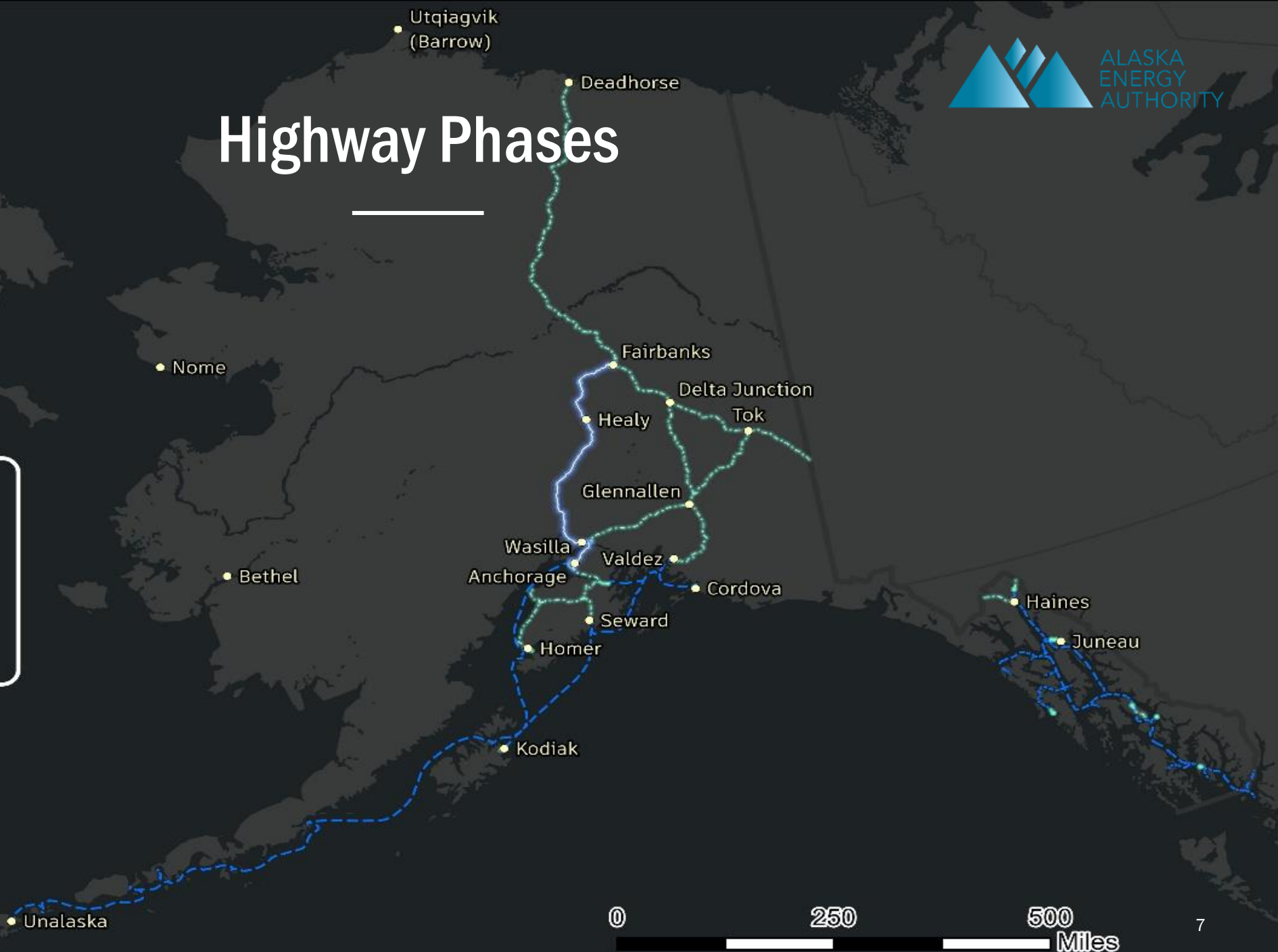
Urban and  
"Destination" Locations





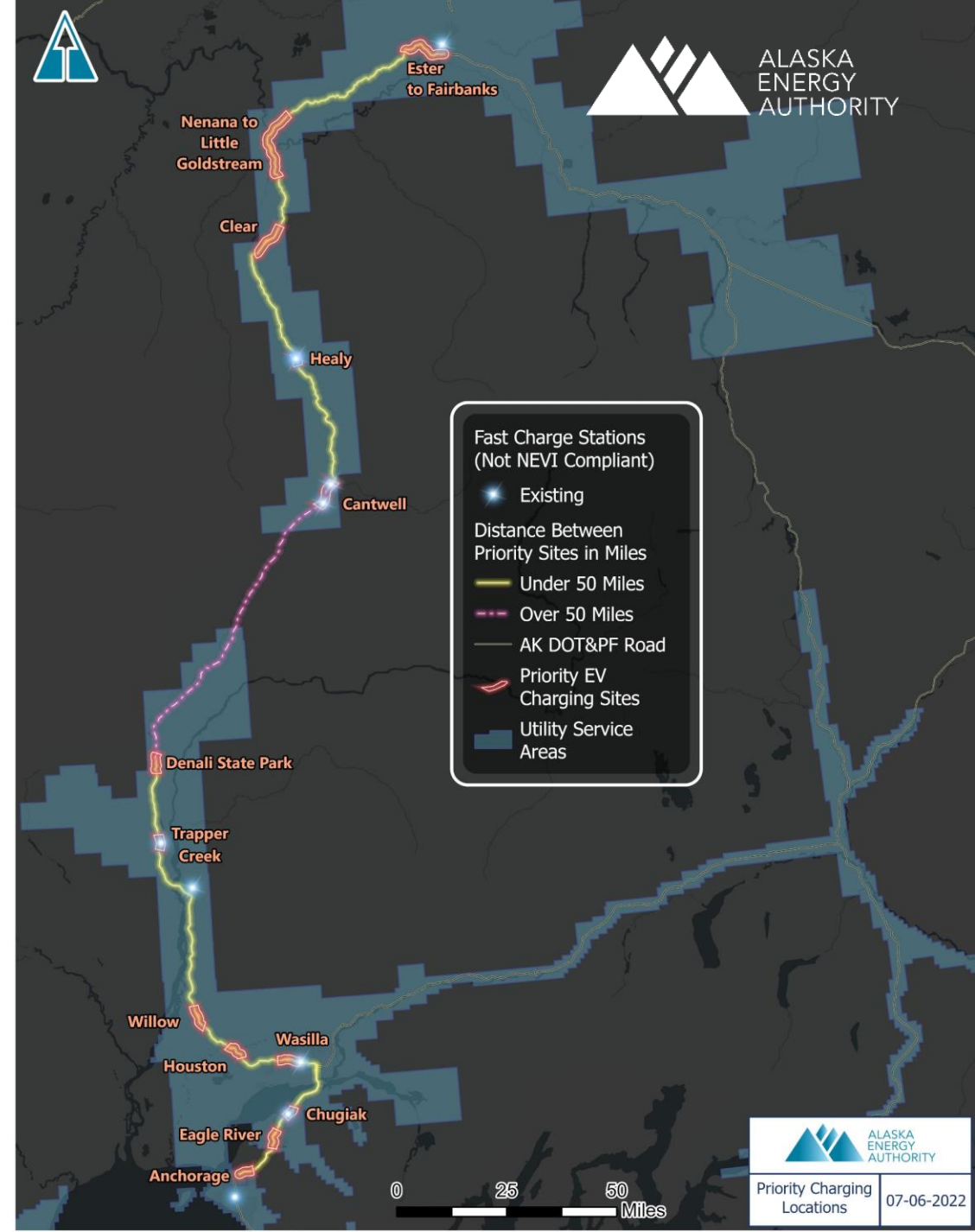
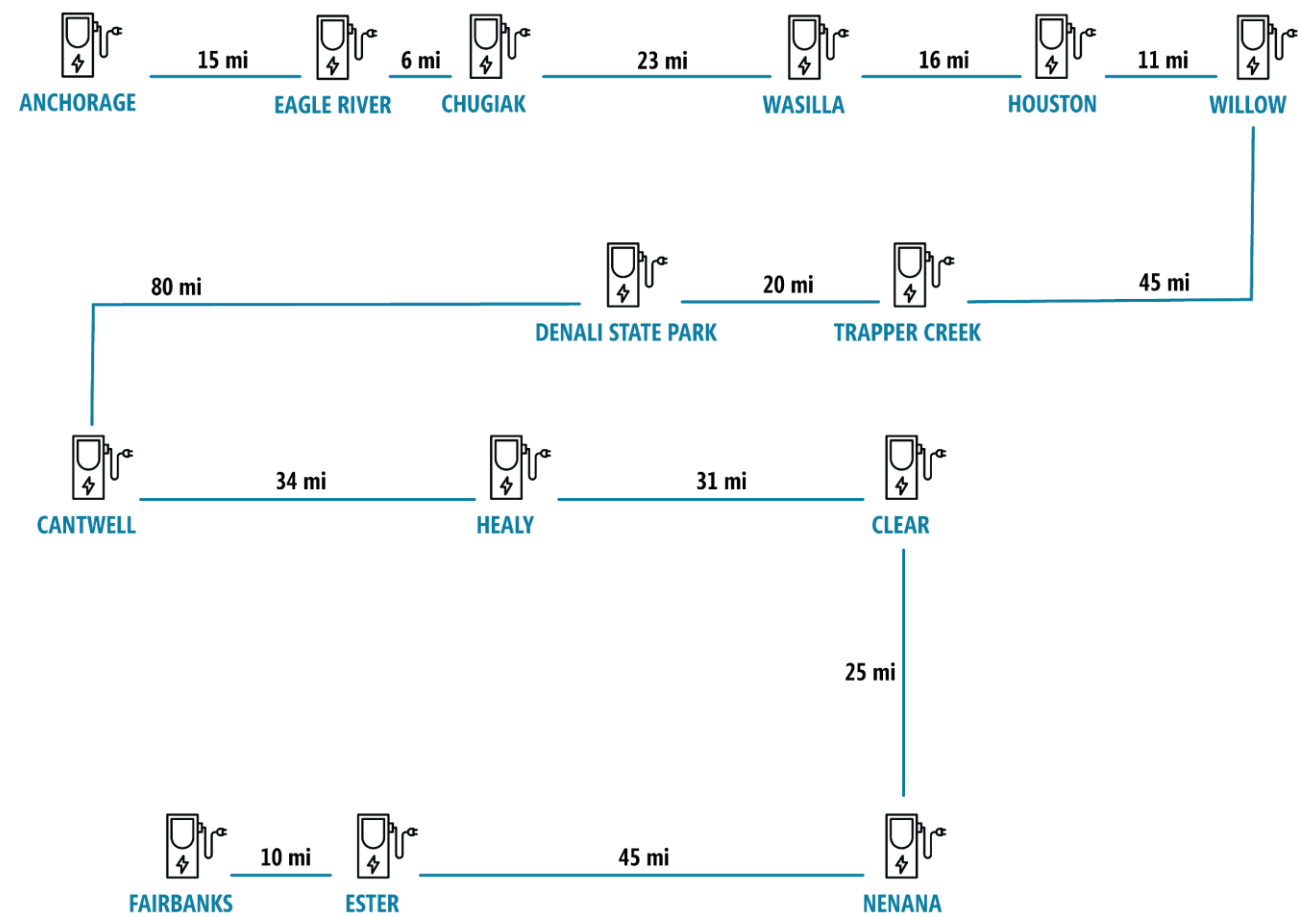
# Highway Phases

- Community
- Alternative Fuel Corridor
- - - National Highway System
- - - Marine Highway System Route



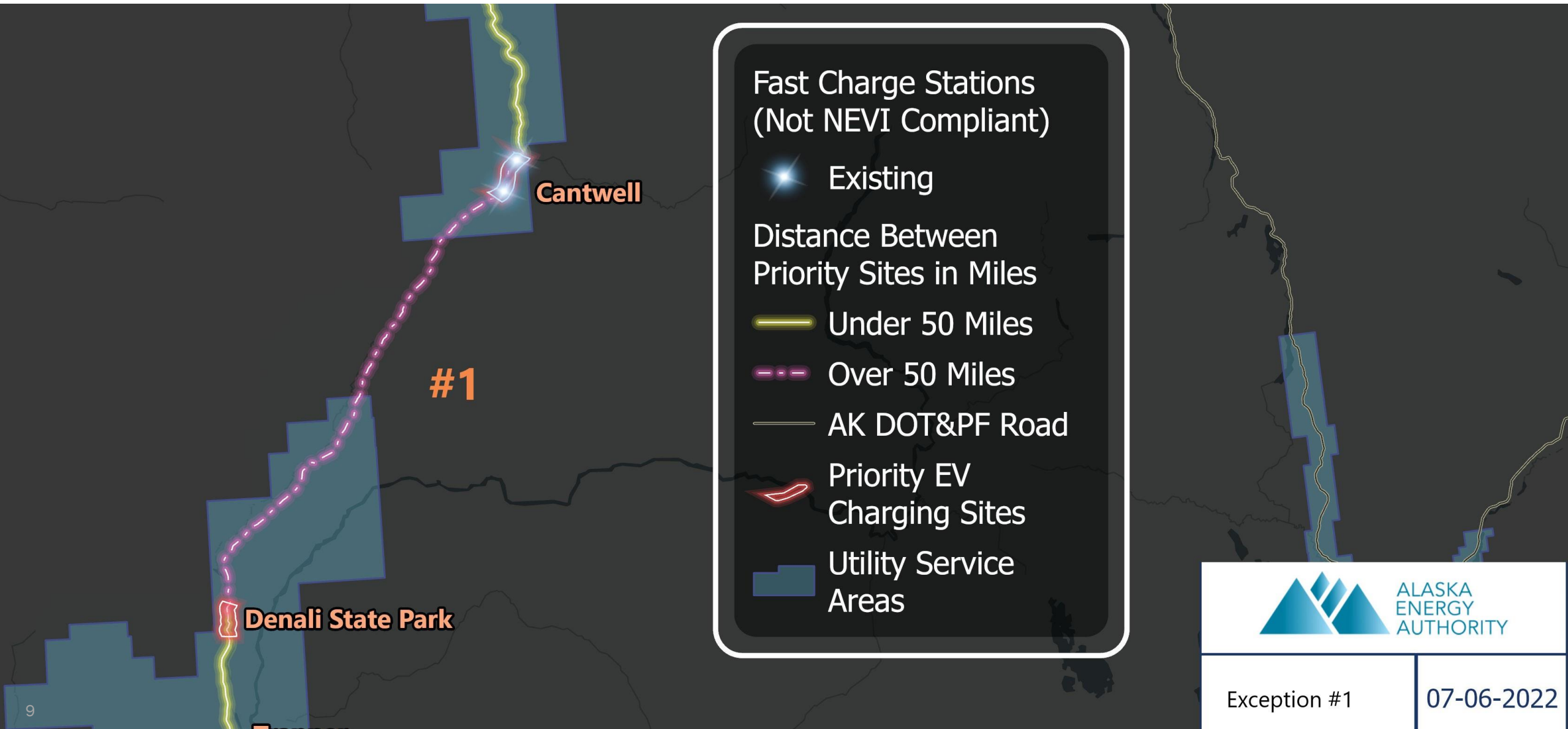
# Corridor Deployment

## Priority AFC Areas





# Discretionary Exception



# Risks & Challenges

Private  
Investment

Energy Sources  
and Costs

Barriers to  
Consumer  
Adoption

**Risks and challenges**  
help inform Joint Office  
of **common barriers**

Climate

Supply  
Logistics

Build America,  
Buy America

Lack of  
Development

## Why focus on risks and challenges?

- Shows how the agency intends to meet requirements
- Not intended to prove build-out



# Next Steps



## Request for Applications

- Q1 2023
- Develop/finalize siting criteria
- 5-year Operations and Maintenance



## Score Applications

- Score Applications
- Utilities, DOT&PF, AEA

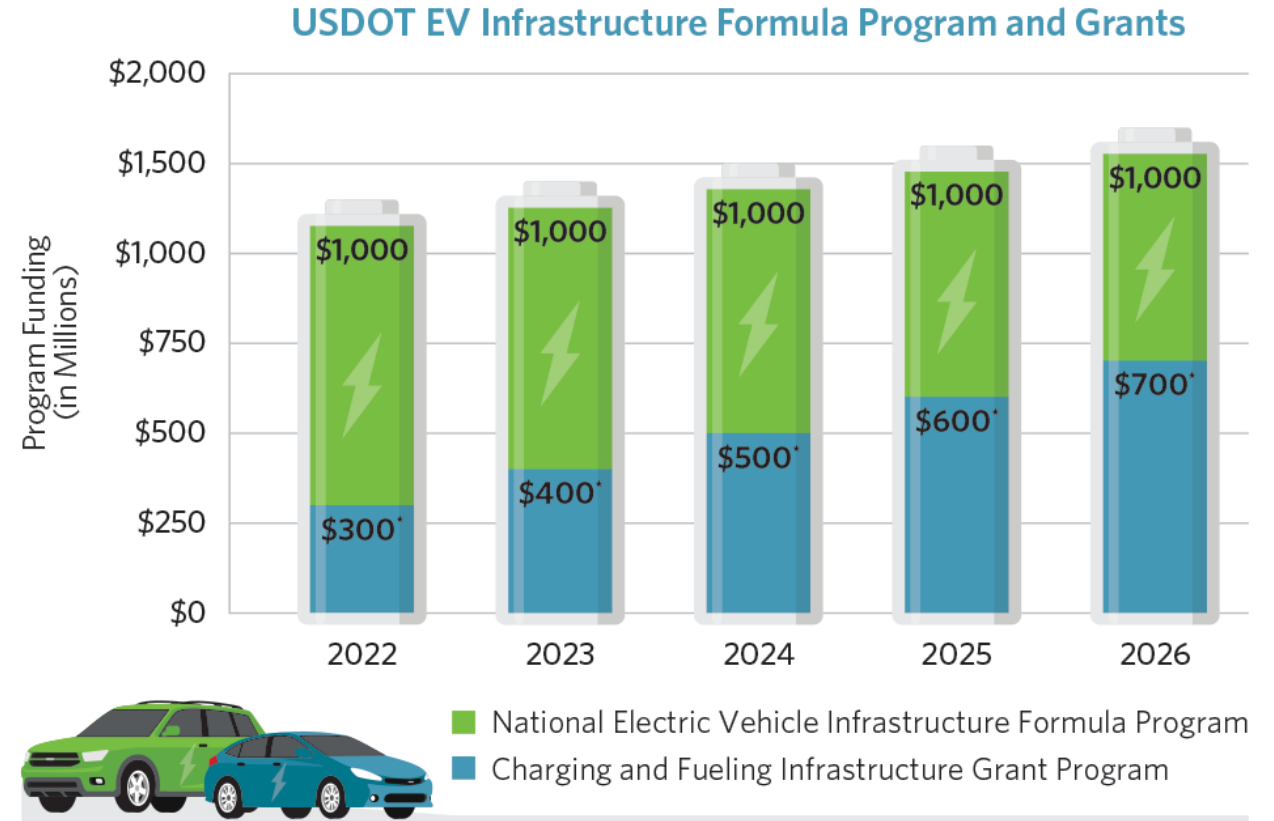


## Issue Grants

- Grant agreements in place
- Construction Summer 2023

# Bipartisan Infrastructure Law (BIL) Competitive Grants

- AEA submitted an application in Early November.
- Partners include:
  - Alaska Center for Energy and Power
  - Alaska Department of Transportation and Public Facilities
  - Alaska Municipal League
  - Ahtna Incorporated
  - Launch Alaska
  - Yellowstone-Teton Clean Cities Coalition
- The Department of Energy process typically includes concept paper
- BIL directs November 15, 2022, as deadline to establish the \$2.5 billion Charging and Fueling Infrastructure Grant Program



<https://www.hdrinc.com/insights/what-know-and-do-receive-ijja-zero-emission-funding-2022>



AEA provides  
**energy solutions**  
to meet the  
unique needs of  
Alaska's rural  
and urban  
communities.

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# EV Basics

- **Level 2**

- 6-12 kW home, workplace
- 4-6 hours
- 20-30 miles per charging hour

- **Level 3**

- 50 kW+
- Distance travel
- 30 minutes-1 hour

Alaska Power and Telephone L3 EV Rates		
General residential	Peak season	\$0.2035
General residential	Off peak season	\$0.1383
Small commercial	Peak season	\$0.2333
Small commercial	Off peak season	\$0.1701
Large commercial	Peak season	\$0.2489
Large commercial	Off peak season	\$0.1763



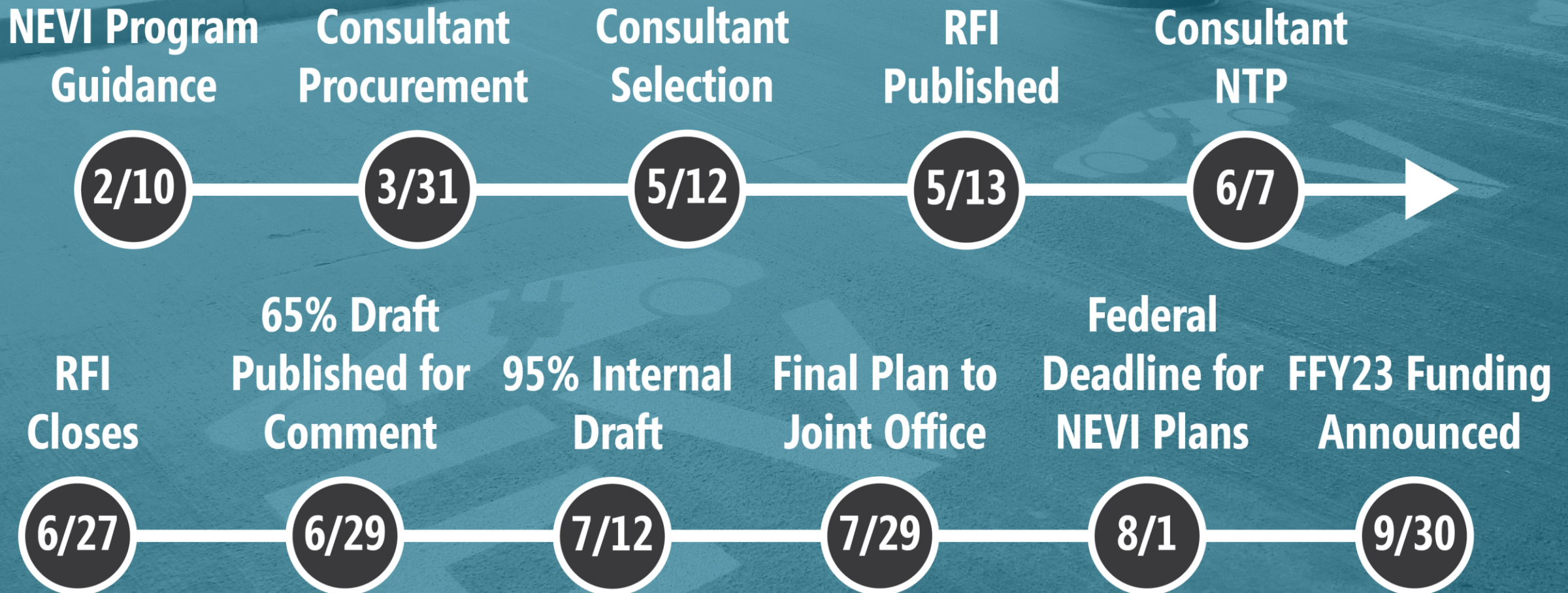
# EV Range



- **Hybrid Electric Vehicles (HEV)**
  - Range: 550 – 700 miles
- **Plug-In Hybrid Electric Vehicles (PHEV)**
  - Range: 450 - 550 miles
- **Battery Electric Vehicles (BEV)**
  - Range: 150 - 300 miles



# NEVI Formula Program 2022 Timeline





# Where did plan comments come from?

