Alaska’s National Electric Vehicle Infrastructure (NEVI) Program

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Alaska Municipal League
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Who We Are

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

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

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

PHASE 1
Build out Alaska’s Alternative Fuel Corridor

As funding allows

PHASE 2
Build out Alaska’s Highway and Marine Highway Systems

PHASE 3
Install Charging Stations in Rural Hub Communities

PHASE 4
Urban and “Destination” Locations
Highway Phases

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

Priority AFC Areas

- Anchorage
- Eagle River
- Chugiak
- Wasilla
- Houston
- Willow
- Cantwell
- Healy
- Trapper Creek
- Denali State Park
- Clear
- Fairbanks
- Ester
- Nenana

Distance Between Priority Sites in Miles:
- Under 50 Miles
- Over 50 Miles
- AK DOT&PF Road
- Priority Charging Sites
- Utility Service Areas

Fast Charge Stations (Not NEV3 Compliant):
- Existing
Discretionary Exception

Fast Charge Stations (Not NEVI Compliant)
- Existing

Distance Between Priority Sites in Miles
- Under 50 Miles
- Over 50 Miles
- AK DOT&PF Road

Priority EV Charging Sites
- Denali State Park
- Cantwell

Utility Service Areas

Exception #1 07-06-2022
Risks & Challenges

Why focus on risks and challenges?

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

Risks and challenges help inform Joint Office of common barriers
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
AEA provides energy solutions to meet the unique needs of Alaska’s rural and urban communities.
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

<table>
<thead>
<tr>
<th>Alaska Power and Telephone L3 EV Rates</th>
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<tr>
<td>General residential</td>
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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

- NEVI Program Guidance: 2/10
- Consultant Procurement: 3/31
- Consultant Selection: 5/12
- RFI Published: 5/13
- Consultant NTP: 6/7
- RFI Closes: 6/27
- 65% Draft Published for Comment: 6/29
- 95% Internal Draft: 7/12
- Final Plan to Joint Office: 7/29
- Federal Deadline for NEVI Plans: 8/1
- FFY23 Funding Announced: 9/30
Where did plan comments come from?

EV Public Comments from Alaska Communities
(Total 122 Comments from 40 Communities)

Community
EV Comments
(Summer 2022)
Sparse
Dense
National Highway System

Anchorage (35)

Nome (1)
Fairbanks (5)
North Pole (2)

Healy (1)
Trapper Creek (1)

Tok (1)
Seward (1)
Girdwood (2)

Kipnuk (1)

Saint Paul (1)
Pilot Point (1)
Seward (1)
Girdwood (2)

Eagle River (1)
Skagway (4)

Haines (1)
Juneau (1)
Petersburg (5)

Saxman (1)

Denali (1)
Took (1)
Seward (1)
Girdwood (2)

Gustavus (1)
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