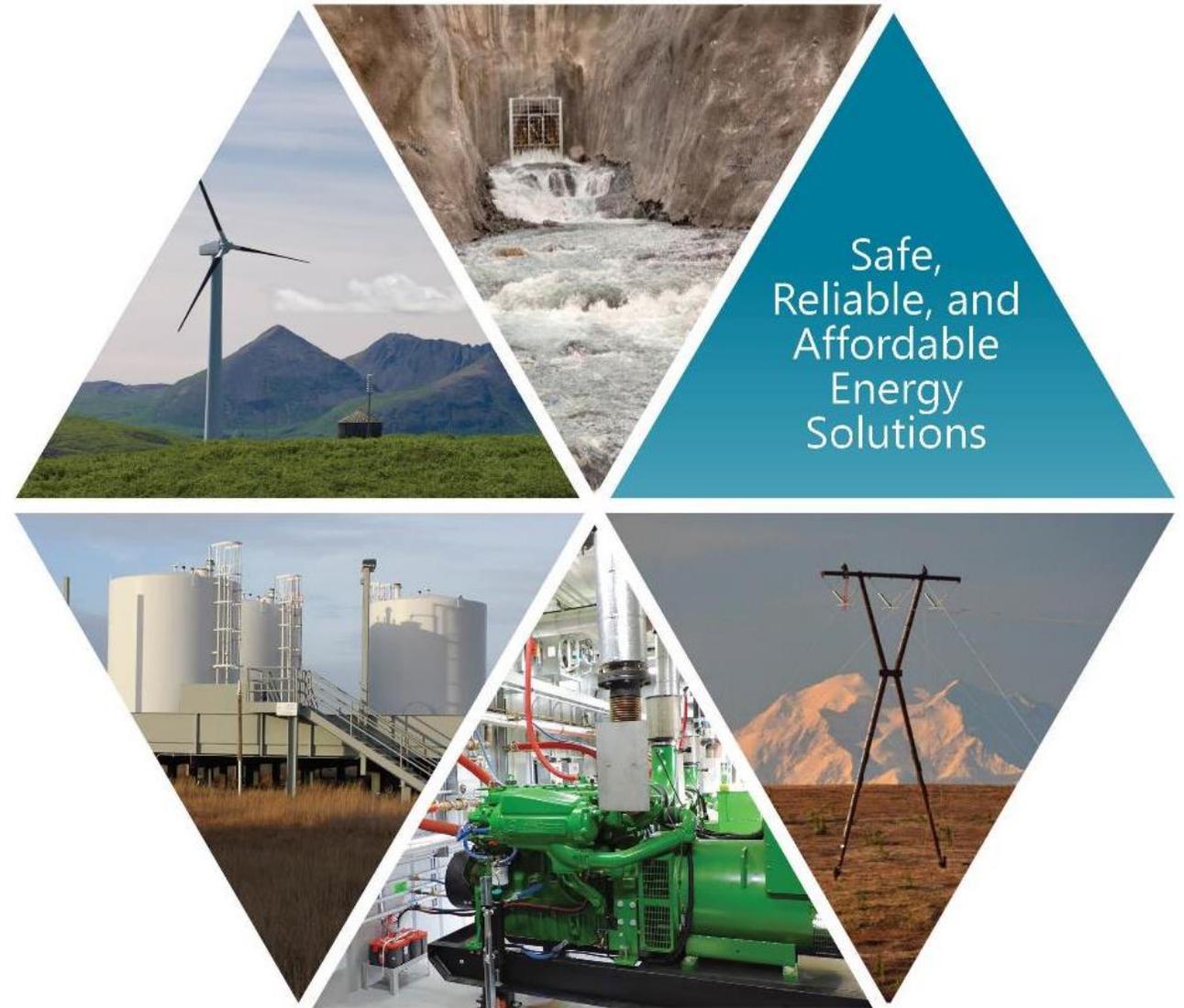


ALASKA ENERGY AUTHORITY

# ELECTRIC VEHICLE INFRASTRUCTURE

Curtis W. Thayer  
Executive Director

House Energy Committee  
March 24, 2022





## AEA EV Mission Statement

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

# EV Program Overview

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Capital Transit Battery-Electric Bus, Juneau, AK



- Working Group
- Technical Sessions
- EV Car Show / Ride and Drive
- School bus in Tok
- Transit bus in Juneau
- MOA box truck
- Installation of L2 and DCFC

Alaska's First Electric School Bus, Tok, AK



# Barriers to EV Adoption in Alaska

- Lack of charging infrastructure
- Range anxiety
- High demand charges
- Cold climate performance
- Market availability of electric AWD, SUVs, and trucks

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

# Existing and Planned EV Fast-Charging Locations

- **Glenn Highway**
  - Chugiak – 94 miles from Trapper Creek
- **Parks Highway**
  - Trapper Creek – 95 mi from Cantwell
  - Cantwell – 38 miles from Healy
  - Healy – 110 miles from Fairbanks
- **Seward Highway**
  - Seward – 46 miles from Cooper Landing
- **Sterling Highway**
  - Homer – 76 miles from Soldotna
  - Soldotna – 46 miles from Cooper Landing
  - Cooper Landing – 95 miles from Anchorage
- **Seward Highway**
  - Anchorage – 27 miles from Chugiak

(50-12 kW CSS and CHAdeMo)



- Two sites completed in Anchorage 2021
  - Linny Pacillo Parking Garage
  - Snowden Administration Building
- Two more sites planned for 2022-2023
  - AEA office parking lot
  - Ted Stevens Anchorage International Airport
- State and Federal SEP funds



EV Level 2 Charger, Snowden Building, Anchorage, AK

## ➤ Level 2 Chargers At State Facilities



EV Level 2 Charger, Linny Pacillo Parking Garage, Anchorage, AK

# EV Charging and Fueling Infrastructure Program - \$2.5 Billion

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## 50% Alternative Fuel Corridors

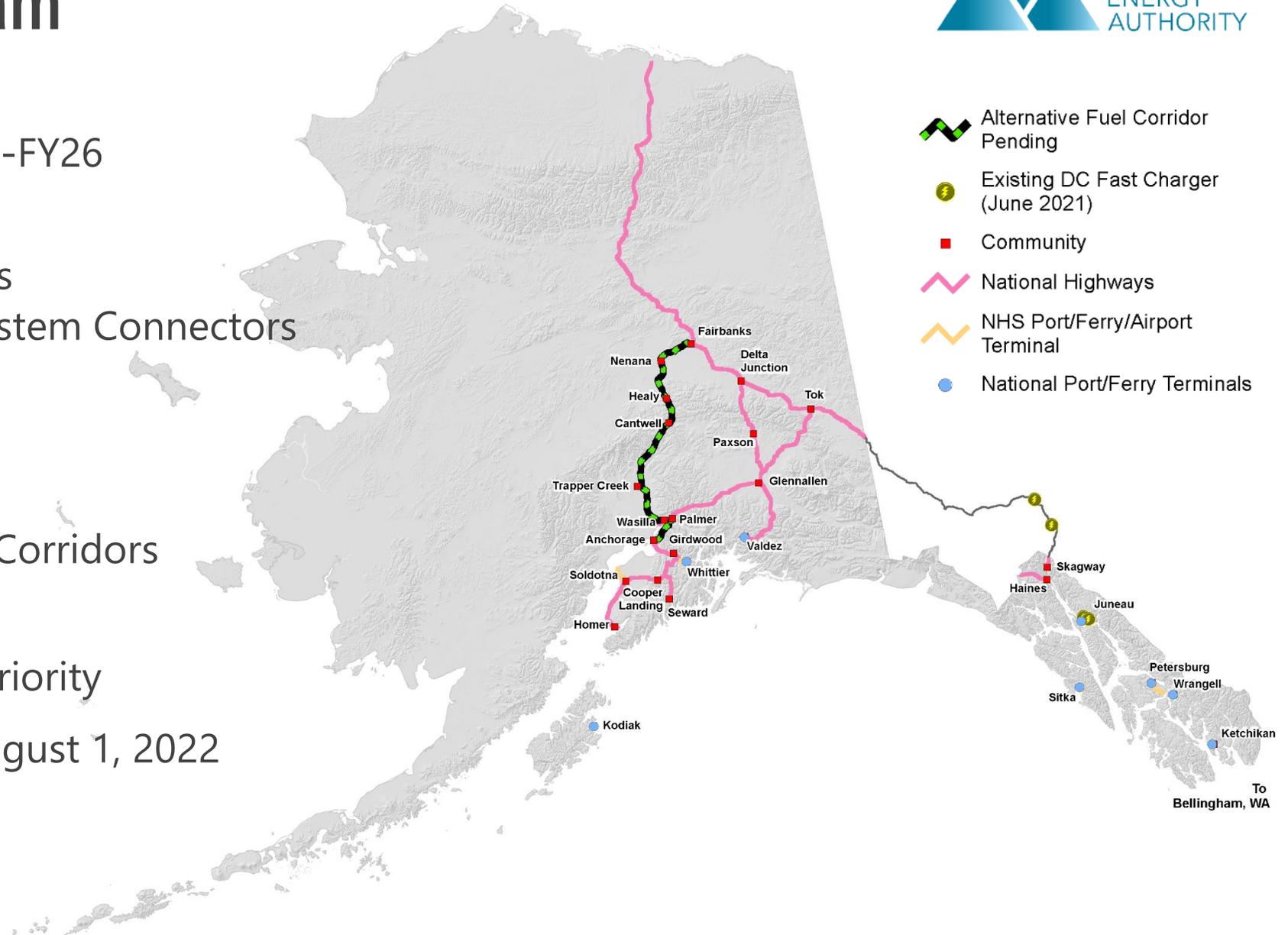
- State, local, tribal governments, port authorities, metropolitan planning organizations
- Partnerships with private entities
- Procurement, installation, 5 years O&M
- 80% federal share
- 20% match from applicant or private entity

## 50% Community Grant Program

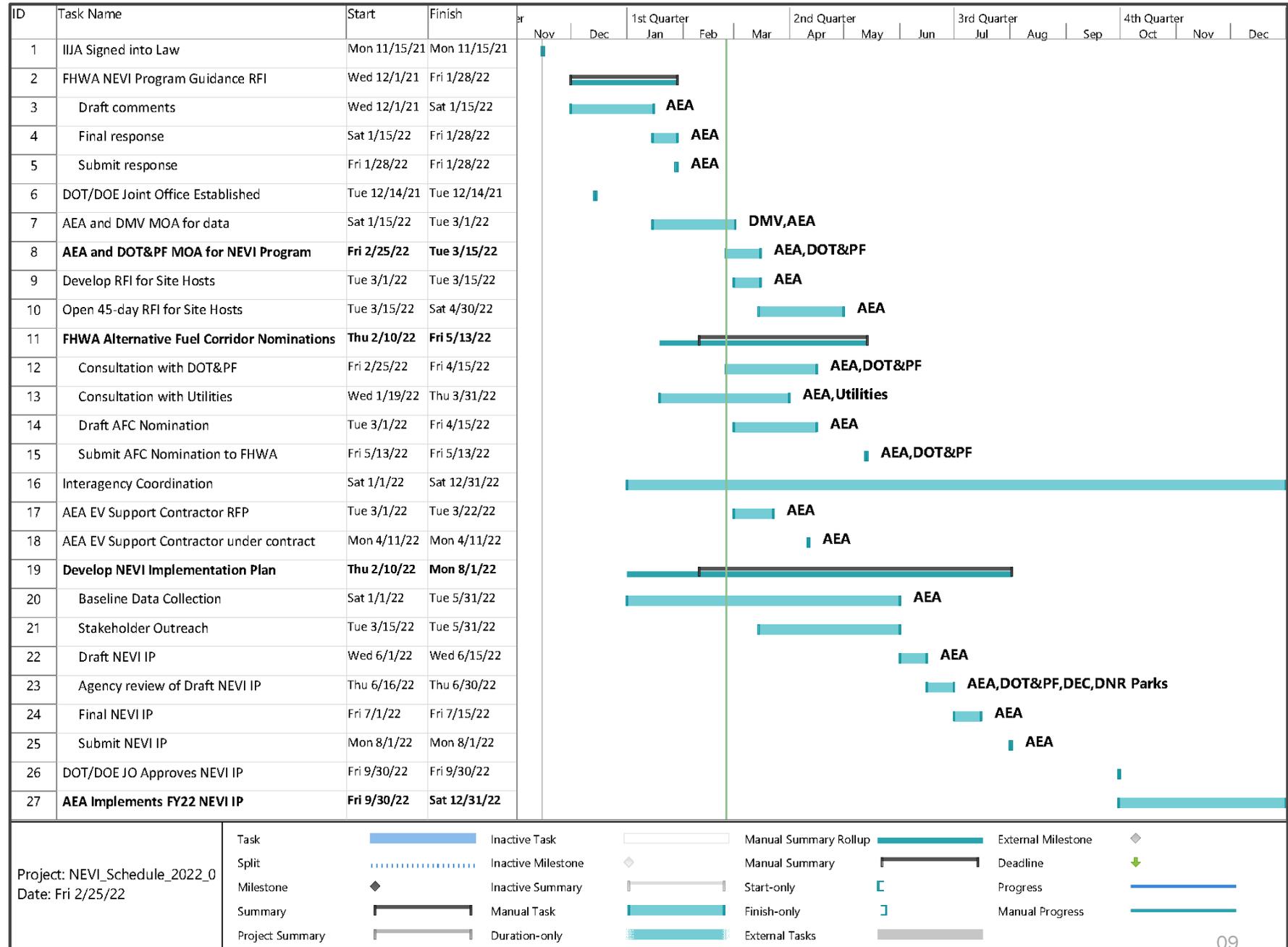
- Publicly accessible Priority for rural areas, underserved communities, areas with limited access to infrastructure
- Procurement, installation, 5 years O&M  
Also preconstruction, planning, feasibility, public education
- \$15 million cap per project
- 80% federal share
- 20% match from private entity

# NEVI Formula Program

- >\$50 Million for Alaska FY22-FY26
  - \$7.8 million in FY22
- EV Fast-charging Installations
  - 4 Combined Charging System Connectors
  - >150 kW each
  - < 50 miles apart
  - Within 1 mile of highway
- Designated Alternative Fuel Corridors
  - Until fully built out
- Interstate Highway System Priority
- Implementation Plan due August 1, 2022
- Federal Share – 80%
- Private entity or other – 20%



# National EV Infrastructure (NEVI) Formula Program Schedule



# NEVI Formula Program Timeline

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# AEA EV Program Planning Activities

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- Submitted comments to the Federal Highway Administration (FHWA) Request for information (RFI)
- Memorandum of Agreement (MOA) with Departments of Motor Vehicles (DMV) for data sharing
- MOA with Department of Transportation & Public Facilities (DOT&PF)
- Stakeholder outreach (utilities, municipalities, other interested parties)
- Interagency coordination (DEC, DMV, DOA DOT&PF, and DNR Parks)
- Gather baseline data (registered EVs, existing and planned Electric Vehicle Supply Equipment)
- Request For Proposal (RFP) for EV contractor out to bid
- Release RFI/RFP for interested site hosts
- Nominate Alternative Fuel Corridors
- Continue interagency coordination, stakeholder outreach, data compilation
- NEVI Implementation Plan due 8/1/2022



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