

Alaska Energy Authority - Electrical Vehicle Infrastructure Plan **FY2022 Request:** \$1,500,000
Reference No: 63837

AP/AL: Appropriation **Project Type:** Energy
Category: To be determined
Location: Statewide **House District:** Statewide (HD 1-40)
Impact House District: Statewide (HD 1-40) **Contact:** Curtis W. Thayer
Estimated Project Dates: 07/01/2021 - 06/30/2026 **Contact Phone:** (907)771-3000

Brief Summary and Statement of Need:

AEA has developed a multiphase plan to install a statewide electric vehicle (EV) fast-charging network along the National Highway System (NHS) corridors, including the Marine Highway. AEA has used Volkswagen Trust funds to initiate the first phase of corridor development between the Kenai Peninsula and Fairbanks, deploying 15 fast chargers and 8 Level 2 chargers.

Funding:	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	Total
1004 Gen Fund	\$1,500,000						\$1,500,000
Total:	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000

<input type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input type="checkbox"/> Ongoing
0% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

Operating & Maintenance Costs:

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	
Totals:	0	0

Prior Funding History / Additional Information:

No prior funding history.

Project Description/Justification:

The Infrastructure Investment and Jobs Act (IIJA) includes more than \$2.5 billion in competitive grants for EV charging infrastructure as well as more than \$50 million of National EV Formula Program (EV Program) funds that could be apportioned to the State of Alaska with an approved EV Program plan. The federal cost-share is 80 percent and the remaining 20 percent can be made up by a combination of public and private dollars. For Alaska to be eligible to receive its \$50 million apportionments of EV Program funds, the State (AEA) must develop a plan for disbursement through interagency coordination, consultation with the utilities, and stakeholder input to be submitted and approved by the federal Department of Transportation (DOT) annually.

AEA is requesting funds to develop the required EV Program plans and annual reporting; preparation of grant applications; solicitations and selections of contractors and site hosts; procurements; and managing the disbursement of the funds and sub-awards for statewide EV charging installations. The installation of EV charging infrastructure resolves a critical barrier to EV market adoption (range anxiety) and informs utility planning regarding grid impacts and ratemaking. These federal funds provide Alaska with a rare opportunity to complete a statewide EV fast-charging network as well as deploy EV chargers throughout communities. This infrastructure prepares Alaska for the growing EV market, which will be further accelerated by the transportation electrification funds provided by the

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The proposed project includes developing a plan through interagency coordination, consultation with the utilities, and stakeholder input to be submitted and approved by the DOT annually for the disbursement of Alaska's apportionment of the EV Program funds, as well as the procurement of equipment, siting, engineering, electrical supply upgrades (as needed), installation, operation, customer support, and maintenance of the charging infrastructure for a minimum of three to five years. The EV Program funds would be used to complete a statewide DC fast-charging network along the NHS that meets the federal Alternative Fuel Corridor Ready criteria of stations located at least every 50 miles. As part of Phase 1, AEA is developing a fast-charging corridor between the Kenai Peninsula and Fairbanks, with the installation of nine stations located within 100 miles of adjacent stations. Additional development would occur along these highway corridors to meet the Corridor Ready criteria and address any areas anticipated to have more congestion. Phase 2 development would begin along the Glenn, Richardson, Tok Cutoff, and Alaska highways, connecting Alaska to Canada. Phase 3 would consist of installations in Haines and Klondike highways and NHS ports of Kodiak, Whittier, Valdez, Juneau, Sitka, Petersburg, Wrangell, and Ketchikan. AEA would also pursue the competitive grant opportunities in the IIJA for the installation of EV chargers throughout communities that are outside of NHS corridors.