

Sara Hall



# Agenda

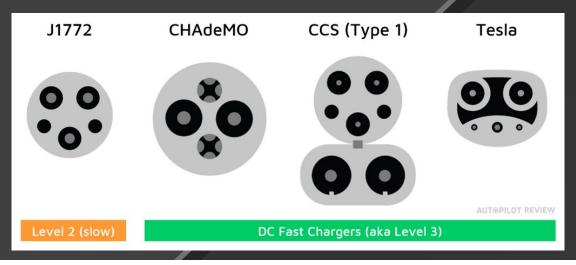
- 1. Using and charging an Electric Vehicle in Alaska
- 2. What ReCharge Alaska is doing to support EVs in Alaska
- 3. Alaskan regulations to consider





### Plugging In

- When Most people charge at night
- Where ~90% of charging is done at home
- How much Daily use is between 10% to 90%
- Plug types CCS, CHAdeMO, J1772, and Tesla





### Charging Up – Machine Specs

- Level 1 About the size of a water bottle
- Level 2 About the size of an air fryer
- Level 3 About the size of a freezer or larger

	Typical Power Output	AC Input Voltage	AC input Current	Number of Phases	Time to Charge
Level 1	~1.5 kW	120v	<16a	Single Phase	1 - 6 days
Level 2	6 to 19 kW	240v	24 to 80a	Split Phase	6 - 24 hours
Level 3	50 to 500 kW	480v	60 to 600a	Three Phase	18 – 120 minutes



# Let's Drive

- 80 to 500 miles of range
- 54kWh to 212kWh for cars (commercial vehicles are larger)
- Road conditions, weather, and driving habits affect range
- 32.3 kWh = 1 gallon gasoline (US DOE)





### **Common Questions**

- Do they work in Alaska?
  - EVs from Juneau to Kuparuk
- Where do you charge at?
  - Home and on the road
- How much range is lost during the winter?
  - Up to 40% as per ACEP
- How's the maintenance?
  - Minimal





### ReCharge Alaska

- Born from the lack of public infrastructure.
- Founded in November 2020 to open a summer route between Fairbanks and Anchorage.
- Installed pilot project with the help of GVEA in summer of 2021.





### Expansion

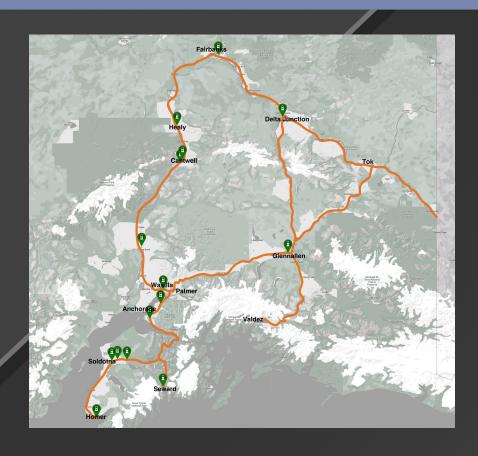
- Healy installed December 2021
- Delta Junction installed, with help from GVEA fall 2022
- Glennallen installed November 2022





## EV Growth

- Charging stations in travel hubs
- \$52 million in NEVI funds coming to AK
- Many other grant opportunities
- We are working with people in the communities of North Pole, Valdez, Anchorage, and Palmer





#### Considerations

- Resale of power
- Plug standardization
- Standard payment types

- Direct sale vs dealers
- Road tax
- AK mineral deposits

