

**INTERTIE MANAGEMENT COMMITTEE (IMC)
REGULAR MEETING AGENDA
June 26, 2026, 9:00 a.m.**

To participate dial 1-888-585-9008 and use code 212-753-619#

1. CALL TO ORDER
2. ROLL CALL FOR COMMITTEE MEMBERS
3. PUBLIC ROLL CALL
4. AGENDA APPROVAL
5. PUBLIC COMMENTS
6. APPROVAL OF PRIOR MINUTES – [May 1, 2026](#)
7. OLD BUSINESS
 - A. [FY2027 Budget](#)
8. NEW BUSINESS
 - A. PSSE Model / Contract
 - i. EXECUTIVE SESSION (Bylaws Section 5.11.3) – To discuss confidential financial matters the immediate knowledge of which could have an adverse effect upon the finances of AEA, the Intertie, of the IMC, or any of its Members.
 - B. [Disaster Declaration for Structure 616](#)
9. COMMITTEE REPORTS
 - A. [Budget to Actuals](#) Mark Ziesmer
 - B. [IOC Report](#) Mike Miller
 - C. [Operator Report](#) Mike Miller
10. MEMBER COMMENTS
11. NEXT MEETING DATE – July 24, 2026
12. ADJOURNMENT

Alaska Intertie Management Committee (IMC)

REGULAR MEETING MINUTES

Alaska Energy Authority Board Room

Friday, May 1, 2026

1. CALL TO ORDER

Chair Jon Sinclair called the meeting of the Alaska Intertie Management Committee to order on May 1, 2026, at 8:59 a.m.

2. ROLL CALL FOR COMMITTEE MEMBERS

Members present: Jon Sinclair (Matanuska Electric Association (MEA)); Dan Bishop (Golden Valley Electric Association (GVEA)); Mike Miller (Chugach Electric Association (CEA)); and Bill Price (Alaska Energy Authority (AEA)). A quorum was established.

3. PUBLIC ROLL CALL

Public present: Jennifer Bertolini (AEA); Mark Billingsley (AEA); Pam Ellis (AEA); Jim Mendenhall (AEA); Robert Varga (AEA); Mark Ziesmer (AEA); Jonathon Green (Guess & Rudd); Nathan Minnema (GVEA); Kim Henkel (MEA); and David Pease (MEA).

4. AGENDA APPROVAL

MOTION: A motion was made by Mr. Price to approve the agenda. Motion seconded by Mr. Miller.

A roll call vote was taken, and the motion to approve the agenda passed unanimously.

5. PUBLIC COMMENTS

There were no public comments.

6. APPROVAL OF PRIOR MINUTES – March 20, 2026

MOTION: A motion was made by Mr. Price to approve the Minutes of March 20, 2026. Motion seconded by Mr. Miller.

Mr. Bishop indicated that a correction needs to be made on page 4. The sentence "Mr. Bishop believes that some of the Healy 2 trips are related to difficulties with pole quality" should read "Mr. Bishop believes that some of the Healy 2 trips are related to difficulties with coal quality". Jennifer Bertolini, AEA, commented that the error will be corrected.

A roll call vote was taken, and the corrected Minutes of March 20, 2026, were approved unanimously.

7. OLD BUSINESS

There was no old business.

8. NEW BUSINESS

8A. FY2027 Budget

MOTION: A motion was made by Mr. Price to approve the fiscal year 2027 Preliminary Operating Budget to be posted for 30 days for public comment, as presented. Comments are due to the IMC and AEA by 5:00 p.m. on June 1, 2026. Motion seconded by Mr. Miller.

Mr. Bishop commented that this is a substantial budget resulting in a high wheeling charge. He requested to review and discuss some of the larger items within the budget.

Chair Sinclair asked Mr. Bishop if he has specific items to discuss. Mr. Bishop gave the examples of the GE contract and clearing.

Chair Sinclair requested Mr. Price provide a high-level review of the budget and then answer individual questions. There was no objection.

Mr. Price noted that the proposed revenues are in line with past revenues. There were no comments or questions regarding the revenue side of the budget. Mr. Price discussed that the O&M proposed expenses of \$2.7 million are in line with traditional spending.

Mr. Bishop asked Mr. Price if the budgeted amount is consistent with the previous years' actual cost of O&M expenses. Mr. Price agreed.

Mr. Miller noted that he followed up internally with CEA regarding the \$350,000 amount for the breaker 538 replacement. He believes it is acceptable to reduce that number to \$250,000. There was no objection. Mr. Miller commented on the \$30,000 amount for the remote sensing for GVEA northern right-of-way clearing. He believes that item was discussed at the IOC and included as a placeholder for potentially establishing a pilot program of drone patrol for clearing purposes. Mr. Miller requested that rather than budgeting the \$30,000 as a placeholder, that the item could be removed from the budget and introduced as an amendment if the pilot program advances. Mr. Miller suggested that some of the budget line items could be reduced or removed and reintroduced as needed throughout the budget year.

Mr. Bishop commented that he agrees and supports the change. Mr. Bishop asked if a similar consideration applies to the \$60,000 for MEA's remote sensing and analysis.

Chair Sinclair commented that he supports the general concept to reduce or remove items that are only estimates, and once the costs are known, then reintroduce the items as amendments. He shares the concern about the historically higher budget. He supports removal of the \$30,000 item, which could be reintroduced as an amendment. Chair Sinclair noted that MEA is well progressed on its vegetation management. MEA's drone team conducts work measuring vegetation growth to build a dataset for the appropriate clearing duration. The budgeted \$60,000 is expected to be exhausted. Chair Sinclair recommended keeping MEA's line item but commented that he understands that the budget is high.

Mr. Bishop asked if Chair Sinclair knows how much the cost is per mile. Chair Sinclair indicated there is a cost per mile, and he believes the amount is for the entire length of MEA's section of the line. Mr. Bishop expressed support for keeping MEA's Remote Sensing and Analysis line item.

Mr. Price commented that in the spirit of this conversation, AEA will cut back FERC 566 snow load monitoring SLMS support from \$175,000 to \$150,000. He is confident that number can be supported. The scope of the work has been reduced. Replacement of batteries does not occur. Mr. Price noted that if things go as planned, this item will not be included in the FY2028 budget. There were no other comments or questions regarding operating costs.

Mr. Price reviewed that FERC 920 AEA Administrative Costs recalculated the costs to reflect actual expenditures. This line item has historically been under budget. The actual number for IMC Administrative Costs for IMC legal expenses is listed as \$213,425, but an invoice that was received after the report was produced pushed the actual costs closer to \$300,000. The placeholder amount for anticipated legal work associated with the Railbelt Transmission Organization (RTO) docket is currently \$200,000. Mr. Price noted that the IMC could either leave the \$200,000 or change it to the standard placeholder amount of \$20,000.

Mr. Price noted that the budget is over budget by \$200,000. He commented that because of the status of the current budget cycle, he does not recommend conducting a budget amendment to cover the overage.

Mr. Miller understands the increased legal fees in the past fiscal year related to RTO. He supports having more than the standard \$20,000 placeholder for legal fees. He suggested reducing the placeholder amount to \$100,000 since there are many unknowns related to the RTO.

Mr. Price indicated that AEA does not object.

Mr. Bishop agreed with Mr. Miller's suggestion.

Chair Sinclair agreed with decreasing the line item to \$200,000 to \$100,000. If more funds are necessary, a budget amendment can be brought before the IMC.

Chair Sinclair commented on FERC 920 AEA Administrative Costs proposed at \$375,000. He asked if that amount is firmly settled. Mr. Price explained that the indirect costs were adjusted in 2025 and totaled \$367,000. The \$375,000 amount is based off AEA's escalation cost analysis. Mr. Price noted that Mark Ziesmer, AEA, is available to answer specific questions.

Chair Sinclair requested that AEA provide additional information and more detail in a written response. Mr. Price agreed.

Mr. Price reviewed the FERC 566 line items that encompass two studies. He noted the possibility that Homer Electric Association (HEA) may contribute payment to those studies.

Mr. Miller noted there was significant conversation at the IOC regarding the EMT model, as well as internal follow-up at CEA. Mr. Miller proposed removing the \$250,000 for the EMT model from the budget. He suggested that the System Studies Subcommittee (SSS) and GVEA release a request for proposal (RFP) to obtain a tangible cost amount. That number could then be brought back to the IMC for consideration. Mr. Miller believes there are mixed opinions regarding the urgency and the value of developing the EMT model at this time.

Mr. Bishop agreed with Mr. Miller's proposal.

Chair Sinclair asked for clarification that proposal would reduce the \$400,000 total to \$150,000.

Mr. Miller agreed that his suggestion is to reduce the Studies budget from \$400,000 to \$150,000.

There was no objection. Chair Sinclair commented that an amendment could be brought before the Committee if additional funds were needed later.

Mr. Price discussed the Private Line Telephone Service line item. He noted that it has been moved from the O&M section of the budget to the Administrative section of the budget. Mr. Price stated that it is up to the will of the IMC if the line location change remains. Mr. Price requested Mr. Bishop provide additional information. Mr. Bishop expressed support for the change. He is pleased that the Intertie participants have worked together to reduce the amount from \$85,000 to \$30,000. There were no further comments.

Mr. Price explained that the SVC GE Support Service Contract was initiated when a State appropriation funded the rebuild, remodel, and upgrade of the SVCs at Teeland, Gold Hills, and Healy. Out of that appropriation, the IMC entered into a warranty services contract with GE. Mr. Price advised that appropriation has been expended, and AEA does not have the ability to fund the contract any longer. It has been passed to the IMC to fund. The IMC is now able to review the number contained in the budget. There are mixed reviews as to how well the contract has served the IMC. The contract completes at the end of the calendar year, which allows time to decide.

Mr. Bishop suggested that the scope of the services could be limited to specific hours, rather than 24/7. He does not know if that reduction would provide a cost reduction. Mr. Price stated that the cost to renew the current contract is \$550,000. However, the contract is open to be renegotiated, making renegotiation an option. Mr. Price indicated that AEA's only request is to agree on a plan for supporting the devices.

Mr. Miller noted the considerable amount of conversation regarding the line item in the IOC. There was general support for reevaluating the terms and renegotiating the support to align with the maintenance personnel for the respective utilities feel is necessary. Mr. Miller expressed his surprise at seeing such a large dollar amount for support for the SVCs. He suggested that AEA and the appropriate utility maintenance leadership work together to renegotiate a new support contract to bring before the IMC for approval, rather than including the \$550,000 that is currently in the budget. Mr. Miller disclosed the feedback that the level of service provided was not commensurate with the cost.

Chair Sinclair echoed his concern regarding the IOC report on what is provided for the \$550,000 contract. He does not believe there is enough value for the money spent. Chair Sinclair agreed with Mr. Miller to assign the IOC to delegate to the appropriate subcommittee to review the contract and renegotiate the pricing to align with the service received. He suggested a placeholder line item in the budget of \$50,000, with the understanding that it could be amended before the end of the calendar year.

Mr. Price noted for the record that the contract is not exclusively technical support. There are a certain number of spare parts and maintenance services that are also included. He discussed that the contract has been less than stellar.

Mr. Bishop suggested that the amount for the placeholder is changed to \$100,000. There were no objections.

Mr. Price reviewed the SVC PSS/E & EMT Model Development line-item placeholder amount. The PSS/E model for the SVCs is inadequate and almost useless. An RFP is being developed that would produce a PSS/E and an EMT model. At that time, the IMC can decide whether to complete both or to only complete the one most needed.

Mr. Bishop expressed support for the budgeted amount.

Mr. Miller expressed support for making the PSS/E model more accurate. He has no objections. Mr. Miller requested that when the bids are returned, they are to be separated between the PSS/E and the EMT items which can then be evaluated separately.

Mr. Price discussed the PSSE Maintenance line item. He explained that the contract began in 1990. It was a perpetual license agreement to use the product in exchange for 18 seats and multiple users. Mr. Price noted that the budgetary amount for a single seat is approximately \$50,000. The current contract includes 18 seats for the price of approximately half of one seat.

This has been a good deal for the Railbelt. Mr. Price discussed that going forward, Siemens has indicated they want to change the deal. It is unknown whether they will dramatically increase the cost of the existing contract or if they will no longer renew the existing contract. The current offer presented is \$85,000 for a five-year contract that would increase by 5% every year. The fifth year would equal approximately \$105,000. This would provide 10 network seats, which is an improvement to the current contract, and would be shared by six Railbelt entities. The distribution is yet to be determined. Mr. Price explained that no one would maintain any sort of server. Mr. Price explained that there are at least 30 days to make a decision on a budgetary number, and the contract expires in September 2026.

Mr. Miller commented that CEA investigated the cost to obtain an individual license for a single utility, and the difference in cost is substantial.

Mr. Bishop expressed support for the proposed budget amount.

Chair Sinclair expressed support for the proposed budget amount. He agreed with Mr. Miller's comments regarding the increased expense in obtaining an individual license. There were no other comments.

Mr. Price noted that the last budget item of the EPRI service has been approved in previous years.

Mr. Bishop requested a discussion of what is provided for the EPRI service and if members want to continue the service.

Mr. Price discussed that the EPRI service contains a license agreement to use their software, which is a research tool. The access was gained in January and is being used now. Mr. Price deferred to the utilities to comment on whether the tool is worth the money.

Mr. Miller explained his understanding that there is opportunity to utilize the software for technical research. He believes the participants' technical staff have expressed interest in the software. However, they have only recently gained access, which makes it difficult to determine value at this point in time. Mr. Miller expressed support for maintaining the \$40,000 in the budget and suggested that staff and the IMC discuss the value added in January before the renewal occurs. If it is deemed at that time that it is not valuable, then the IMC can act appropriately.

Chair Sinclair agreed with Mr. Miller and would like the opportunity for his team to utilize the resource and to provide an educated response either in January or during the next budget cycle.

Mr. Bishop thanked members for their comments and agreed with their responses. There were no additional questions or comments.

Mr. Price reviewed that page 6 shows the grants. These do not flow through the IMC budget.

The information is provided for public disclosure. There were no comments or questions.

Mr. Price reviewed that page 7 is the energy projection sheet, and page 8 is the minimum Intertie transfer capability rights (MITCR) calculation. There were no comments or questions.

MOTION: A motion was made by Mr. Price to amend the Budget with the following changes: under FERC 566, reduce the \$175,000 to \$150,000; under FERC 570, reduce the Breaker 538 replacement from \$350,000 to \$250,000; under FERC 571, zero out the Northern ROW Clearing and Remote Sensing Analysis, pending a budget amendment later in the year; under Administrative Costs, IMC administrative costs for meetings and legal, reduce the \$200,000 to \$100,000; under FERC 566 Studies, reduce the \$450,000 to \$150,000; under SVC Support Services Contract, reduce the \$550,000 to \$100,000, pending a contract negotiation later in the year. Motion seconded by Mr. Miller.

A roll call vote was taken, and the motion to approve the amendments to the FY2027 Budget passed unanimously.

A roll call vote was taken, and the motion to approve the amended FY2027 Budget for a 30-day posting passed unanimously.

9. COMMITTEE REPORTS

9A. Budget vs. Actuals

Mr. Ziesmer presented the Budget to Actuals Report as of February 28, 2026. The total revenues were under budget by approximately \$24,000. The utility revenue is under budget by approximately \$71,000, due to lower-than-expected energy usage. The year-to-date usage is shown on page 4. The actual usage is about 60,500 MWH compared to the budgeted 62,800 MWH. Mr. Ziesmer noted that approximately \$44,700 of interest income has been recognized so far this year.

Mr. Ziesmer explained that the operating expenses were below budget by approximately \$1.3 million year-to-date. This is mostly due to timing, as several expense categories have seen little or no activity to date. Mr. Ziesmer highlighted that the Maintenance of Station Equipment Douglas Substation category 57000 is over budget by approximately \$61,000. A budget amendment was approved to cover this overage, and future reports will reflect the updated budget amount. The same budget amendment will also cover the overage for the foundation improvements.

Mr. Ziesmer discussed that the Miscellaneous Administration and IMC Administrative Costs category 58306 is over budget by approximately \$200,000. This is primarily due to the legal costs related to the RTO efforts in response to Regulatory Commission of Alaska (RCA) orders. An additional \$75,000 in legal expenses will be charged in future periods for this line item. AEA's Administrative Support Expenses are over budget by approximately \$17,000. This is mainly due

to higher internal labor and indirect costs partly associated with RCA support work. Overall, the combined impact of revenues and expenses result in a current estimated surplus of approximately \$1.7 million.

Mr. Price acknowledged the overage for the record. He noted that the standard practice for budget overages is to amend the budget. However, since it is late in the budget year, AEA requests to defer any budget amendments, unless the members object. There were no objections from members. There were no other comments or questions.

9B. IOC Report

Mr. Miller presented the IOC Report. The last IOC meeting was primarily focused on the budget. Other items discussed included the Railbelt EMT Model and its RFP, and the PSS/E Model. Of note, several of the participants and AEA have been approached by third parties requesting that the Railbelt model is shared for undefined analysis that may be related to IPP developments. The IOC debated whether it is appropriate to share the model, and if so, how that should be handled from a data protection standpoint. Mr. Miller communicated that the IOC, the participants, and AEA would like guidance and understanding concerning model sharing and how to direct the third parties regarding their requests.

Chair Sinclair recommended placing the PSS/E Model discussion on the agenda for the next IMC meeting and further discussion in executive session.

Jonathon Green, Guess & Rudd, asked who pays for the PSS/E Model and who has data in the model.

Mr. Miller explained that the Railbelt model includes data and contributions from each of the utilities that are members of the IMC, as well as HEA. He commented that the cost is tied to the licenses and the labor is provided by the participants to maintain the model.

Mr. Bishop added that much of the model maintenance has been completed by consultants who are paid by the IMC. He expressed support for including the PSS/E Model on the agenda for a future IMC meeting yet noted his willingness to conduct a special meeting if that becomes necessary.

Mr. Miller commented that he does not believe there is any urgency beyond providing response to the third-party that has requested the information. He believes it is fair for those who have received the requests to respond that the request is being considered and it will take a month or two to provide an additional update. Mr. Miller committed to following up with the IMC members to ensure that this is a topic that can be included in the agenda for the next meeting. There were no other comments or questions.

9C. Operator Report

Mr. Miller presented the Operator Report dated May 1, 2026. The Intertie usage is down. He does not believe this is surprising to anyone. There were no trips for the Intertie for March and April. There were three reliability events that were not captured in the report and will be included in the next report. There were no comments or questions.

10. MEMBER COMMENTS

Mr. Price expressed appreciation for members' patience working through the budget, and for their efforts to keep the system working.

Mr. Miller expressed appreciation for the opportunity to participate in a different way in this meeting. He thanked the members for the healthy conversation, and for their commitment to propose a budget that is responsible and considers some of the utilities' concerns regarding cost.

Mr. Bishop expressed appreciation for the in-depth analysis and discussion from the IOC and from the subcommittees related to the budget and the recommended resource allocation choices. He thanked Mr. Miller and Chair Sinclair for standing in during this meeting, and for sharing their perspectives regarding budget items. Additionally, he expressed appreciation for the efforts of AEA and their staff, including the accounting staff who assist in tracking and understanding how the funds are used.

Chair Sinclair shared members' comments of appreciation, especially for the efforts concerning the budget.

11. NEXT MEETING DATE – June 26, 2026

Chair Sinclair indicated that the next meeting date is June 26, 2026.

12. ADJOURNMENT

There being no further business of the IMC, the meeting adjourned at 10:05 a.m.

Jon Sinclair, Chair

Bill Price, AEA Secretary

Alaska Energy Authority
Alaska Intertie
Proposed FY2027 Budget
Date: May 1, 2026

**ALASKA ENERGY AUTHORITY
ALASKA INTERTIE
Proposed FY2027 Budget Contents**

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Proposed FY2027 Budget

Budget Summary

<u>Revenues</u>	<u>O&M</u>	<u>Grant</u>	<u>Total</u>	<u>(Total Paid by Utilities)</u>				<u>Total</u>
				<u>Total GVEA</u>	<u>Total CEA</u>	<u>Total MEA</u>	<u>Total HEA</u>	
Revenue from Operations	3,785,155	-	3,785,155	2,166,773	475,183	1,143,199	-	3,785,155
Grant Match	-	1,586,228	1,586,228	1,298,215	97,916	178,314	11,783	1,586,228
	<u>3,785,155</u>	<u>1,586,228</u>	<u>5,371,383</u>	<u>3,464,988</u>	<u>573,099</u>	<u>1,321,513</u>	<u>11,783</u>	<u>5,371,383</u>
<u>Expenses</u>								
Operations	2,602,700	-	2,602,700					
Admin	985,000	-	985,000					
Grant	-	1,586,228	1,586,228					
	<u>3,587,700</u>	<u>1,586,228</u>	<u>5,173,928</u>					
Surplus/(Shortage)	197,455	-	197,455					

Proposed FY2027 Budget

	FY23 Actual	FY24 Actual	FY25 Actual	FY26 Actual @2/28/2026	Amend FY26 Budget	Proposed FY27 Budget
REVENUES						
GVEA	1,632,539	3,896,647	2,654,471	1,682,882	2,593,498	2,166,773
CEA	405,435	471,717	462,878	302,464	379,452	475,183
MEA	450,409	674,787	803,910	841,106	1,198,215	1,143,199
INTEREST	58,625	106,406	118,200	44,679	-	-
OTHER	27,357	113,875	-	1,950	-	-
TOTAL REVENUES	2,574,364	5,263,432	4,039,459	2,873,082	4,171,165	3,785,155
EXPENSES						
FERC 562 - Station Operation Expenses						
GVEA - Substation Electricity Usage	478	-	-	-	-	-
	478	-	-	-	-	-
FERC 566 - Miscellaneous Transmission Expense						
Cell Phone Comm. Svc for Weather Monitoring (Verizon)	11,983	12,007	6,431	-	-	-
SLMS Support and Intertie Ground Patrol	145,346	133,342	18,971	37,341	175,000	150,000
	157,329	145,349	25,402	37,341	175,000	150,000
FERC 567 - Transmission Expenses - Rents						
Rents - Alaska Railroad	1,500	1,000	1,000	1,000	1,000	1,000
MEA - Talkeetna Storage	7,200	7,200	7,200	4,800	7,200	7,200
Equipment Rental	102	-	-	-	-	-
	8,802	8,200	8,200	5,800	8,200	8,200
FERC 569 Maintenance of Structures						
MEA - Insulator & Str Replacement (Teeland to Douglas)	-	-	-	-	100,000	350,000
MEA - Maintenance of Structures	-	5,204	-	-	100,000	100,000
	-	5,204	-	-	200,000	450,000
FERC 570 - Maintenance of Station Equipment						
GVEA - HLSB17 Sync PT Replacement	-	-	94,455	409	50,000	-
GVEA - Healy, Cantwell, Goldhill	141,248	80,624	37,514	15,088	54,500	54,500
GVEA - SCADA Maintenance Healy, Cantwell, Gold Hill	-	1,120	-	-	10,000	10,000
GVEA - Replace Healy Substation Breaker B17	-	-	336,527	1,100	-	-
GVEA - Healy and Goldhill Digital Fault Recorders	-	6,046	-	-	-	-
GVEA - Gold Hill SVC Cooling	-	2,059	-	-	-	-
GVEA - Cantwell Install Breakers or Load Break Switches	-	-	682,125	-	-	-
GVEA - Cantwell 4S2 Switch Repair	43,217	748	-	-	-	-
GVEA - Perform Maintenance, repaint Reactors Healy SVC Yard	4,472	-	-	-	-	-
GVEA - SVC Insulator Replacements - Healy and Gold hill	-	-	-	-	10,000	-
GVEA - SVC Capacitor Spares	-	-	38,499	-	-	-
GVEA - Redesign Healy SVC 138 kV Interconnection	-	-	-	-	50,000	-
GVEA - Intertie - SVC Project	-	-	3,693	-	-	-
CEA - Teeland Substation Communication	-	6,787	-	-	5,000	10,000
CEA - Teeland Substation	74,128	168,737	87,080	65,547	180,000	100,000
CEA - Teeland Substation Breaker 538 Replacement	-	-	-	-	-	250,000
CEA - Douglas Substation Communication	-	-	6,866	-	5,000	10,000
MEA - Douglas Substation	-	5,181	286,046	218,768	250,000	-
MEA - Douglas Substation 138 kV BKR Inspections	-	-	-	-	-	-
CEA - Telecomm Support (Douglas, Teeland, Anc-Fbks Leased Circuits)	-	-	-	131,682	500,000	-
	263,065	271,301	1,572,805	432,594	1,114,500	434,500

FERC 571 - Maintenance of Overhead Lines							
GVEA - Northern Maintenance	99,464	99,237	86,109	-	103,000	103,000	
GVEA-Private Line Telephone Service		-	-	-	-	-	
GVEA - Northern ROW Clearing	328,252	626,189	581,075	31,301	600,000	660,000	
GVEA - Northern ROW Clearing - Remote Sensing Analysis	-	335,516	-	-	-	-	
GVEA - Landing Pads	-	-	-	-	60,000	60,000	
GVEA - Repair Tower 616 Foundation	-	-	-	8,000	500,000	-	
GVEA - Repair Tower 531 Foundation	-	154,915	-	-	-	-	
GVEA - Repair Tower 532 Foundation	-	154,915	-	-	-	-	
GVEA - Helicopter Patrols	-	-	-	-	-	-	
MEA - Special Patrols [Incl Helicopter Inspections]	11,603	6,510	45,059	-	50,000	50,000	
MEA - Southern Maint (Incl Ground and Climbing Inspect)	78,729	-	-	10,891	125,000	125,000	
MEA - Southern ROW Clearing	525,520	287,124	50,220	-	175,000	350,000	
MEA - Southern ROW Remote Sensing and Analysis	-	104,849	5,561	-	10,000	60,000	
MEA - Equipment Repair and Replacement	803,393	152,755	23,023	-	100,000	100,000	
	1,846,961	1,922,010	791,046	50,192	1,723,000	1,508,000	
FERC 924 - Property Insurance							
AK Intertie - Insurance	40,178	42,558	48,653	26,521	45,000	52,000	
	40,178	42,558	48,653	26,521	45,000	52,000	
Intertie Operating Costs Total	2,316,813	2,394,623	2,446,105	552,448	3,265,700	2,602,700	
FERC 920 - AEA Administrative Costs							
Personal Services, Travel and Other Costs	190,236	254,493	367,055	219,425	300,000	375,000	
	190,236	254,493	367,055	219,425	300,000	375,000	
FERC 920 - IMC Administrative Costs							
IMC Administrative Costs (Audit, meetings, legal)	14,579	20,672	15,220	213,753	20,000	100,000	
	14,579	20,672	15,220	213,753	20,000	100,000	
FERC 566 - Miscellaneous Transmission Expense							
Misc Studies: \$150k for Southern Intertie analysis by CEA, \$250k EMT Model Development by GVEA	150,368	57,544	134,247	139,643	180,000	150,000	
LIDAR study (complete lidar, vegetation, PLS CADD file with drawings, structure/foundation movement, infrared, and imaging)	-	-	-	-	-	-	
Private Line Telephone Service for AKI SCADA (GVEA)	5,788	2,315	13,240	20,191	85,000	30,000	
SVC Support Services Contract	-	-	-	-	-	100,000	
SVC PSS/E & EMT Model Development	-	-	-	-	-	100,000	
PSSE Maintenance	-	-	-	-	27,000	90,000	
EPRI (Annual Cost)	-	-	-	-	40,000	40,000	
	156,155	59,859	147,487	159,834	332,000	510,000	
Intertie Administration Costs Total	360,970	335,023	529,762	593,012	652,000	985,000	
TOTAL EXPENSE	2,677,783	2,729,646	2,975,867	1,145,460	3,917,700	3,587,700	
SURPLUS (SHORTAGE)	(103,419)	2,533,786	1,063,591	1,727,621	253,465	197,455	

Proposed FY2027 Budget

Utility Grant Matching Contributions

Snow Loading Grant to re-insulate from Douglas north 80 miles

(Approved Allocation Option #2 - Revenue excluding Admin Fee from Allocation)

GVEA Grant Submittal to AEA (\$13.8M grant with \$3M in matching funds & \$500k in-kind in-house labor) AEA to revise per agreed payment

\$1,463,611

<u>Power Purchaser</u>	<u>Percent</u>	<u>FY27</u>
	<u>Share</u>	<u>Match</u>
GVEA	81.95%	1,199,429
CEA	6.69%	97,916
MEA	11.36%	166,266
	100.00%	1,463,611

DOE Resiliency Grant - AK Intertie Snow Load Resiliency			
<u>Year</u>	<u>Project Total Cost</u>	<u>Grant Reimbursement</u>	<u>Grant Match (Cash and In-Kind)</u>
1	\$50,000	\$37,500	\$12,500
2	\$5,854,445	\$4,390,834	\$1,463,611
3	\$5,854,445	\$4,390,834	\$1,463,611
4	\$1,000,000	\$750,000	\$250,000
5	\$1,000,000	\$750,000	\$250,000
Total	\$13,758,890	\$10,319,168	\$3,439,722

Synchrophaser System Grant

(Approved Allocation Option #3 - Revenue Excluding Capacity and Admin Fee from Allocation)

Per GVEA Grant Submittal to AEA (\$2.2M grant with \$50k in matching funds & \$500k in-kind in-house labor) AEA to revise budget for approved payment methods

Total Match Amount

\$122,617

<u>Power Purchaser</u>	<u>Percent</u>	<u>FY27</u>
	<u>Share</u>	<u>Match</u>
HEA (Load Ratio Share)	9.61%	11,783
GVEA	89.13%	98,786
CEA	0.00%	-
MEA	10.87%	12,048
	100.00%	110,834

HEA is contributing because they are receiving benefit from the Synchrophaser System (Railbelt wide)
This is 9.61% of the Total Match Amount and is based on their load ratio share per resolution.

DOE Resiliency Grant - Synchrophasor Project - Five Year Average				
<u>Year</u>	<u>Project Cost</u>	<u>Railbelt Utilities</u>	<u>Railbelt Utilities</u>	<u>Grant Contribution</u>
		<u>Combined Cash Match</u>	<u>In Kind Contribution</u>	
1	\$100,000	\$9,839	\$50,000	\$40,161
2	\$525,306	\$9,839	\$112,778	\$402,689
3	\$525,306	\$9,839	\$112,778	\$402,689
4	\$525,306	\$9,839	\$112,778	\$402,689
5	\$525,306	\$9,839	\$112,778	\$402,689
Total	\$2,201,224	\$49,195	\$501,112	\$1,650,917

ALASKA INTERTIE FISCAL YEAR 2027 ENERGY PROJECTION

MONTH	True up to Contract Value	GVEA	MEA	CEA	TOTAL
		MWH	MWH	MWH	
Jul		2,403	2,660	0	5,063
Aug		4,840	2,300	0	7,140
Sep		6,669	2,140	0	8,809
Oct		9,411	2,000	0	11,411
Nov		8,802	2,350	0	11,152
Dec		7,152	2,400	0	9,552
Jan		2,493	2,400	0	4,893
Feb		905	2,260	0	3,165
Mar		2,044	2,275	0	4,319
Apr		6,005	2,225	0	8,230
May		7,296	2,250	0	9,546
Jun		2,507	2,590	0	5,097
TOTAL	0	60,527	27,850	0	88,377

USAGE			CAPACITY			ADMIN	CASH FLOW	
GVEA	MEA	CEA	GVEA	MEA	CEA	GVEA MEA CEA	TOTALS	
\$64,472	\$71,368	\$0	\$214,500	\$67,650	\$146,850	\$82,083	\$646,924	
\$129,857	\$61,709	\$0				\$82,083	\$273,650	
\$178,929	\$57,416	\$0				\$82,083	\$318,429	
\$252,497	\$53,660	\$0				\$82,083	\$388,240	
\$236,158	\$63,051	\$0				\$82,083	\$381,291	
\$191,888	\$64,392	\$0				\$82,083	\$338,363	
\$66,887	\$64,392	\$0				\$82,083	\$213,363	
\$24,281	\$60,636	\$0				\$82,083	\$167,000	
\$54,841	\$61,038	\$0				\$82,083	\$197,962	
\$161,114	\$59,697	\$0				\$82,083	\$302,894	
\$195,752	\$60,368	\$0				\$82,083	\$338,203	
\$67,263	\$69,490	\$0				\$82,083	\$218,836	
\$1,623,939	\$747,216	\$0	\$214,500	\$67,650	\$146,850	\$985,000	\$3,785,155	
Total Energy: <u>\$2,371,155</u>			Total Capacity : <u>\$429,000</u>					

TOTAL INTERTIE PROJECTED ENERGY USAGE 88,377 MWH
 Usage estimate reduced by 1/12 of Total for rate calculations 81,012 MWH
 Section 7.2.2 MINIMUM USAGE CONTRACT VALUE 204,984 MWH

TOTAL MWH REVENUE	\$3,785,155
O&M BUDGET - Operating	2,602,700
O&M BUDGET - Administrative	985,000
TOTAL O&M BUDGET	3,587,700
SURPLUS (SHORTAGE)	\$197,455

Annual Participant Administrative Contribution 328,333.33
 Monthly Contribution per Participant 27,361.11

UTILITY	FY 27	
MEA	31.60%	24.60 MW
CEA	68.40%	53.40 MW
GVEA	100.00%	78.00 MW
		<u>156.0</u>

Usage Rate per KWH \$ 0.02683
 Capacity Rate \$2.75

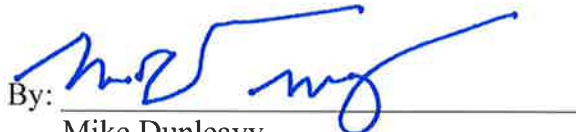
**STATE OF ALASKA
AMENDMENT TO
DECLARATION OF DISASTER EMERGENCY**

WHEREAS, on January 29, 2025, I declared a state disaster emergency due to severe inclement weather, including heavy snowfall, high winds, and repeated avalanche incidents, significantly impacting major transportation corridors throughout the state, particularly the Parks Highway, Richardson Highway, and the Alaska Railroad corridor; and,

WHEREAS, the disaster declaration authorized the Alaska Department of Transportation & Public Facilities (DOT&PF) to respond and approved waivers required for response; and,

WHEREAS, as DOT&PF responded, additional damage was discovered to critical electric transmission infrastructure as a result of January's avalanches, and these infrastructure damages are of the severity and magnitude that are beyond the recovery capability of local resources, and repairs and emergency assistance are required, and there are insufficient regularly appropriated funds for required repairs.

NOW THEREFORE, on this 1st day of June 2026, under authority granted by Alaska Statutes, Section 26.23.020(c), I hereby amend the declaration of disaster emergency issued January 29, 2025, to include public assistance, and necessary administrative and disaster management expenses. All other provisions contained in the January 29, 2025, declaration apply to this amendment.

By: 
Mike Dunleavy
Governor



Governor Mike Dunleavy STATE OF ALASKA

June 10, 2026

The Honorable Gary Stevens
Senate President
Alaska State Legislature
State Capitol, Room 111
Juneau, AK 99801-1182

The Honorable Bryce Edgmon
Speaker of the House
Alaska State Legislature
State Capitol, Room 208
Juneau, AK 99801-1182

President Stevens and Speaker Edgmon:

On January 29, 2025, I declared a disaster in response to a request from the Department of Transportation & Public Facilities (DOT&PF) for state and federal regulatory waivers due to severe weather conditions from January 24 and 26, 2025. Impacts included heavy snowfall, high winds, and ongoing avalanche activity. These weather conditions significantly impacted transportation corridors along the Parks and Richardson Highways and the Alaska Railroad. These weather conditions resulted in road closures, disrupted freight movement, and supply chain delays that threatened public safety and economic stability.

My Declaration enabled the Division of Measurement Standards and Commercial Vehicle Compliance to formally request relief from federal transportation regulations through the Federal Motor Carrier Safety Administration, specifically waivers for hours-of-service regulations. At the time, DOT&PF reported that there was no damage as a result of this disaster, therefore no funding was requested from the Disaster Relief Fund (DRF).

Subsequently, significant damage to electric transmission infrastructure along the Alaska Intertie from the January 2025 severe winter weather was discovered.

Therefore, on June 1, 2026, I amended my January 29, 2025, declaration to include the state's disaster public assistance program so eligible applicants could seek disaster cost reimbursement for repairs to the communications infrastructure. This would be funded through the DRF.

The total estimated disaster-related permanent response and recovery costs for this disaster have not yet been quantified. Thus, I am limiting expenditures to \$1 million from the DRF pursuant to Alaska Statute (AS) 26.23.020(i) and (k), and per AS 26.23.025(a), this letter serves as the initial financial plan. When a better understanding of the total disaster costs is available, a revised finance plan will be provided to the Legislature if necessary.

The Honorable Gary Stevens
The Honorable Bryce Edgmon
June 10, 2026
Page 2 of 2

The current balance of the DRF is \$12,269,202.02, and a supplemental appropriation is not required at this time.

Sincerely,



Mike Dunleavy
Governor

Enclosure(s): Declaration of Disaster Emergency

cc: The Honorable Bert Stedman, Finance Committee Co-Chair, Alaska State Senate
The Honorable Donald Olson, Finance Committee Co-Chair, Alaska State Senate
The Honorable Lyman Hoffman, Finance Committee Co-Chair, Alaska State Senate
The Honorable Andy Josephson, Finance Committee Co-Chair, Alaska State House of Representatives
The Honorable Neal Foster, Finance Committee Co-Chair, Alaska State House of Representatives
The Honorable Calvin Schrage, Finance Committee Co-Chair, Alaska State House of Representatives
The Honorable Mike Cronk, District R, Alaska State Senate
The Honorable George Rauscher, District O, Alaska State Senate
The Honorable Kevin McCabe, District 30, Alaska State House of Representatives
The Honorable Rebecca Schwanke, District 36, Alaska State House or Representatives
Lacey Sanders, Director, Office of Management and Budget
Jordan Shilling, Legislative Director, Office of the Governor



ALASKA
ENERGY
AUTHORITY

Avalanche Damage to Alaska Intertie



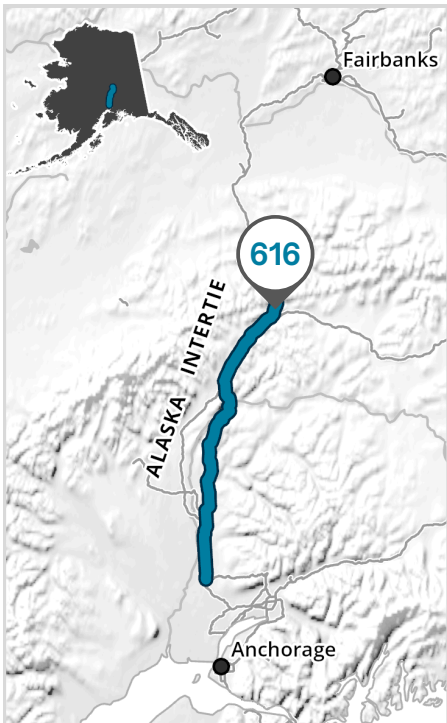
BOULDER THAT STRUCK AND DAMAGED TOWER STRUCTURE



TEMPORARY STEEL BRACE HOLDING TOWER; 14-FOOT DENT VISIBLE



CLOSE-UP OF TOWER PARTIALLY DETACHED FROM BASE PLATE



CURRENT STATUS

On January 24, 2025, Alaska Intertie tower structure 616, located eight miles north of Cantwell near Denali National Park and Preserve, was significantly damaged when it was struck by a boulder from an avalanche. The Alaska Intertie is the sole transmission line connecting Southcentral Alaska to the Interior, saving Golden Valley Electric Association ratepayers over \$30 million annually.

ESTIMATED REPAIR COST

\$1 MILLION



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Maj. Gen. Torrence Saxe

The Adjutant General

www.dmva.alaska.gov

www.ak.ng.mil



*Department of Military
and Veterans Affairs*

Joint Base Elmendorf-Richardson, Alaska

FOR IMMEDIATE RELEASE

Feb 7, 2025

By Jeremy Zidek, Public Information Officer

DHS&EM

Media Contact: Jeremy Zidek, 907-428-7077

Governor Mike Dunleavy declares disaster for 2025 January Interior Winter Storm

JOINT BASE ELMENDORF-RICHARDSON, Alaska — Governor Mike Dunleavy issued a Disaster Declaration for areas along the Parks and Richardson Highways and portions of the Alaska Railroad Corridor affected by the 2025 January Interior Winter Storm. The declaration will enable the State of Alaska Department of Transportation and Public Facilities (DOT&PF) to secure regulatory relief from the Federal Motor Carrier Safety Administration (FMCSA). Activation of State of Alaska Public and Individual Assistance Disaster Recovery programs will not be necessary.

Between January 24-26, a series of severe storms brought high winds, heavy snow, and avalanches to parts of Interior Alaska. The National Weather Service issued a series of winter storm warnings and winter weather advisories for large areas of the state. The severe weather resulted in the closure of major highways, hazardous travel conditions for passenger and commercial traffic, and delays to supply chains and the delivery of essential goods and services.

This declaration will enable DOT&PF Measurement Standards and Commercial Vehicle Compliance to formally request relief from federal regulations through the FMCSA, including waivers for hours-of-service regulations for motor carriers operating in the affected areas.

“Logistics in Alaska is always a challenge, especially during our winter months,” said Director Bryan Fisher, Division of Homeland Security and Emergency Management. “The 2025 January Interior Winter Storm stopped the flow of essential goods and services. This disaster declaration will allow the state to request a waiver of certain transportation requirements and allow our transportation partners to stabilize the supply chain that supports interior Alaska. This work needs to be completed before another event to ensure Interior Alaska has the critical life, health, and safety goods and services they need.”

Damage to critical infrastructure have not been reported at this time, and access to the state’s Disaster Relief Fund is not anticipated.

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Media Contact: Jeremy Zidek, 907-428-7077, Jeremy.zidek@alaska.gov

Alaska Energy Authority
AK Intertie Budget to Actual Revenues and Expenses
07/01/2025 to 03/31/2026

ALASKA ENERGY AUTHORITY
AK INTERTIE BUDGET TO ACTUAL REVENUE AND EXPENSES
FOR THE PERIOD 07/01/2025 THROUGH 03/31/2026

		FY26 Amended Budget	Amended Budget 07/01/2025 - 03/31/2026	Actuals	YTD Actuals as a % of Total Annual Budget	(Over) Under YTD Variance
	Revenue From Utilities					
	AKI-GVEA	2,593,498	1,996,813	2,108,994	81%	(112,182)
	AKI-CEA	379,452	332,202	332,202	88%	-
	AKI-MEA	1,198,215	928,537	1,006,573	84%	(78,036)
	Total Revenue From Utilities	4,171,164	3,257,551	3,447,770	83%	(190,218)
	Interest	-	-	48,670	0%	(48,670)
	Other	-	-	1,950	0%	(1,950)
	Total Revenues	4,171,164	3,257,551	3,498,390	84%	(240,839)
	Total Revenues	4,171,164	3,257,551	3,498,390	84%	(240,839)
56600	Misc Transmission Expense					
	Alaska Energy Authority					
	AK Intertie-Miscellaneous Studies as Needed	247,000	185,250	139,819	57%	45,431
	Alaska Energy Authority Total	247,000	185,250	139,819	57%	45,431
	Golden Valley Electric					
	AK Intertie-Private Line Telephone Service SCADA	85,000	63,750	33,479	39%	30,271
	Golden Valley Electric Total	85,000	63,750	33,479	39%	30,271
56601	Weather Monitoring Batteries					
	Alaska Energy Authority					
	AK Intertie-SLMS Support & Intertie Ground Patrol	175,000	131,250	48,493	28%	82,757
	Alaska Energy Authority Total	175,000	131,250	48,493	28%	82,757
56700	Rents					
	Alaska Energy Authority					
	AK Intertie-Alaska Railroad	1,000	750	1,000	100%	(250)
	Alaska Energy Authority Total	1,000	750	1,000	100%	(250)
	Matanuska Electric Association					
	AK Intertie-Talkeetna Storage	7,200	5,400	5,400	75%	-
	Matanuska Electric Association Total	7,200	5,400	5,400	75%	-
56900	Maintenance of Structures					
	Matanuska Electric Association					
	AK Intertie-Maintenance of Structures	100,000	75,000	-	0%	75,000
	AK Intertie-Insulator Replace (Tee to Douglas)	100,000	75,000	-	0%	75,000
	Matanuska Electric Association Total	200,000	150,000	-	0%	150,000
57000	Maintenance of Station Equip					
	Chugach Electric Association					
	AK Intertie-Teeland Substation	185,000	138,750	68,170	37%	70,580
	AK Intertie-Douglas Substation Communications	505,000	378,750	232,958	46%	145,792
	Chugach Electric Association Total	690,000	517,500	301,129	44%	216,371
	Golden Valley Electric					
	AK Intertie-GVEA SVC Project	-	-	1,865	0%	(1,865)
	AK Intertie-Healy, Cantwell, Goldhill	54,500	40,875	26,994	50%	13,881
	AK Intertie-SCADA Maint Healy, Cantwell, Goldhill	10,000	7,500	-	0%	7,500
	AK Intertie-HLSB Sync PT Replacement	50,000	37,500	18,672	37%	18,829
	AK Intertie-Replace Healy Substation Breaker	-	-	1,100	0%	(1,100)
	SVC Insulator Replacements - Healy and Gold hill	10,000	7,500	5,646	56%	1,854
	AK Intertie-Redesign Healy SVC 138 kV Interconnect	50,000	37,500	-	0%	37,500
	Golden Valley Electric Total	174,500	130,875	54,276	31%	76,599
	Matanuska Electric Association					
	AK Intertie-Douglas Substation	250,000	187,500	219,962	88%	(32,462)
	Matanuska Electric Association Total	250,000	187,500	219,962	88%	(32,462)
57100	Maint of OH Lines					
	Golden Valley Electric					
	AK Intertie-Northern Maintenance	103,000	77,250	50,307	49%	26,943

ALASKA ENERGY AUTHORITY
AK INTERTIE BUDGET TO ACTUAL REVENUE AND EXPENSES
FOR THE PERIOD 07/01/2025 THROUGH 03/31/2026

		FY26 Amended Budget	Amended Budget 07/01/2025 - 03/31/2026	Actuals	YTD Actuals as a % of Total Annual Budget	(Over) (Under) YTD Variance
	AK Intertie-Landing Pads	60,000	45,000	-	0%	45,000
	Golden Valley Electric Total	163,000	122,250	50,307	31%	71,943
	Matanuska Electric Association					
	AK Intertie-Special Patrols (Incl Foundation Insp)	50,000	37,500	-	0%	37,500
	AK Intertie-Southern Maint. (Incl Ground Insp)	125,000	93,750	10,891	9%	82,859
	AK Intertie-Equipment Repair & Replacement	100,000	75,000	-	0%	75,000
	Matanuska Electric Association Total	275,000	206,250	10,891	4%	195,359
57102	Maint OH Lines-ROW Clearing					
	Golden Valley Electric					
	AK Intertie-Northern ROW Clearing	600,000	450,000	305,113	51%	144,887
	AK Intertie-Repair Tower 616 Foundation	500,000	375,000	466,400	93%	(91,400)
	Golden Valley Electric Total	1,100,000	825,000	771,513	70%	53,487
	Matanuska Electric Association					
	AK Intertie-Southern ROW Clearing	175,000	131,250	40,286	23%	90,964
	AK Intertie-Southern ROW Remote Sensing	10,000	7,500	-	0%	7,500
	Matanuska Electric Association Total	185,000	138,750	40,286	22%	98,464
58306	Misc Admin					
	Alaska Energy Authority					
	AK Intertie-IMC Admin Cost (Audit, Meeting, Legal)	20,000	15,000	289,413	1447%	(274,413)
	Alaska Energy Authority Total	20,000	15,000	289,413	1447%	(274,413)
58401	Insurance Premiums					
	Alaska Energy Authority					
	AK Intertie-Insurance	27,000	20,250	26,521	98%	(6,271)
	Alaska Energy Authority Total	27,000	20,250	26,521	98%	(6,271)
	Matanuska Electric Association					
	AK Intertie-Insurance	18,000	13,500	-	0%	13,500
	Matanuska Electric Association Total	18,000	13,500	-	0%	13,500
Total	Total Expense	3,617,700	2,713,275	1,992,488	55%	720,787
	Total Operating Expenses	3,617,700	2,713,275	1,992,488	55%	720,787
71001	Total Expense, Budget					
	Alaska Energy Authority					
	Administrative Support Services	300,000	225,000	274,127	91%	(49,127)
	Alaska Energy Authority Total	300,000	225,000	274,127	91%	(49,127)
Total	Total Expense	300,000	225,000	274,127	91%	(49,127)
	Total AEA Administration Expenses	300,000	225,000	274,127	91%	(49,127)
	Total Expenses	3,917,700	2,938,275	2,266,614	58%	671,661
	Surplus (Shortage)	253,464	319,276	1,231,776	486%	912,499

Alaska Intertie Budget to Actuals Status Report for the Period 07/01/2025 through 03/31/2026

Budgeted Usage

MONTH	GVEA MWH	MEA MWH	CEA MWH	TOTAL MWH
Jul	2,846	2,194	-	5,040
Aug	5,188	2,276	-	7,464
Sep	2,177	2,143	-	4,320
Oct	6,861	2,045	-	8,906
Nov	8,868	2,158	-	11,026
Dec	8,868	2,436	-	11,304
Jan	9,537	2,446	-	11,983
Feb	504	2,224	-	2,728
Mar	838	2,365	-	3,203
Apr	4,853	2,180	-	7,033
May	4,853	2,299	-	7,152
Jun	6,192	1,957	-	8,149
TOTAL	61,585	26,723	-	88,308

Actual Usage to Date

MONTH	GVEA MWH	MEA MWH	CEA MWH	TOTAL MWH
Jul	2,181	3,879	-	6,060
Aug	3,421	2,297	-	5,718
Sep	5,069	2,098	-	7,167
Oct	7,752	1,914	-	9,666
Nov	10,979	2,170	-	13,149
Dec	6,242	2,554	-	8,796
Jan	3,021	2,675	-	5,696
Feb	2,018	2,292	-	4,310
Mar	8,250	2,666	-	10,916
Apr	-	-	-	-
May	-	-	-	-
Jun	-	-	-	-
TOTAL	48,933	22,545	-	71,478

PROJECTED ENERGY USAGE TO DATE (MWH) 65,974

ACTUAL ENERGY USAGE TO DATE (MWH) 71,478

Budgeted Operating Costs for the Period \$ 2,713,275
(based on budget)

Actual Operating Costs for the Period \$ 1,992,488

Budgeted Usage Revenue for the Period \$ 2,280,061
(budgeted rate * projected usage)

Actual (Billed) Usage Revenue for the Period \$ 2,470,280
(budgeted rate * actual usage)

Estimated Budgeted Energy Rate per MWH \$ 34.34
(based on budgeted costs and usage)

Annual Budgeted Energy Rate (Billed Rate) \$ 34.56
(based on minimum contract value)

Projected Actual Energy Rate per MWH \$ 23.28
(based on actual costs and usage)

Intertie Management Committee Meeting

IOC Report

June 26, 2026

1) Intertie Operating Committee

Douglas Comm: CEA reported that Chugach telecom staff began installing equipment in the new communications shelter and are coordinating with DPS and the Alaska Railroad on installation and cutover. A contract is in place to install feed lines on the Douglas Tower and move Alaska Railroad microwave equipment to the new shelter. The project will slip into FY2027 rather than being completed by the end of June. Chugach is developing an estimate for the scope and costs that will carry into the new fiscal year. MEA added that they had early entry for construction but is still awaiting Alaska Railroad signature on the final permit.

- a) Synchrophasor Project: GVEA reported that the synchrophasor project has been slowed by legal review, but GVEA received encouraging feedback on the EPG software contract. GVEA legal counsel expects to have a recommended final version by the end of the following week for EPG review. The utility NDA/data-sharing agreement remains delayed pending final resolution of the EPG contract and AEA role.
- b) Snow Unloading Project: GVEA reported that the engineering-support RFP received two proposals after an extended solicitation period, with only one potentially viable proposal. The group discussed balancing the need to make progress while grant funding and lower Intertie utilization create a useful work window against concerns about a lesser-known firm, higher-than-expected costs
- c) PSS/E Licensing: Bill Price reviewed a cost-scenario spreadsheet for PSS/E software licensing. He emphasized that this discussion concerns software licensing only and is separate from Railbelt model/data sharing. Scenarios discussed included continued status quo support if Siemens/PTI allows it, status quo with higher escalation assumptions, a new contract with five users excluding the RRC, and a new contract with six users including the RRC. Bill noted the current legacy arrangement may allow continued use of the software, but Siemens/PTI may discontinue or materially increase maintenance and support for legacy licenses. IOC recommendation: The room consensus was to recommend moving forward with the new PSS/E contract and include the RRC, pending confirmation from legal counsel that the utilities do not have viable recourse to preserve the current maintenance/support arrangement.

2) System Studies Subcommittee

- a) IBR Study: Draft memo to the IMC has been reviewed. Comments are being incorporated prior to a final review by the IOC and routing to IMC.
- b) 230kV Upgrade Impact Study: Memo to the IMC is being drafted by GVEA
- c) Railbelt EMT Model: RFP development complete and RFP release is on hold dependent on IMC direction.
- d) Railbelt Governor tuning/coordination: Due to SSS resource availability and the other study initiatives in progress, this study is being postponed for the time being. (Dependent on FY 2027 budget and direction from the IMC.)
- e) Southern Tie Stability & Losses Study: CEA currently developing an RFP for the engineering work.

- 3) Relay, Protection, & Control Subcommittee
 - a) No update
- 4) SCADA/Telecommunications Subcommittee
 - a) No update
- 5) Operations, Maintenance, and Scheduling Subcommittee
 - a) No update

Intertie Management Committee Meeting Operator Report June 26, 2026

1. Alaska Intertie usage report

a. MWh usage – Measured at Douglas Substation, YTD

	GVEA	MEA	Total
July – May FY25	122,357	23,898	146,255
July – May FY26	55,824	27,171	82,995
Delta – FY26 to FY 25	-54%	+14%	-43%

2. Alaska Intertie trips to report

There were no trips of the Alaska Intertie in the months of May-June.

3. IOC Quarterly Reliability Report

For generation trips or transmission line trips where the loss of load is known, the Railbelt-wide frequency response is calculated. The magnitude of the tripped power and the change in frequency from the pre-trip value to the peak or nadir are used to calculate the MW/0.1Hz value often known as 'Beta'. Chugach has calculated the Beta for several events and the table of the results is provided below.

Events without data for the MW magnitude of the trip were excluded, as were events that did not cause a frequency deviation greater than 0.2 Hz.

Event	Date	Time	MW Tripped	Pre-Trip Freq (Hz)	High /Low Freq (Hz)	Freq Resp (MW/0.1Hz)
Bradley 2 Trip	5/2/2026	5:53:34	26.0	60.04	59.70	7.7
GVEA NP GT2, GT3, ST4 Trip	5/9/2026	13:15:26	42.2	59.93	59.43	8.4
Healy 2 Trip	5/9/2026	17:56:24	37.2	60.03	59.59	8.3
Healy 2 Trip	5/10/2026	9:09:24	40.9	59.93	59.50	9.6
Healy 2 Trip	5/10/2026	17:23:08	33.9	60.01	59.63	9.1
Nikiski CT Trip	5/19/2026	23:30:26	40.5	60.04	59.59	9.0