Alaska Energy Authority
Board Meeting Agenda
January 30, 2026, 9:00 am
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1. CALL TO ORDER
2. ROLL CALL BOARD MEMBERS
3. AGENDA APPROVAL
4. PRIOR MINUTES – October 30, 2025
5. PUBLIC COMMENTS (2 minutes per person) see call in number above
6. OLD BUSINESS – None
7. NEW BUSINESS
   A. Resolution 2026-01 FY27 Operating and Capital Budget Submissions Ratification
8. DIRECTOR COMMENTS
   A. FY2025 Budget to Actuals
   B. Project Financing Update
   C. Owned Assets Update
   D. Planning Update
   E. Renewable Energy and Energy Efficiency Update
   F. Rural Programs Update
   G. Railbelt Transmission Organization (RTO) Update
   H. IT update
   I. IIJA Update – Federal Funding Tracker
   J. Legislative Update and Legislative Submittals (Statutorily Required Reports)
   K. Community Outreach
   L. Articles of Interest
   M. Next Regularly Scheduled AEA Board Meeting – Thursday, April 16, 2025, 9:00 am.
9. EXECUTIVE SESSION – Discuss confidential:
   A. AEA Strategic Planning
10. BOARD COMMENTS
11. ADJOURNMENT

Public Comment Guidelines
Members of the public who wish to provide written comments, please email your comments to publiccomment@akenergyauthority.org by no later than 4 p.m. on the day before the meeting, so they can be shared with board members prior to the meeting.

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On the meeting day, callers will enter the teleconference muted. After board roll call and agenda approval, we will ask callers to press ***9** on their phones if they wish to make a public comment. This will initiate the hand-raising function.
We will unmute callers individually in the order the calls were received. When an individual is unmuted, you will hear, *"It is now your turn to speak."* Please identify yourself and make your public comments.

Alaska Energy Authority
BOARD MEETING MINUTES
Thursday, October 30, 2025
Anchorage, Alaska

1. CALL TO ORDER

Chair Koplin called the meeting of the Alaska Energy Authority to order on October 30, 2025, at 8:32 am.

2. ROLL CALL BOARD MEMBERS

Members present: Clay Koplin (Public Member); Duff Mitchell (Public Member); Tony Izzo (Public Member); Ingemar Mathiasson (Public Member); Llewellyn Smyth (DOR); and Julie Sande (Commissioner DCCED) (arrived late). Members absent and excused: Robert Siedman (Public Member).

A quorum was established.

3. AGENDA APPROVAL

MOTION: A motion was made by Vice Chair Mitchell to approve the agenda. Motion seconded by Mr. Izzo.

A roll call was taken, and the agenda was approved unanimously, with Commissioner Sande not present.

4. PRIOR MINUTES – July 10, 2025

Chair Koplin requested to modify the minutes to list Vice Chair Mitchell as absent and excused. There was no objection.

MOTION: A motion was made by Mr. Izzo to approve the Minutes of July 10, 2025, with the amendment of listing Vice Chair Mitchell as absent and excused. Motion seconded by Mr. Smyth.

A roll call was taken, and the Minutes of July 10, 2025, with the amendment of listing Vice Chair Mitchell as absent and excused, were approved unanimously.

5. PUBLIC COMMENTS (2 minutes per person)

There were no members of the public online or in-person who requested to comment at this time.

6. PRESENTATION

A. Alaska Energy Authority 2025 DRAFT Financial Statements

Executive Director Curtis Thayer Bikky Shrestha, BDO auditor, and Pam Ellis, AEA Controller, to review the status of the 2025 Financial Statements and audit. Mr. Shrestha expressed his appreciation to Ms. Ellis and staff for providing all of the information necessary to complete the audit. Mr. Shrestha indicated that the financial statement audit is substantially completed and will be issued tomorrow. The federal single audit is not yet ready for issuance. Mr. Shrestha explained that uniform guidance provided by the Office of Management and Budget (OMB) has to be followed for federal program audits. That compliance supplement for 2025 is not finalized yet. There is only a draft version of the compliance supplement. All of the programs have been audited based on the draft version. However, the federal single audit will be released after the compliance supplement is finalized.

Mr. Shrestha advised that the information in his presentation can be provided to members after the meeting. He reiterated that the audit has been substantially completed. The objective of an audit is to retain reasonable, but not absolute assurance whether the financial statements are free from material misstatements. The audit revealed an unmodified and clean opinion on the financial statements and no findings on the Government Auditing Standards. All records and information requested by BDO were freely available for inspection, and management cooperation was excellent throughout the whole process.

Mr. Shrestha discussed that one of the significant risks reviewed is the management override of controls. Additionally, much attention was focused on revenue recognition, specifically grant revenue recognition, and any State appropriation recognition. Mr. Shrestha noted there were no corrected or adjusted items. The audit reviewed the internal control over the financial reporting processes. No items were deemed as significant deficiencies or material weakness.

Mr. Shrestha indicated that one major change in the financial statements due to the separation from Alaska Industrial Development and Export Authority (AIDEA) is the movement of AIDEA contract employees to employees of AEA. As of the beginning of 2024, the pension liability and the related pension assets and deferred inflows and outflows of resources had to be brought into the financial statements. This is presented as an extraordinary item since it is new this year. The State of Alaska provides the allocation of the pension liability and other information. Approximately 52% of the liability is booked on AEA's financial statements this year.

Mr. Shrestha gave a brief overview of the draft financial statements. The Statement of Net Positions lists the difference between AEA's assets, liabilities, and deferred outflows of resources. New items this year include the net other post-employment benefits (OPEB) assets, the deferred inflow and outflow of resources related to the pension and OPEB assets and liabilities, and net assets and liabilities. The total assets at the end of the year were $1.7 billion, of which $1.1 billion is in the Governmental Activities and $614 million in the Business-Type Activities. Out of the total assets, $325 million was cash and cash equivalents. The restricted investments in the Governmental Activities were $960 million. The capital assets in the Business-Type Activities were $375 million.

Mr. Shrestha reviewed AEA's liabilities for Governmental Activities totaling $116 million and

Business-Type Activities totaling $212 million. The total net position for the Governmental Activities is over $1.23 billion and the total net position for the Business-Type Activities is $402 million. Mr. Shrestha noted that almost all of the net positions are either invested in capital assets or restricted for operations as guided by the legislation or by third-party agreements.

Mr. Shrestha discussed the Extraordinary Item, Note 14, of $2.4 million, which is the net effect of all assets and liabilities brought in at the beginning of the year. Any changes that happened during the year to the assets and liabilities are running through the expenses in the current year. Mr. Shrestha explained that the Governmental Fund Balance Sheet does not include the pension assets and liabilities. He reviewed the Statement of Revenues, Expenditures, and Changes in Fund Balances for the Governmental Fund. The total revenue for the year was $138 million of which $12.8 million was from federal grants, $24.4 million was from state appropriation, and $98 million was from the investment income. The expenditures mostly followed the revenue, other than the investment income. The change in fund balance totaled $12.6 million and is primarily dependent on the investment income during the year.

Mr. Shrestha reviewed the Statement of Revenue and Expenses, and Changes in Net Position for the Enterprise Fund. The total revenue was $32 million, most of which was derived from the revenue from operating plants. The expenditures basically followed the revenue at $25.8 million. The investment income totaled $8.6 million. The change in net position totaled almost $3 million for the year.

Mr. Shrestha indicated that after the note pages in the report, there are combining schedules that show the activity of the different funds. The note pages this year have increased by about 10 pages due to the pension-related disclosures. Mr. Shrestha highlighted that beginning last year, AEA's investments are invested through the Alaska Permanent Fund. All of the information detail regarding the investment portfolios is included in the financial statements. Mr. Shrestha noted that BDO does not audit the Permanent Fund's statements that were received.

Vice Chair Mitchell asked if the timing expectations for the completed audits are in synchronization with the needs of management. Mr. Shrestha explained that financial statements are being produced tomorrow and are within the timeline for the requirements of the bond covenants. The federal single audit is a separate report that ensures compliance with their requirements and will be released at a later date.

Vice Chair Mitchell expressed appreciation for the report and the clean audit. There were no other comments or questions.

MOTION: A motion was made by Mr. Izzo to accept the AEA Fiscal Year 2025 Draft Financial Statements, as presented. Motion seconded by Vice Chair Mitchell.

A roll call was taken, and the motion to accept the AEA Fiscal Year 2025 Draft Financial Statements, as presented, passed unanimously.

7. COMMITTEE REPORTS

A. Special Committee of Project Finance

- **Orrick Summary on AEA Finance Options**
- **Resolution 2025-05 Authorizing Executive Director to submit LPO application**

Mr. Thayer discussed that the Special Committee on Project Financing primarily reviewed the Bradley Expansion Dixon Diversion Project and the Cook Inlet Power Link (CIPLink) Grid Resilience and Innovation Partnerships (GRIP) Project. The linked Orrick Summary on AEA Finance Options memorandum was a result of this Committee's work. Mr. Thayer summarized that AEA has very broad authority to take out loans and very broad authority with bonding. There is no capped amount, and legislative approval is not needed. AEA has the opportunity to submit an application to the Department of Energy's (DOE) Loan Program Office (LPO) to borrow much of the funding needed for the Bradley Lake Expansion Project and the CIPLink Project. Additional information must be obtained from the DOE before moving forward. The Orrick Summary shows AEA's financing options and limitations.

Mr. Thayer explained that applicants for LPO must be invited to apply and normally the threshold is $1 billion. However, AEA has been working through the process and was recently invited to apply with its current information submitted. Mr. Thayer invited Mark Billingsley, AEA General Counsel, to continue the presentation. Mr. Billingsley explained that during the public meeting of AEA's Finance Subcommittee a few months ago, much was discussed regarding financing for the two large projects: Dixon Diversion and CIPLink Project. One option for the Board to consider is a loan through the DOE's LPO. This loan has a much lower comparative interest rate. Mr. Billingsley reiterated that the usual loan minimum is $1 billion. However, AEA is working with the LPO to access loaned monies at under $1 billion total.

Mr. Billingsley explained that Resolution 2025-05 gives written Board authorization for the Executive Director to submit the LPO application under Title 17, and to make attestations, representations, and commitments as may be required by the LPO, and to take all actions necessary or appropriate to effectuate the submission and processing of the application. He noted that the Finance Subcommittee is working through the discussions regarding financing the projects.

Vice Chair Mitchell asked if Resolution 2025-05 meets the requirements outlined by the LPO Office. Mr. Billingsley agreed. There were no other comments or questions.

MOTION: A motion was made by Vice Chair Mitchell to approve Resolution 2025-05 authorizing the Executive Director to submit applications and addenda to the U.S. Department of Energy Loan Programs Office, as presented and included in the Board packet. Motion seconded by Mr. Izzo.

A roll call was taken, and the motion to approve Resolution 2025-05 passed unanimously.

8. OLD BUSINESS – NONE

9. NEW BUSINESS

A. 2026 Board Meeting Schedule

Mr. Thayer reviewed the proposed quarterly meetings for 2026. He suggested rescheduling the October 29, 2026, meeting to the Thursday after the election in November. He requested members send any conflicts for the proposed schedule to Jennifer Bertolini, AEA. There were no comments.

10. DIRECTOR COMMENTS

A. FY2025 Budget to Actuals

Mr. Thayer noted that one of the commitments he has made is to keep the Board regularly updated on the budget. He discussed that the budget documents look different from private sector budget documents. Mr. Thayer explained that the budget consists of four components. The employees are set in one or two of those components, depending on the size of the program, but not all four of the components. The final budget for FY 2025 was approximately $65 million. The actual budget for FY 2025 was $56 million. The under budgeted amount was primarily due to less than anticipated work completed for the CIPLink because of the two pauses to the project. It is back to a go status.

Mr. Thayer also indicated that the under budgeted amount includes the 35% personnel vacancy factor. Part of the reason for the high vacancy relates to the CIPLink project and not hiring for those positions at this time. Mr. Thayer reviewed that the final budget for AEA Owned Facilities was $1.2 million. The actual budget was a little over $1 million. The final budget for the AEA Power Cost Equalization was $48.2 million. The actual budget was $47.2 million. The difference is related to the fluctuations in fuel. The final budget for Alternative Energy & Efficiency was $6.3 million. The actual budget was just under $1 million. These projects included some of the Infrastructure Investment and Jobs Act (IIJA) funding and the timing of those projects. There were no comments or questions.

B. Regulatory Requirement Reduction Project (AO360)

Mr. Thayer requested that Mr. Billingsley provide the status update regarding AO360, the Regulatory Requirement Reduction Project issued by the Governor. The goal is to reduce regulations by 15% by the end of 2026, and by 25% by December 31, 2027. Mr. Billingsley explained that the Governor issued Administrative Order 360, and it requires all agencies to review their regulations and cut them by 15% by the end of next year, and by 25% by the end of the following year. AO360 also includes review of the agencies' guidance documents. Mr. Billingsley noted that this is a big undertaking for all of the agencies and some agencies are overwhelmed. AEA staff has identified all of the guidance documents. The required reduction is based on page numbers or word count. The reduction requirement is not in the number of regulations, but rather

a reduction in the number of regulatory requirements that are discretionary. If the regulatory requirement is mandatory, then no reduction is required. AEA staff has counted all of their regulatory requirements and determined how many of those were discretionary versus statutorily required. The next step is to develop a plan for reducing the discretionary requirements by 15% and 25% in the year after that.

Additionally, Mr. Billingsley discussed that the process of receiving stakeholder input was completed. Two hour-long public meetings were held at the beginning of this month. No members of the public called in. Two public comments were received encouraging AEA to reduce the number of regulatory requirements. AEA staff are taking the comments into account and reviewing them in detail. A determination will be made to see how to incorporate their recommendations into the plan for reducing the regulatory requirements.

Mr. Billingsley discussed that AEA's plan is due to be presented to Alaska Department of Commerce, Community, and Economic Development (DCCED) at the end of December and will go to the Governor's Office on January 5th. AEA will then proceed with reducing the number of regulatory requirements and the Department of Law has to process the reduction. The Department of Law must review all of the regulatory modifications.

Mr. Izzo asked if there is coordination between other agencies. He commented on a current issue that the Department of Transportation (DOT) is not issuing permits, and the question about what they have done is under statute. This affects the ability for utilities to recover costs of relocations in the future, which directly affects the cost of energy to consumers, and touches on AEA's mission. Mr. Izzo noted that the issue is being addressed with the agency and with the Commissioner. He asked if there is any crossover between various State agencies and State corporations. Mr. Billingsley discussed that AEA is meeting jointly with the other DCCED subunits to discuss implementation. Additionally, DCCED is coordinating and meeting with other agencies within the State of Alaska, and the information is then submitted to the Governor. AEA's coordination is mainly sharing experiences going through the process and learning from each other. Additionally, input can be provided to agencies regarding any issues or suggestions on how their regulations could be streamlined. Mr. Billingsley commented that the Governor and the people running the program are encouraging the public to provide input.

Chair Koplin asked if AEA's financials flow up to DCCED or Office of Management and Budget (OMB). Mr. Thayer explained that AEA's financials flow up to the State financials because AEA is an independent corporation. It then rolls up as a component of the State's consolidated accounting. There were no other comments or questions.

C. Snettisham AEA-AIDEA MOU

Mr. Thayer discussed that back in 1991, AEA entered into an agreement with multiple parties, including the State of Alaska, Municipality of Anchorage, Chugach Electric Association, Matanuska Electric Association, U.S. Fish and Wildlife Service, and U.S. National Marine Fisheries, relative to Eklutna and Snettisham Projects. The Eklutna issue has been mostly resolved and only has a few outstanding studies remaining. Mr. Thayer explained that the agreement states that AEA shall be

responsible for the consultation, study, and implementation provisions applicable to the Snettisham Project. He noted that AEA does not have a relationship to the Snettisham Project. AEA does not own the Snettisham Project. It is an owned asset by AEA's sister agency Alaska Industrial Development and Export Authority (AIDEA). Mr. Thayer believes the agreement predated AIDEA's ownership of Snettisham. AEA created a Memorandum of Understanding (MOU) with AIDEA transferring all of AEA's responsibilities within the 1991 agreement to AIDEA, thus making AIDEA responsible for the study and implementation of their assets. The 1991 agreement did not establish who would pay for all of the work that needed to be completed by AEA. However, the Snettisham Project is clearly an AIDEA asset. The MOU and the back-up documents are included in the Board packet.

Mr. Izzo asked for background clarification if there was transfer of ownership from AEA to AIDEA for the Snettisham Project since the 1991 agreement refers to AEA. Mr. Thayer explained that AIDEA was in existence in 1991, but their ownership of Snettisham had not yet occurred. He discussed that no documents have been found to identify why AEA was invited to be part of the Snettisham Project. However, now that AIDEA owns the Snettisham Project and has legal rights to it, then they need to be responsible for the activities with the agreement.

Mr. Izzo asked if there is a document transferring ownership of Snettisham from AEA to AIDEA. Mr. Thayer agreed. He pointed out that Snettisham was originally federally owned and that is how AIDEA received it. Additionally, Anchorage Municipal Light and Power (AML&P) operate Snettisham and receives the power from it. However, AEA's Bryan Carey was only involved in an hour or two a month worth of work regarding the dam operation. There were no other comments or questions.

D. Federal Awards Tracker

Mr. Thayer noted that AEA's internal Federal Awards Tracker was used previously and was restarted since the change of Administration. The document lists all of the federal projects from which AEA receives money. It includes the award amounts, the source of the award, the program name, the required match, outstanding balances, and comments on the projects. Mr. Thayer noted that the document changed considerably right after the new Administration, and he hopes that the current status will not change that much. He directed the Board's attention to the status of the programs highlighted in blue that are pending review and remain opportunities for AEA for federal funding. The terminated projects are listed near the end. The awards listed as conditional awards totaling approximately $74 million were granted in the previous Administration and are anticipated to move forward. Additional information from the project manager on those conditional awards is expected. There were no comments or questions.

E. Owned Assets Update

- **Bradley Lake Expansion Project**

Mr. Thayer invited Ryan McLaughlin, AEA Infrastructure Engineer, to discuss the status of the Bradley Lake Expansion Project. Mr. McLaughlin noted that work is ongoing to meet the next major milestone of submitting the draft license amendment application in late January 2026. That

effort is on schedule. During the process, the need to standardize nomenclature was necessary. The overall project is now called the Bradley Lake Expansion Project. The Dixon Diversion subcomponent is comprised of the diversion dam, the tunnel, and the inlet and outlet portal. The Bradley Pool Raise subcomponent is comprised of the spillway crest modifications and the raise of the dam.

Mr. McLaughlin discussed that the last couple of months have been busy, including mobilizing a drill crew at the Bradley Dam in September and demobilizing the drill crew about a week ago. The plan was to drill nine bore holes, however, not all of the planned holes were drilled. At least one hole was drilled in each of the critical areas. The activity of downloading and processing the data is occurring now. The process was both challenging and successful. The crew dealt with much snow in the last couple of weeks. Mr. McLaughlin discussed the pictures included in the presentation, particularly the picture that gives perspective to how big the dam is compared to the drill rig and the trucks. The second picture shows the drill crew working on the dam with specialized equipment necessary due to the constraints when working in the spillway gallery.

Mr. McLaughlin noted that on September 17, 2025, he went with DOWL to complete the annual operator training and annual safety inspection of Bradley Dam. The trip also included a site visit to the Dixon Diversion Dam site for the project engineers to evaluate the current design related to the site conditions. Mr. McLaughlin discussed that a Board of Consultants (BOC) meeting occurred with Federal Energy Regulatory Commission (FERC) yesterday. Items discussed included the design documents and the studies on Probable Maximum Precipitation (PMP) and Probable Maximum Flood (PMF). The PMP/PMF study was originally conducted in the 1980's. The new study will include the 40 years of weather data since the original study.

Mr. McLaughlin discussed that an Inflow Design Flood (IDF) recommendation and hazard classification recommendation was submitted for the Dixon Diversion Dam. The request is that the Dixon Diversion Dam is classified as a low-hazard dam, and that the IDF correlates to the 100-year flood at 7,900 cfs. Mr. McLaughlin indicated that FERC responded and agreed with those recommendations. Mr. McLaughlin explained that one of the first upgrades is to the power that goes from the powerhouse up to the dam. It is currently single phase and will be upgraded to 3-phase. The contractor EPS is designing the package that will go out to bid. Additionally, the transformers will need to be ordered soon because of their long lead time. The remaining equipment is expected to be ordered in the spring or summer. The goal is for installation to occur in the summer of 2027.

Mr. McLaughlin continued the update noting that there have been other big design decisions, including the decision to fully line the Dixon Tunnel. This will have minimal cost impacts to the project compared to previous cost estimates, improve worker safety inside the tunnel, improve hydraulics, and reduce construction risk for the contractor. The design criteria have been established for a 14-foot minimum finished inside diameter. This is comprised of a 16-foot diameter tunnel with a 1-foot concrete liner, which will provide a maximum flow of 1,650 cfs.

Mr. McLaughlin discussed that the final year of environmental studies was completed in the

summer. The final study reports are currently being produced and will be reviewed with the agencies this winter. There is one more stream gauging trip that needs to occur and the Department of Fish and Game has to return to remove equipment. Mr. McLaughlin reviewed that the stream gauging trip on August 29, 2025, measured the Martin River at 2,490 cfs. This is the highest spot measurement taken and will be good for building out the stage-discharge relationship. Mr. McLaughlin noted that the flow was 220 cfs in the picture included in the presentation. The flow variations are not uncommon in this river system. Approximately 1,500 sockeye salmon were counted through Red Lake. This was the highest count in the three years of monitoring.

Mr. Smyth asked for an estimate of the long lead time for the transformers. Mr. McLaughlin indicated that the expectation is a lead time of 18 to 24 months.

Vice Chair Mitchell asked if the proposed Request for Proposals (RFP) include the Build America, Buy America (BABA) Act or if foreign equipment can be utilized. Mr. Thayer indicated that there are no federal dollars in this project. Mr. McLaughlin agreed and noted the project is not subject to the BABA Act restrictions.

Mr. Izzo asked regarding the size of the transformer and inquired if it is a transmission transformer. Mr. McLaughlin believes it is a distribution transformer and noted that he would have to confirm with EPS and provide the answer to Mr. Izzo at a later time. Mr. Izzo commented that lead times for transmission transformers are averaging three to four years, and price increases have been from 36% to 272%. He noted that distribution transformers are different from transmission transformers. Mr. McLaughlin reiterated that he believes it is a distribution transformer and will confirm.

Commissioner Sande commented that she believes it is important for the public record to discuss the value of the project and why AEA is pursuing the project. She requested Mr. Thayer to briefly address why the project is important in terms of the expected increase in output, and to briefly report if any outreach was completed during the summer. Mr. Thayer noted statistically that the project will potentially increase the output of Bradley by 50%. Currently Bradley provides 10% of the Railbelt, and the project would increase that to 15%. Additionally, the time schedule is to have water flowing at the end of 2030, which is pertinent with the natural gas situation in Cook Inlet. This project will supply 7.5% of the unmet requirements and displace 1.5 BCF of natural gas. Mr. Thayer indicated that two outreach trips were conducted, and members of the Chugach Board, a FERC Commissioner, and legislators were able to attend. Additional trips were cancelled due to the freeze on travel.

Commissioner Sande requested that the reporting include a few sentences for the general public who may not be familiar with the project to highlight the reasons the project is valuable. Commissioner Sande expressed strong support for the project, and she noted that the flight over the site and spending time at the project helped her understand its importance. She thanked Mr. Thayer for facilitating that visit. Commissioner Sande commented on the studies that occurred prior to the project and the opposition and worry that the project could harm the salmon. She noted that the studies now indicate ways that the project actually helped the habitat.

Commissioner Sande said that she would like to get more information to the general public regarding the positive nature of so many of AEA's projects.

Mr. Thayer commented that trips are normally conducted in June, July, and August. Those trips are budgeted and approved. He would like to again host Board members and others.

Chair Koplin indicated that there are also videos on AEA's website that help explain the value of the project and contain good visuals of the project. There were no other comments or questions.

- **Cook Inlet Power Link (CIPLink)**

Jim Mendenhall, Owned Assets Director, reviewed the CIPLink project. Mr. Mendenhall discussed that the DOE has a skeleton crew and they have not made any public announcements regarding which projects have been approved. On October 9, 2025, the DOE issued a letter that there was termination of 223 projects and a rescinding of about $7.5 billion. Mr. Mendenhall noted that CIPLink was not on that list. Discussions continue with DOE, and AEA recommended that the project move to the next phase. The first phase ended on June 30, 2025. The DOE has authorized to begin the renegotiations, and an answer is expected around Thanksgiving.

Mr. Mendenhall noted that the DOE issued a National Environmental Policy Act (NEPA) permit for environmental studies to occur in the Cook Inlet. The contract has been awarded to HDR for environmental services in the Inlet. That field work is expected to occur in 2026. In order to stay on schedule, AEA authorized Stantec to continue preparing the documents for procurement of the long lead items, specifically the cable and the converter stations. In addition to reviewing pricing and ongoing solicitations, AEA has been working on a Railbelt strategic transmission plan and how that coordinates with the CIPLink project. The plan is nearly completed.

Mr. Mendenhall discussed that the funding has not changed and still totals $64.2 million in combined state appropriations and Bradley bond proceeds. An additional $142 million must be raised. Approximately $1.5 million has been expended on the project to date.

Mr. Izzo followed up on Commissioner Sande's comments and believes it is important to note for the public record how the CIPLink Project is interconnected to the Bradley Expansion Project. He explained that the transmission line has a 5-megawatt (MW) capacity and Bradley is larger than 75 MW. He stated that hydro is nature's best energy storage and delivers firm power. The CIPLink will provide a second transmission line to utilize the Bradley energy most efficiently and to facilitate the offset of 1.5 BCF of natural gas.

Mr. Mendenhall agreed with Mr. Izzo's comments. He explained that Bradley has a nameplate capacity of about 120 MW. The current transmission coming up the Sterling Highway and the Seward Highway have a capacity of about 75 MW. At that transmission level, there is approximately 10% in losses. The Kenai uses less than 20 MW, and 100 MW has to come off of Bradley when it is at full power.

Mr. Izzo commented that it is called a grid, however, it is often referred to within the Railbelt

electrics as an extension cord. He recalled that the single line that exists today was capacity constrained during the Swan Lake Fire and was out. The power consumers north of the Peninsula paid an extra $12 million over those three months for their energy because more natural gas had to be burned. Mr. Izzo reiterated that both of the projects are critically linked and critically important. There were no other questions.

- **SQ and SS Line**

Bill Price, AEA Senior Infrastructure Engineer, provided the update on the Sterling to Quartz Creek Substation (SQ) Line and Soldotna Substation to Sterling Substation (SS) Line upgrade projects. Mr. Price indicated that the SS Line upgrade project went overbudget and was tabled. The project is still loosely planned but not budgeted and not scheduled. The SQ Line upgrade project received its steel bids in October, and the steel bids were slightly overbudget, but close enough to continue to move forward. The project is on schedule to complete the SQ Line upgrades. The Environmental Assessment (EA) has been finalized and submitted. There were no comments or questions.

- **Battle Creek Bond Subsidies from IRS**

Mr. Thayer reminded the Board of the previous difficulties regarding the receipt of two checks from the Internal Revenue Service (IRS) due to address issues, direct deposit issues, and U.S. Bank lockbox issues. To date, all of the checks have been received. The total amount is over $1 million. Mr. Thayer publicly acknowledged Senator Dan Sullivan's Office for engaging the IRS and working to resolve the issue. Mr. Thayer advised that some of the concerns, however, were with the bank that holds the bonds, U.S. Bank. The original representative retired and the subsequent representative was not as attentive as they should have been. A meeting was held with U.S. Bank and AEA will have a new representative for the account, and U.S. Bank will cover all of the lost interest while the checks were in transit for the last 10 months. Additionally, the payments are back to direct deposit status at U.S. Bank. Mr. Thayer expressed appreciation to U.S. Bank for being responsive to AEA's claim. There were no comments or questions.

- **Letter from FERC**

Mr. Thayer noted that the letter included in the Board packet is from Commissioner Judy Chang expressing her compliments of AEA while visiting the Bradley Lake Project on June 30. Mr. Thayer indicated that Commissioner Chang is extremely supportive of the project. She is the second commissioner to visit the project. There were no comments or questions.

F. Rural Programs Update

- **Denali Commission Awards Update**

Mr. Thayer introduced Chris McConnell, AEA, to provide the Denali Commission update.

Commissioner Sande asked Mr. Thayer to comment on the status of the DOE representatives who approached AEA at SelectUSA and were interested in helping support the projects in Alaska. She asked if there has been an improvement or change in that level of interest. Mr. Thayer believes

there has been a change and improvement. He noted that the previous Administration handed out lots of money but was lacking in the technical aspects. He believes this Administration is focused on the technical aspects and how to make things happen. Mr. Thayer gave the example that Secretary of Energy Chris Wright issued to FERC that non-governmental organizations (NGO) cannot stop a project. They can be considered in the process of a FERC license, but they are not a veto. Mr. Thayer noted that a small group of AEA representatives are traveling to D.C. next month to meet with the Grid Deployment Office, with the National Electric Vehicle Infrastructure (NEVI) Office, with the Loan Office, and with FERC. These offices requested AEA return and discuss the projects. There are a few opportunities through the DOE for technical assistance for which AEA is applying, ranging from $5 million to $20 million. Mr. Thayer relayed that he is seeing a different tone at the DOE in the last seven months, and there is definitely more interest in Alaska.

Mr. McConnell reviewed that there is approximately $20 million remaining funding for the Denali Commission bulk fuel, powerhouses, and M&I projects. Substantial completion in the bulk fuel upgrade project in Scammon Bay occurred recently. Additionally, the powerhouse project in Nelson Lagoon is near completion. Mr. McConnell discussed the ongoing projects and the new projects planned for next spring. He advised that there is a new Denali Commission award that helped kickstart the Alaska Native Tribal Health Consortium (ANTHC) for five bulk fuel projects around the state. The first subaward should be released at the end of this week. The total award is $50 million over three years. There were no comments or questions.

- **Power Cost Equalization (PCE) Endowment Fund Update**

Mr. Thayer explained that the Independent Auditors' Report regarding PCE is included in the Board packet for informational purposes since the PCE Endowment Fund is managed by the Alaska Permanent Fund Corporation (APFC). There were no comments or questions.

- **Typhoon Hylong Update**

Mr. McConnell indicated that he has been giving reports at the daily briefings of the State Emergency Operations Center (SEOC) meetings. He gave credit to the Circuit Riders and to the Rural Assistance Manager Justin Tuomi for utilizing the comprehensive and deep relationships with the folks on the ground to get daily updates. Work is ongoing with the most affected communities of Kipnuk and Kwigillingok. Their utility crews and leadership are coming to the office to align with the contractors that DOT has brought in to complete the work. Most of the damage is to the distribution. Mr. McConnell complimented the engineers and the folks that constructed the powerhouses, as all of the powerhouses held up pretty well. He discussed that Kipnuk lost most of their residential housing and it will be quite an effort to get their distribution running. Kwigillingok lost the south end of town. The contractors working onsite anticipate that power to the school will be restored first and then power to the residences.

Mr. McConnell discussed that Akiak experienced a non-storm-related outage that is still out. The power is anticipated to be back on by Saturday. There have been storm delays as far as getting engines in place. AEA has been working closely with that crew to get them back up and powered.

Mr. Thayer asked who provided the engine. Mr. McConnell noted that AEA provided freight and Circuit Rider assistance, and the Tribe has paid for the engine. Mr. McConnell commented that Typhoon Hylong came on the heels of three emergencies and critical situations, including an engine barged out to Adak, and a stand-by engine in Tuluksak.

Mr. Thayer noted that AEA lent Cordova Electric a standby generator 20 years ago, and Cordova Electric will be sending that generator back to AEA for refurbishment since AEA is out of operational generators for rural Alaska. There are a couple of old FEMA generators that AEA is also in the process of refurbishing. He stated the Administration has been helpful as AEA has already expended the allotment for electrical emergencies for the year. The Governor's budget is entertaining a supplemental amount to help cover the costs.

Mr. McConnell commented that Matanuska Electric Association (MEA) also donated transformers that are being taken to Kipnuk. He believes they will be crucial in the coming months to get Kipnuk back on power.

Mr. Thayer expressed appreciation to MEA for the 70 transformers they are installing in rural Alaska to prepare for the winter season.

Vice Chair Mitchell commented that these circumstances show how Alaskans pull together when tough times occur. He lauded AEA's team for helping coordinate the cooperation with all of the other utilities involved to provide the basic services and to get the electrical service back running. He believes this is a testament to Alaska values. Vice Chair Mitchell noted that this may not be the last time that something like this happens. Alaska is endowed with great blessings, but there are also natural disasters such as earthquakes and tidal waves. He asked when things settle down, that an after-action review be completed to determine what went well, what could have worked better, and lessons learned. The review may be a proactive impetus for additional legislative funding or other budgeting so that better preparation is made for the next round.

Mr. McConnell acknowledged the request and noted that Mr. Thayer has already requested that staff begin their review of the emergency response. More details will be forthcoming. There were no other comments or questions.

G. Renewable Energy & Energy Efficiency Update

- **Electric Vehicles / NEVI**

Audrey Alstrom, AEA Director Alternative Energy and Energy Efficiency Programs, provide the Renewable Energy & Efficiency update. Ms. Alstrom summarized the information provided in the Board packet. She explained that AEA is partnering with Alaska DOT regarding the National Electric Vehicle Infrastructure (NEVI) Program. Ms. Alstrom discussed there have been many changes since the last meeting, during which time the NEVI program was suspended. Since then, the Federal Highway Administration issued new guidance that basically reduced plan requirements and gave states 30 days to provide an updated NEVI plan.

Ms. Alstrom is happy to share that the team was able to submit the updated plan in September and received approval which gives AEA access to NEVI funds for implementation from FY 2022 through FY 2026. Ms. Alstrom indicated that program activities are moving forward. The copy of the approval letter and the approved plan are included in the Board packet and can also be found on the website.

Ms. Alstrom noted that the DOE grant funds for the Alaska Rural EVSE Deployment (ARED) project supporting EV charging equipment in rural Alaska is moving forward. She discussed that AEA hosted an Alaska Electric Vehicle Working Group (AKEVWG) meeting and gave an update on the NEVI Program and upcoming outreach activities.

Ms. Alstrom discussed that the information regarding the Solar For All Program has also changed since the previous meeting. The Environmental Protection Agency (EPA) terminated the Solar For All Program nationwide and AEA staff is working through the closeout process for that federal award.

Ms. Alstrom reviewed that the programs on Energy Efficiency and the State Energy Program (SEP) are moving toward completion. These are the grants that are partnered with Alaska Housing Finance Corporation (AHFC), including SEP training for residential energy contractors, home efficiency rebates, home electrification and appliance rebates, and the Energy Efficiency and Conservation Block Grant (EECBG). Ms. Alstrom reported that through SEP and EECBG, AEA is planning to open request for applications for efficiency projects and more details are forthcoming. Staff will provide an update at the next Board meeting.

Ms. Alstrom discussed that the Biomass Program supported training for cord wood boiler operators during the summer. AEA has received two new US Forest Service awards to conduct engineering designs for several biomass projects throughout the state, and to design and construct the biomass project in Tok, which will support the school.

Mr. Thayer commented that AEA's NEVI plan was approved as submitted. He noted this is a big step forward since AEA was waiting three years for approval under the previous Administration and the NEVI plan was approved within a couple of months with the current Administration.

Vice Chair Mitchell noted that when the NEVI Program funding was cut, he thought that all of the great planning and the public meetings that were undertaken regarding the main route between Anchorage and Fairbanks, and the route in Southeast Alaska would be gone. He asked if the new information regarding the FY 2022 through FY 2026 planning funds still include the Alaska Marine Highway chargers. Ms. Alstrom agreed that those funds do include highways outside the alternative fuel corridor, which is the highway between Anchorage and Fairbanks. She explained that approval has to be given that the corridor is built out before any off-corridor activities occur. Ms. Alstrom believes there should be more than enough funds to move to that next phase.

Vice Chair Mitchell expressed appreciation to Ms. Alstrom. He indicated that the off-corridor subject has been important during the public meetings he has attended in Southeast Alaska. He believes it is even more critical now because of the recent private barge companies deciding not

to transport electric vehicles. The only means now to many of Alaska's communities is through the Marine Highway System, which does allow the transport of electric vehicles (EV).

Vice Chair Mitchell asked if the AEVWG has taken any positions or concerns regarding the shipment of vehicles to and from Alaska. Ms. Alstrom noted that AEA has shared information on how people can transport EVs. She understands that the ferry system is limiting transport to two vehicles per sailing. How AEA gets involved is still up for discussion. Vice Chair Mitchell noted for the Board's situational awareness that this issue is already being discussed and letters are being written by legislators because some communities have really high per capita of electric vehicles. This would have a chilling effect. Vice Chair Mitchell stated that the Subaru dealer in Juneau is either ranked one, two, or three in the country for electric vehicle sales, and their sales have completely stopped. Vice Chair Mitchell commented that there is a high demand for vehicles that are still out there and it cannot be met. A few of the other smaller dealers have said they will try to route them through Skagway to try to get on the Alaska Marine Highway. It is a difficult situation. He expressed appreciation to Ms. Alstrom for all she is doing with the Working Group and will continue to watch how this situation evolves.

Ms. Alstrom indicated that Josie Hartley, AEA, is in attendance today and she is the one who usually provides the NEVI Program update. She has been a significant leader in making sure the plan is updated and approved, as well as conducting the outreach activities. Vice Chair Mitchell thanked Ms. Alstrom and Ms. Hartley for their efforts.

Mr. Smyth noted that it is mentioned on page six, under the Independent Site Deployment, the Tesla charging stations may or may not count as NEVI-creditable. He asked when AEA anticipates knowing if the Tesla charging stations are creditable. Ms. Alstrom requested Ms. Hartley discuss the issue. Ms. Hartley explained that the Tesla sites were originally selected under the preliminary solicitation for the alternative fuel corridor. There were nine sites and four of those were awarded to Tesla. Given the uncertainty around the NEVI program, Tesla elected to move forward with the construction of those sites absent the NEVI funding. A couple of those sites are already commissioned between Anchorage and Fairbanks, which has been a great benefit for EV drivers. The sites were built to more or less the same specification of design within the NEVI Program. Under the previous Administration, there were strict requirements applied to sites that were to be deemed creditable along an alternative fuel corridor. In addition, there were different requirements tied to the spacing between sites, which have more or less been removed under the program guidance for this administration. Staff believe there is a path forward for those sites to be included along the alternative fuel corridor suite of sites that will count at creditable. This has to be addressed with Federal Highways. There seems to be more flexibility with this Administration. It appears as though they are not so tied to the previous program's guidance. The focus is on getting the funds distributed and getting the sites constructed. There were no other comments or questions.

H. Planning Update

- **Net Metering Pilot Program Update**

Mr. Thayer invited Conner Erickson, AEA Director of Planning, to give the update on the Planning Department. Net Metering Pilot Program. Mr. Erickson gave an update on the net Metering Program. He discussed that the program was launched earlier this summer. The intent of the program was to have those net metering participants who are currently enrolled through their utility programs compensated at a rate that is equivalent as if they were effectively receiving that energy at the prevailing residential rate under the utility tariff. The utilities that are eligible under the program are those that are required to have a program under Regulatory Commission of Alaska (RCA) regulation.

Additionally, the program was also voluntary and there is a general absence of interest in the program. Staff are conducting an internal review of the program and looking to coordinate with the utilities to propose structural changes to the program, while maintaining the ultimate intent which is to understand how increased participation may impact future utility rate structures and may affect utility operations. Mr. Erickson discussed one possible change is to have an initial subsidy to help defray the high capital cost of the net metering installations on consumer property. Another possible change is offering additional preference to those where a battery would be incorporated along with the structure, giving more value to both the consumer and the utility in terms of when that energy may be used and made available for purposes of defraying some of the more expensive natural gas generation.

Vice Chair Mitchell asked Mr. Erickson if the analysis of the Net Metering Pilot Program reviewed other states' programs and their processes that could be tailored to Alaska. Vice Chair Mitchell also asked Mr. Erickson for feedback regarding the current status listed in the report of little participation in the program. Mr. Erickson explained that the Net Metering Pilot Program is a Governor's initiative that was assigned to AEA. Staff have been working to meet the needs of the Governor's priorities, while in coordination with the utilities.

Mr. Erickson discussed that issues were identified, and ultimately, the program was carried out in its current form. Mr. Erickson requested that the utilities comment on their lack of participation. However, the memorandum does outline the primary reasons for their hesitancy to participate. One reason is the administrative burden of the costs that are not recoverable by the utilities and would have to be incorporated into the rate base. Another concern regards the longevity of the program and the financial impacts and risks to the ratepayers and to the utilities if the available funding is exhausted. An additional suggestion was that it may be wiser to offer the program as part of a cap-ex offset rather than a short-term subsidized rate for participants. The high capital cost of the net metering installations is a hurdle for residential consumers.

Mr. Izzo commented on behalf of Matanuska Electric Association (MEA) that they are interested in the program. They have seen quite a bit of growth in net metering overall. The program by which homeowner residents and businesses utilize primarily rooftop solar installations. Mr. Izzo explained that he would like to see the old rate-making constructs changed, because under these old constructs, when the installations are generating power for themselves, they are not contributing to the overall system on a per kilowatt-hour basis. This means that there is a subsidy because the utility is a not-for-profit cooperative. Mr. Izzo noted that subsidy for MEA averages about $54 per month. This amounts to over $300,000 a year that every other member is paying

more to cover the net metering installations.

Mr. Izzo gave an oversimplification of the program that it is intended to offset that subsidy and determine the impacts to growth and usage. He believes that Mr. Erickson's report outlines many of the concerns. Other concerns include the RCA open docket looking at expanding net metering up to 20%. He noted that the Railbelt utilities file approximately 5%. The minimum is 1.5% of the overall annual demand. Mr. Izzo reiterated the administrative burden of the subsidy and the possibility that the funding is no longer provided. This puts the not-for-profit cooperative in the position of potentially having to tell those members that the program is being taken away because there is no more funding. Mr. Izzo noted that these program issues are being discussed and he is confident that solutions can be found to make the program work successfully.

Chair Koplin indicated that the purpose of a pilot program is to determine what type of structure will work best for a final program.

- **Power Project Fund Update**

Mr. Erickson explained that the Power Project Fund (PPF) has seen a significant increase in interest over the past couple of months. The Loan Committee recently approved a loan for the electric utility Puvurnaq Power Company in the community of Kongiganak. This serves as a critical means by which the utility is able to pay a large bill for services that were rendered on generated assets within their powerhouse. Absent the program, the rates would have been raised in the short-term to recover costs. Mr. Erickson noted they have astutely reduced the cost of that project by taking a loan with AEA and amortizing the cost over a five-year term.

Mr. Erickson announced that since the drafting of the included memorandum, the Native Village of Kipnuk has sought to leverage the PPF Program to act as a bridge loan while they await the arrival of Federal Emergency management Agency (FEMA) funds to complete work on the restoration of electrical service within the community to assist with the recovery efforts. While the powerhouse has largely survived in good operation, the distribution infrastructure took a significant hit due to the catastrophic damage inflicted by Typhoon Hylong. The PPF Loan Committee will meet this afternoon to review the approval of the request.

Mr. Erickson discussed that the Native Village of Atka has informed AEA that they are looking to leverage the PPF Program for a loan of approximately $4.9 million to finance the cost of a hydrogen battery to provide grid stability. The excess energy from the hydroelectric facility will be used to power the hydrogen battery. This project's success will be a proof of concept for hydrogen batteries in rural Alaska. AEA is looking forward to working with the community on this project.

Mr. Erickson reviewed the final pending application with Old Harbor Native Corporation (OHNC). They were the recipient of a large federal grant under the prior Administration, which was paused, and then ultimately freed up again. OHNC plans to use their fresh water drinking source to install a run-of-river hydroelectric facility. A power purchase agreement will be structured with the incumbent utility Alaska Village Electric Cooperative (AVEC). The current total estimated project costs are $36 million. Multiple funding sources will be utilized, including the federal grant and

AIDEA, with the remaining $4.9 million sought from the PPF Loan Program. AEA is looking forward to working with the community on this project.

Mr. Erickson noted that the Program's available funding is approximately $10 million. If the above two prospective loans are fully processed, the Program will then only be able to finance smaller projects less than $100,000. The Program will then look to options to replenish the fund.

Mr. Erickson discussed that the City of Atka was late on their semi-annual loan payment. This has not been a recurring issue. The community contacted staff yesterday and the payment was received today. Mr. Erickson commended loan services staff in their diligence with this matter.

Vice Chair Mitchell asked for the timeline regarding the pending three Power Project Funds applications. He specifically indicated that Old Harbor has an onerous notice to proceed FERC deadline and requested feedback on how AEA can facilitate that Old Harbor can meet the deadline. Vice Chair Mitchell commented that his understanding is that the congressional delegation has requested the extension of FERC deadlines. However, that legislation has not yet been passed.

Mr. Thayer stated that Old Harbor has to file an application before AEA can consider it. The timing of the filing is the responsibility of Old Harbor. The Loan Committee can approve applications up to $2 million. Amounts ranging from $2 million to $5 million that are approved by the Loan Committee come before the AEA Board for approval and amounts over $5 million also have to be approved by the Legislature. Mr. Thayer discussed that if Old Harbor submitted their application tomorrow, staff would begin working through the process immediately, and subject to the call of the Chair, a meeting could be called to discuss it and possibly approve or disapprove it. Additionally, the program is first come, first served. In the event that another application is submitted before Old Harbor, there is the possibility that the limited funding is no longer available. Once an application is received, the funding is set aside until the process is complete and a decision is made.

Mr. Erickson added that the Native Village of Atka stated they were going to submit an application in October. Evidently, that has been delayed, but he expects it will be submitted in the fourth quarter. Likewise, OHNC's timeline for submittal is similar. Mr. Erickson noted that OHNC has outside consultants helping to finalize their overall capital stack. As far as he understands, AIDEA has not yet been approached regarding their potential financing portion. He believes that OHNC is looking to avoid undue delays to their project financing.

Vice Chair Mitchell expressed appreciation to Mr. Thayer and Mr. Erickson for providing clarification. He now understands that application pending means they have not yet actually turned in their application.

- **Renewable Energy Grant Fund Update**

Mr. Erickson indicated that the Renewable Energy Fund (REF) is in Round 18. The Request for Applications (RFA) received 35 applications. Of those, 33 have progressed to stage two,

representing a total grant request of approximately $54 million. The current stage two review includes staff and a third-part economist to consider the economic and technical feasibility of the projects. The successful stage two applications will then move to stage three phase during which time the project will be evaluated and ranked based on structured factors. Mr. Erickson explained that stage four involves staff meeting with the Renewable Energy Fund Advisory Committee (REFAC) for their input and timely submittal to the Legislature. There were no comments or questions.

I. Railbelt Transmission Organization (RTO) – Update

Mr. Thayer introduced Karen Bell, RTO Program Manager, and requested she provide the RTO Update. Mr. Thayer emphasized that staff have been focused on the RTO for over a year. Ms. Bell noted that since the July Board meeting, the RCA has suspended the RTO's initial Open Access Transmission Tarriff (OATT) filing and invited interested parties to intervene. There are 15 parties and the matter is progressing quickly on a rapid timeline. Five witnesses submitted testimony to support the tariff, and reply testimony from five entities has also been received. A three-week hearing is scheduled in February 2026, if needed. The final decision from the RCA is due by June 4, 2026.

Mr. Izzo provided context that the idea of the Railbelt Transmission Organization (RTO) is based on an urgent need to centralize key functions of Railbelt utilities that have developed over time and now are next to each other. The concept was for a generation and transmission entity focused on and ensuring backbone legislation. Mr. Izzo supports such a structure and believes it will benefit consumers. The analysis shows that economic dispatch could be conducted with the addition of transmission, not only CIPLink, but extending up to Healy and creating two transmission paths serving 75% to 80% of the population, which would reduce overall fuel cost by estimations of 10% to 15%.

Mr. Izzo explained that the total of about $2 billion was estimated to complete all of the proposed projects, including CIPLink, and the transmission to Healy. It is clear that these kinds of structures will provide benefits to the consumer in the future and will provide the ability to bring on large loads like data centers. He expressed appreciation to Ms. Bell and to AEA for their efforts and leadership. There were no other comments or questions.

J. IT Update

Mr. Thayer introduced Leonard Robertson, AEA IT, to provide the IT Update and explain the recent status of the system. Mr. Robertson commented that the staff of AEA and AIDEA have been very adaptable during these slow, but major changes. AEA has completed the conversion from SharePoint and Exchange being on premise to the embrace of software as a service to the cloud. The phone system and network are undergoing an upgrade. The contract was signed under AIDEA for the building to upgrade the switching gear. All of the upgrades have the intent to clearly bifurcate costs and operations for AEA and AIDEA. Standardization across the process is being utilized to save money on support and the operations are segmented which is good for security.

The upgrades have created more resilience across the organization.

Mr. Robertson noted his previous cybersecurity experience. He described that the approach to cyber security focuses primarily on four core controls: multi-factor authentication, cybersecurity training, network and risk segmentation, and endpoint hardening through patching and security templates. Mr. Robertson expressed appreciation to Microsoft and OIT for their support provided during this process.

Chair Koplin asked if the SCADA systems are control systems for utilities. Mr. Robertson indicated that issue is outside of the realm of the IT team. The discussion today regards building control for this facility. There were no other comments or questions.

K. Community Outreach

Mr. Thayer discussed that the community outreach information is included in the Board packet. There were no comments or questions.

L. Articles of Interest

Mr. Thayer highlighted that the articles of interest are included in the Board packet.

M. Next Regularly Scheduled AEA Board Meeting – January 29, 2026, 9:00 am.

Mr. Thayer indicated that the location for the next regularly scheduled Board meeting on January 26, 2026, is to be determined. He commented that it might be helpful to conduct a Board retreat offsite. There were no comments or questions.

MOTION: A motion was made by Vice Chair Mitchell to enter into executive session to discuss confidential: 1) financial matters related to the fiscal year 2027 budget, 2) attorney-client communications, 3) information related to AEA's strategic planning, 4) personnel matters, 5) Internal Revenue Code Section 6417 direct pay provisions for Bradley Expansion. This is supported by the Open Meetings Act, AS44.62.310, which allows a Board to consider confidential matters in executive session. In this case, the Board believes that these are subjects which would have an adverse effect upon the finances of AEA or are protected by law due to rules protecting personal privacy, certain business information, and deliberative process. No action will be taken in executive session. Action may occur after closure of the executive section. Motion seconded by Mr. Smyth.

A roll call was taken, and the motion to enter into executive session passed unanimously.

11. EXECUTIVE SESSION – 10:53 am. Discuss confidential:
A. Financial Matters (FY27 budget)
B. Attorney-Client Communications
C. AEA Strategic Planning

D. Personnel Matters

The Board reconvened its regular meeting at 12:29 pm. Chair Koplin advised that the Board did not take any action on the matters discussed while in Executive Session.

12. BOARD COMMENTS

Vice Chair Mitchell commented on the great meeting. He expressed appreciation to staff for being well prepared.

Mr. Thayer echoed the sentiments of appreciation to the staff. He commented that the way the Board interacts is a new process. He explained that the staff is conducting a noon call with DOE on a potential opportunity regarding owned assets. Mr. Thayer gave special thanks to Jennifer Bertolini, AEA, and Mr. Billingsley.

Chair Koplin commented on the good and informative meeting. He looks forward to strategic planning.

13. ADJOURNMENT

There being no further business of the Board, the AEA meeting adjourned at 12:30 pm.

_____
Clay Koplin, Chair

_____
Curtis Thayer, Secretary

ALASKA ENERGY AUTHORITY

RESOLUTION NO. 2026-01

RESOLUTION OF THE ALASKA ENERGY AUTHORITY RATIFYING GOVERNORS' SUBMISSION OF FY26 OPERATING BUDGET & CAPITAL BUDGET

WHEREAS, the operating and capital budget of the Alaska Energy Authority ("the Authority") are subject to the Executive Budget Act;

WHEREAS, the FY27 operating and capital budget submissions for the Authority are included in the Governor's State operating and capital budget submissions to the Alaska State Legislature ("the Legislature") and are set out in Attachment A;

WHEREAS, the Governor's State operating and capital budget submissions, including the Authority's operating and capital budget submissions, are subject to appropriation by the Legislature; and

WHEREAS, the Board provides oversight for the Authority and its finances.

NOW, THEREFORE, BE IT RESOLVED BY THE ALASKA ENERGY AUTHORITY AS FOLLOWS:

Section 1. The Authority's FY27 operating and capital budget submissions are ratified by the Board. The final FY27 operating and capital budget are subject to approval and appropriation by the Legislature.

Dated at Anchorage, Alaska, this 30th day of January 2026.

_____
Clay Koplin, Chair

_____
Curtis W. Thayer, Secretary

ALASKA ENERGY AUTHORITY
FY2027 BUDGET DEVELOPMENT
CAPITAL BUDGET REQUEST - FY27 GOVERNOR'S

Project Name	Governor's Budget	FY27 FUND CODE/DESCRIPTION	Notes:
CIPLink - Grid Resilience and Innovation Partnership Grant - State	$ -	1004-State UGF	
Rural Power Systems Upgrades - Federal	$ -	1002 - Fed Receipts	
Rural Power Systems Upgrades - State	$ -	1003 G/F Match	
Electrical Emergency Response	$ 350,000	1169 - Power Cost Equalization Fund	
Bulk Fuel Upgrades - Federal	$ -	1002 - Fed Receipts	
Bulk Fuel Upgrades -State	$ -	1003 G/F Match	
Hydroelectric Development: Bradley Lake Dixon Diversion - State	$ -	1012 - Railbelt Energy Fund	
Strategic Plan for Railbelt Assets	$ -	1012-Railbelt Energy Fund	
Renewable Energy Grant Fund - Round 18	$ -	1004-UGF	
State Match for Indirect costs - New DOE policy for Indirect computations.	$ -	1255- Reappropriation	
Federal Tax Credits	TBD	Included in Governor's	
Cruise Ship Terminal Port Electrification	$ 15,300,000	1205-Ocn Ranger	
Total	**$ 15,650,000**		

Project Name	Governor's Supplemental Budget		
Bulk Fuel Upgrades - EPA funds to Denali Commission through ANTHC to AEA.	$ 25,000,000	1002 Fed Receipts	*** Note 1**
State Match for Indirect costs - New DOE policy for Indirect computations.	$ 650,000	1255- Reappropriation	
Bulk Fuel RUS - High Cost of Energy Grant	$ 5,000,000		
Total	**$ 30,650,000**		

	$ 46,300,000

*** Note 1:** $25M in federal bulk fuel program receipt authorization EPA funds awarded through the Denali Commission and ANTHC as well as an additional $5M of USDA RUS funds for bulk fuel maintenance and improvement will be included in the Governor's Supplemental budget released in January/February.

Alaska Energy Authority
FY26 Supplemental and FY27 Operating Budget Governor
In Thousands

Alaska Energy Authority - Budget Component	FY26 Mngt Plan	FY27 Governor	Change	JUSTIFICATION - See Notes
AEA Facilities:				
Travel	88.8	88.8	-	
Services	1,087.2	1,087.2	-	
Commodities	18.0	18.0	-	
Capital Outlay	5.0	5.0	-	
Total AEA Facilities	**1,199.0**	**1,199.0**	**-**	
Rural Energy Assistance:				
Personal Services	8,726.8	9,074.6	347.8	Alaska Care Rate Adj/Salary Adjustment
Travel	252.3	222.3	(30.0)	transfer to RTO
Services	5,555.1	4,603.6	(951.5)	Data Library $192.0 CIP; less data library $250.0 EETF; less 893.5 transfer to RTO. (Gov does not include $650.0 for building lease)
Commodities	168.0	168.0	-	
Capital Outlay	10.0	10.0	-	
Grants, Benefits	100.0	100.0	-	
Total Rural Energy Assistance	**14,812.2**	**14,178.5**	**(633.7)**	*note: Governor = -923.5 transfer to RTO + 347.8 AKCare Rate Adj/Salary Adj less fy difference in data library of $58.0)*
Power Cost Equalization:				
Travel	5.4	5.4	-	
Services	583.5	583.5	-	
Grants, Benefits	47,694.8	44,279.0	(3,415.8)	
Total Power Cost Equalization	**48,283.7**	**44,867.9**	**(3,415.8)**	Gov adjusted to amount required to fund through PCE statutory calc.
Statewide Project (IIJA)				
Personal Services	4,454.7	4,631.7	177.0	Alaska Care Rate Adjustment / Salary Adjustment
Travel	78.5	78.5	-	
Services	1,678.0	1,678.0	-	
Total Statewide Project	**6,211.2**	**6,388.2**	**177.0**	
Railbelt Transmission Organization (NEW COMPONENT):				
Travel	-	30.0	30.0	trans receipt authorization to RTO $30.0 ugf to AEA receipts
Services	-	2,199.7	2,199.7	trans receipt auth $893.5 UGF to AEA receipts + 1306.2 railbelt
Total Railbelt Transmission Organization:	**-**	**2,229.7**	**2,229.7**	difference is transfer of FN amount for RTO from REA to RTO
TOTAL ALL COMPONENTS	**70,506.1**	**68,863.3**	**(1,642.8)**	

Funding Sources:			
1002 Federal Receipts (Fed)	535.1	542.0	6.9
1004 General Fund (UGF)	3,812.6	2,958.4	(854.2)
1005 GF/Program Receipts (DGF)	50.0	50.0	-
1007 I/A Receipts (Other)	1,982.9	2,058.6	75.7
1061 CIP Receipts (Other)	11,342.5	11,877.9	535.4
1062 Power Project Fund (DGF)	1,039.9	1,045.3	5.4
1107 AEA Receipts (Other)	1,199.0	2,122.5	923.5
1108 Stat Design (Other)	150.0	150.0	-
1169 PCE Endowment (DGF)	48,680.0	45,270.1	(3,409.9)
1210 Renewable Energy Fund (DGF)	1,464.1	1,482.3	18.2
1012 Railbelt Energy Fund (UGF)	-	1,306.2	1,306.2
1219 Emmg Tech (Other)	250.0	-	(250.0)
	70,506.1	**68,863.3**	**(1,642.8)**

Alaska Energy Authority FY26 Operating Budget
Operating Budget to Actuals through 9/30/2025 with projections
In Thousands

Alaska Energy Authority - Budget Components	FY26 Management Plan (Budget)	FY26 Actuals	FY26 Obligated	Projected Remaining	Projected Total	Budget Less Projected Remaining	% Projected
Owned Facilities:							
Personal Services	1,123.9	243.1	243.1	729.3	972.4	151.5	87%
Travel	52.1	2.5	2.5	3.6	6.1	46.0	12%
Services	-	-	-	-	-	-	0%
Commodities	18.0	-	-	-	-	18.0	0%
Capital Outlay	5.0	-	-	-	-	5.0	0%
Grants, Benefits	-	-	-	-	-	-	0%
Total Owned Facilities	**1,199.0**	**245.6**	**245.6**	**732.8**	**978.5**	**220.5**	**82%**
Rural Energy Assistance:							
Personal Services	8,923.9	1,563.8	1,563.8	4,691.3	6,255.0	2,668.9	70%
Travel	252.3	21.6	21.6	30.3	51.9	200.4	21%
Services	5,358.0	548.1	1,627.1	393.2	2,020.3	3,337.7	38%
Commodities	168.0	34.4	34.4	48.2	82.7	85.3	49%
Capital Outlay	10.0	0.6	0.6	1.7	2.2	7.8	22%
Grants, Benefits	100.0	-	-	-	-	100.0	0%
Total Rural Energy Assistance	**14,812.2**	**2,168.5**	**3,247.5**	**5,164.7**	**8,412.1**	**6,400.1**	**57%**
Power Cost Equalization:							
Personal Services	420.0	110.0	110.0	310.0	420.0	-	100%
Travel	5.4	2.1	2.1	3.0	5.1	0.3	95%
Services	163.5	32.8	163.5	-	163.5	-	100%
Commodities	-	-	-	-	-	-	0%
Capital Outlay	-	-	-	-	-	-	0%
Grants, Benefits	47,694.8	13,127.5	13,127.5	34,232.9	47,360.4	334.4	99%
Total Power Cost Equalization	**48,283.7**	**13,272.5**	**13,403.2**	**34,545.9**	**47,949.1**	**334.6**	**99%**
Statewide Projects (IIJA including CIPLink)							
Personal Services	4,658.1	215.9	215.9	647.7	863.7	3,794.4	19%
Travel	78.5	-	-	-	-	78.5	0%
Services	1,474.6	-	-	-	-	1,474.6	0%
Commodities	-	-	-	-	-	-	0%
Capital Outlay	-	-	-	-	-	-	0%
Grants, Benefits	-	-	-	-	-	-	0%
Total Statewide Projects (IIJA including CIPLink)	**6,211.2**	**215.9**	**215.9**	**647.7**	**863.7**	**5,347.5**	**14%**
TOTAL ALL COMPONENTS	**70,506.1**	**15,902.5**	**17,112.2**	**41,091.2**	**58,203.4**	**12,302.7**	**83%**

ALASKA ENERGY AUTHORITY

Financing AEA's Large Capital Projects

Curtis W. Thayer
Executive Director

AEA Board Meeting
January 30, 2026

ALASKA ENERGY AUTHORITY

Large Capital Projects

Dixon Diversion

- **Expand the Bradley Lake Hydroelectric facility** by diverting water from the Dixon Glacier into Bradley Lake, increasing energy output by approximately 180,000 MWh/year and displacing 1.5 billion cubic feet of natural gas annually. Project components include a diversion dam, a 4.7-mile tunnel, reservoir modifications, and access road construction.
- **Project status as of January 2026:** Fiscal Year 2026 funding secured, environmental studies in progress; FERC feedback under review; Board of Consultants meeting October 2025; design work and permitting activities ongoing.

Cook Inlet PowerLink

- **±100 kV High Voltage Direct Current transmission system** connecting the Bernice Lake and Beluga substations across Cook Inlet, designed for transfer bidirectionally of up to 200 megawatts to improve grid stability, redundancy, and renewable integration.
- **Project status as of January 2025:** Cook Inlet PowerLink has completed its Preliminary Engineering Design Basis Report and environmental routing studies. The project now advancing into detailed design, permitting, and procurement, with early vendor engagement confirming feasibility and alignment with DOE GRIP program timelines

Funding Status Overview

AEA has secured initial funding for both projects, which are actively progressing through early development. However, substantial capital investment is still required to fully execute each initiative.

Dixon Diversion

- **Total cost:** $361.7MM
- **Funds raised to date:** $19.7MM
- **Funds still needed:** $342MM

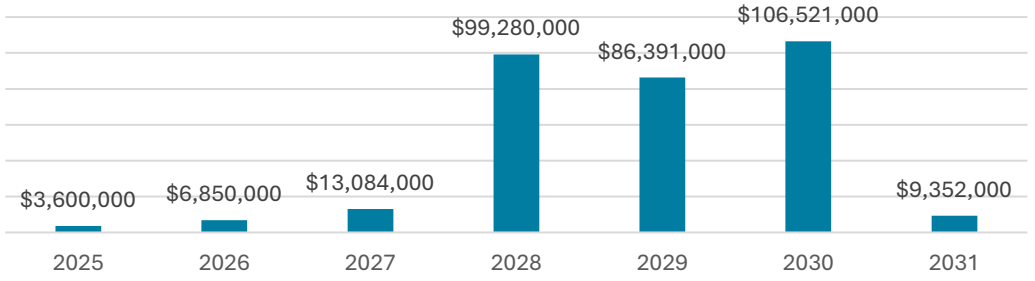
Cook Inlet PowerLink

- **Total cost:** $413MM
- **Funds raised to date:** $270.7MM
- **Funds still needed:** $142.3MM

Construction Cost Timeline

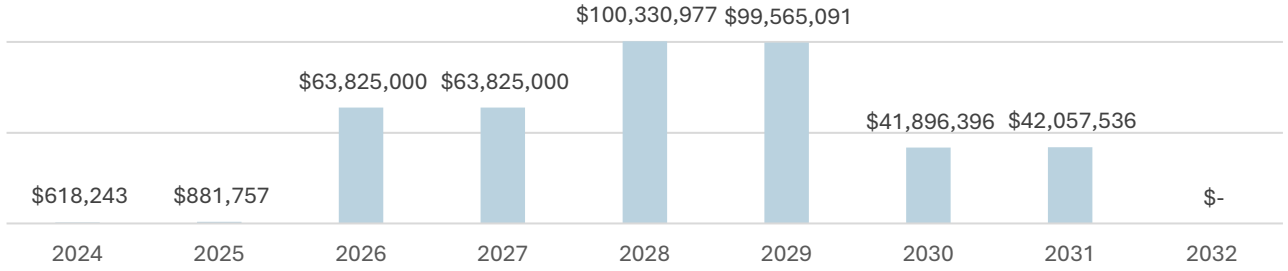
Dixon Diversion ($342,000,000)

- **Start of Construction**: May 2027
- **Commissioning**: December 2030
- **Target Date to Secure Funding**: Q3 2026



Cook Inlet PowerLink ($413,000,000)

- **Start of Construction**: January 2029
- **Commissioning**: April 2032
- **Target Date to Secure Funding**: Q3 2026



MEMORANDUM

TO: **AEA Board of Directors**

THROUGH: **Curtis Thayer, Executive Director**

FROM: **Jim Mendenhall, P.E., Director of Owned Assets**

DATE: **January 19, 2026**

SUBJECT: **Owned Assets Update**

Cook Inlet Power Link (CIPLink)

1) Environmental Review and 2026 Marine Survey Planning

AEA issued a Task Order to HDR to advance environmental permitting and marine survey planning to support the summer 2026 field season. HDR and Stantec are coordinating to ensure that the marine survey data collected in summer 2026 will be sufficient to:

- Define the HVDC cable route and landfall locations
- Reduce technical uncertainty for cable suppliers
- Enable accurate OEM pricing and risk allocation during procurement

The 2026 marine survey scope of work emphasizes early geophysical characterization and will include:

- High resolution bathymetry and geophysical surveys
- Limited grab sampling to characterize seafloor conditions
- Survey corridors wider than the final cable route to account for cable spacing, water depth, cable recovery, and installation tolerances
- Daily survey data delivery to allow adaptive field adjustments

At cable landfalls, the team is evaluating HDD versus open cut trenching based on thermal performance, constructability, and soil conditions. Lidar and desktop studies are being considered to support design and permitting.
AEA is pursuing an ASCE Nationwide Permit approach for survey activities. Informal ESA consultation is underway with beluga whale consideration addressed through low impact survey methods. The expected agency review period is 8-12 weeks with permits targeted to be in hand by April 2026. Geotechnical drilling is not planned for the 2026 marine season. One onshore borehole per landfall location is anticipated later in the year.

2) Major Equipment Procurement Strategy (HVDC Converters and Cable)

Stantec is supporting AEA to develop the procurement strategy and solicitation documents for long lead HVDC equipment. These components are expected to have multiyear lead times and represent a critical path for the project. Future contract packages will include HVDC converters

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(near-term), HVDC submarine cable (near-term), overhead AC transmission, substations and terminations (later).
AEA intends to issue RFIs and prequalification packages to cable and converter suppliers in early 2026 to gauge market interest and capability, understand delivery schedule, and inform the supplier arrangement type. Recent market information indicates that the cable market is more open than converters, though still constrained. Converter OEMs require a preferred supplier or negotiated arrangement before committing engineering resources. Firm pricing is typically available only after 30% design is complete.

Stantec's current task order includes preparation of procurement documents for OEM delivery, under which the OEM would design, manufacture, and install the equipment. Stantec's procurement planning will include the development of budgetary pricing, delivery schedules, technical assumptions, and a 10-year O&M cost projection for major equipment.

3) System Configuration

AEA has convened meetings with Stantec and EPS to focus on AC system constraints, reliability standards, and implications for overall project cost and configuration. Items discussed include:

- Existing 115 kV lines between Soldotna and Bernice Lake including their capacity and thermal limits Note: Summer operating conditions constrain available line capacity.
- VSC-based HVDC systems perform better than LCC-based systems in weak AC networks; however, they still require sufficient system strength and OEM-specific control tuning to manage oscillations and ensure stable operation. CIPLink is designed as a VSC system.

Based on the discussions, AEA is considering the option of terminating the HVDC system at Soldotna instead of Nikiski. This configuration supports an initial 100 MW installation while preserving the ability to expand system capacity in the future.

4) Financial Status and DOE Coordination

AEA has secured $64.2 million in combined state appropriations and Bradley Lake bond proceeds and continues to pursue additional funding to close project funding requirements of $142.3 million.

Project expenditures through June 30, 2025, totaling $1,150,569.80 have been reimbursed by DOE. An additional $271,692 has been incurred thorough September 30, 2025. Following execution of Budget Period 2 (BP2) negotiations, AEA will submit an invoice for work completed from July 1, 2025, to date.

AEA is actively collaborating with DOE to finalize the BP2 scope and budget. As part of these discussions, DOE has requested that BP2 reflects credits associated with work eliminated following the cancellation of Community Benefit Plan (CBP) requirements. AEA has developed a

revised estimate for BP2 that reallocates previously dedicated CBP funds to other eligible project activities, subject to DOE review and approval.

Bradley Lake Expansion Project

Design and licensing efforts are ongoing, with submittal of the FERC Draft License Amendment Application (DLAA) anticipated in early February 2026.

The DLAA will include a 16' pool raise. AEA will be hosting a workshop with the utilities on January 22nd to compare different raise configurations, and operational changes that will have to occur for those scenarios to avoid spilling water in average, low, and high water years. Invitations have been sent to O&D committee members and can be forwarded to interested parties at the utilities.

AEA will also be holding a construction sequencing & scheduling workshop on January 27th to review and refresh the overall project schedule. Interested O&D members or utilities can reach out for an invitation. AEA is considering pursuing a Construction Manager / General Contractor (CM/GC) project delivery strategy for the Bradley Lake Expansion Project. This would involve bringing on a construction contractor early in the design phase to provide preconstruction services including constructability reviews, scheduling, logistics planning, and risk identification and mitigation. The Bradley Lake Expansion Project is a remote and complex project that would benefit from early contractor involvement. CMGC would increase upfront project cost but improve cost certainty.

AEA responded and submitted to FERC, 61 comments from the Board of Consultants (BOC) following BOC meeting 2 discussing Probable Maximum Flood (PMF) and Seismic Hazard studies at Bradley. During the PMF study, it was discovered that the drainage area into Bradley Lake is much larger than calculated during the 1982 study resulting in a 44% larger PMF. Although the spillway was constructed with excess capacity, the new PMF would put the flood peak 2.5' over the dam crest, into the parapet wall. In the absence of a pool raise, it is very likely FERC would require modifications to the dam or spillway during relicensing.

Purchase of the 3-phase transformer is working through AEA procurement. This item has a 2-year lead time and is expected to cost around $500,000. The design for remaining power upgrades is 90% complete and that procurement is targeted for July 1, 2026.
2026 subsurface investigation plan is coming together, which will target 2 deep boreholes along the tunnel alignment. This drilling will take place in late June / early July. An onsite BOC meeting will be scheduled to overlap the drilling investigations.

An updated construction cost estimate is expected by the end of January 2026. Design progressed significantly in 2025, and the updated estimate will reflect the design submitted in the DLAA and current and anticipated market conditions.

AEA is reviewing and will be soon publishing the following study reports: Wildlife Habitat Evaluation, Vegetation Mapping, Bradley Wetlands Report, and Bradley Lake Shoreline Erosion.

Transmission Upgrades – Sterling to Quartz Creek & Soldotna to Sterling

The Sterling Substation to Quartz Creek Transmission Line (SQ Line)

Overall length of the SQ Line is 39 miles. The project is broken into three phases, each of the projects needs to have approximately a 40-day outage of the transmission line.

- Phase 1 -The section is the 8 miles between Sterling and Johns Road was completed during the winter of 2024/2025. Field conditions for Phase 1 were difficult due to the warm weather and required ground matting to support the equipment. The section was as completed and energized to 115kV on February 28, 2025

- Phase 2 – Upgrade 17 miles through the Kenai National Wildlife Refuge. This section will be constructed in the winter 2026/2027.
    - Engineering
        - Final Geotechnical Report has been issued
        - 90% Design Package in progress
        - Construction bid package is scheduled to be issued in May 2026
    - Permitting
        - Finding of No Significant Impact for Right of Way Authorization signed by USFWS and USFS
        - Decision Record for Right of Way Authorization signed by USFWS
        - Working construction permit authorization with USFWS
        - All other permit applications have been submitted
    - Materials
        - Steel Pole Structures
            - Contract has been executed
            - Vendor calculations have been approved
            - Vendor drawings in development
        - Remaining materials to be purchased in Q1 2026

- Phase 3 (previously 3 & 4) – Upgrade 14 miles from The Russian River to the Quartz Creek Substation (CEA). This section will be constructed during the winter 2028/2029
    - Engineering
        - Geotechnical engineering field work has been completed
        - Draft Geotechnical Report in progress
        - Preliminary foundation design in progress
        - Construction bid package is scheduled to be issued in February 2027
    - Permitting
        - Finding of No Significant Impact for Right of Way Authorization signed by USFWS and USFS
        - Decision Record for Right of Way Authorization signed by USFWS

- $88,085,000 - Total estimate cost for SQ line upgrades
- $14,200,000 – Phase 1 cost
- $73,885,000 – Remaining work to be completed

The Soldotna to Sterling Substation Transmission Line (SS Line)

- This section is owned by HEA.
- This project was planned to be constructed in the 2025/2026 winter. However, the project was put on hold due to the extremely high steel quotes for the structures and piling. In addition, the delivery window of the steel components did not fit with the anticipated construction window.
- The original planned cost of the SS Line upgrades was $24.4M, the revised cost estimate with contingency is $36.1M.
- With the SS line being postponed, the construction schedule has no work is planned for this winter.
- The SS line upgrades are tentatively scheduled for winter of 2028/2029
- $36,135,000 -Total cost for SS upgrades

$124,220,000 – Estimated cost of transmission upgrades.
$ 49,704,955 - Estimated cost of substation upgrades.
$173,924,955 – Estimated cost of transmission & substation upgrades

MEMORANDUM

TO: Alaska Energy Authority Board

THRU: Curtis. W. Thayer, Executive Director

FROM: Conner Erickson, Director of Planning

DATE: January 21, 2026

RE: Planning Update

Renewable Energy Fund (REF)

- **REF Round 17 – Fiscal Year (FY) 2026 Update**
  - The $6.3 million in funding as appropriated by the Legislature in support of those top six recommended projects as selected for award in Round 17 became effective as of September 11, 2025. It was found that the retroactivity clause found in the capital budget bill, Senate Bill 57, does in fact apply to the REF appropriation language and as such, these funds can be applied to grant reimbursements for in-scope project activities occurring on or after July 1, 2025. Five of the six grant agreements have been fully executed with the sixth agreement currently being refined between AEA and the grantee, with the grant agreement to be finalized in the near term.

- **REF Round 18 – Fiscal Year (FY) 2027 Update**
  - AEA issued its Request for Applications on July 14, 2025 with a corresponding submission deadline of September 12, 2025. As of the deadline, AEA received 34 applications comprising eight energy regions, seven renewable technologies and total grant request of $54.3 million.

  - In AEA's stage one review for project/applicant eligibility and application completeness, two applications were rejected. The first was rejected for late submittal, and the second was determined to be a duplicate submission. Upon AEA's completion of its stage one review, 32 applications have progressed onto stage two, representing a total grant request of $49.9 million.

  - The stage two review was completed in early December 2025, inclusive of the timely receipt of those independent application reviews by both the third-party consultant economist, and the State of Alaska Dept. of Natural Resources. During the stage two review, four applications were rejected on the basis of not securing over 40 points to advance onto stage three. Two of those rejected filed appeals for reconsideration whereupon both rejections were upheld upon further review by AEA.

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- The rejection of those four applications in stage two has yielded a total of 29 applications recommended for funding in Round 18, for a total REF grant request of $41.1 million. On January 6, AEA met and conferred with the Renewable Energy Fund Advisory Committee (REFAC) concerning those 29 applications as reviewed, evaluated, and recommended for Round 18. REFAC members wholly concurred with AEA's recommendations as presented.

- AEA has provided a copy of REF Round 18 transmittal documents and corresponding project information concerning the 29 recommended projects to the Governor's Office for review. AEA remains ready to submit its Round 18 recommendations in advance of the statutory deadline of January 30, 2026.

Power Project Fund (PPF) Loan Program

- The current PPF loan portfolio is comprised of 15 loans with an aggregate loan balance of $29.6 million. The current uncommitted loan balance is $10.3 million, which is anticipated to be used to finance two future PPF loans based on an anticipated loan request of nearly $5 million per loan. AEA remains in contact with several interested parties who intend to utilize the PPF loan program as part of the overall capital stack in financing their electric power projects; additionally, another borrower has expressed their intent to payoff their prevailing loan balance.

- In November 2025 the following two PPF loans were fully paid off:
  - *Loan no. 40901118 – Alaska Environmental Power LLC - $1.9 million (principal)*
    - Proceeds for financing of Delta Wind Farm
  - *Loan no. 40901101 – City of Atka - $706k (principal)*
    - Proceeds for financing of Chuniisax Creek Hydroelectric facility

- In November 2025, the two following PPF loans were fully disbursed:
  - *Loan no. 40901158 – Puvurnaq Power Company (Kongiganak)*
    - $81k for repairs and upgrades to gensets in utility powerhouse.
  - *Loan no. 40901159 – Kipnuk Light Plant (Kipnuk)*
    - $146k for the repair and restoration of electric service in Kipnuk owing to the infrastructure damage as a result of Typhoon Halong.

40101(d) Grid Resilience Formula Grant Program

- AEA has secured $39.8 million in federal formula funds to date under this program to fund competitively-selected electric grid resilience projects. In order to access these federal funds, a 15% state match is required, for which AEA has successfully secured $9 million in state cost match. As of October 1, 2025 all three phase one sub-award agreements have been fully executed, funding three grid resilience projects along the Railbelt in an amount of $20.9 million. In early June 2025, AEA issued a second solicitation for grid resilience projects to competitively select and award under its second federal allocation. In Sept. 2025 AEA completed its review of applications received via this second solicitation and made preliminary selections of three projects for a total award of $17.7 million, which will fund resilience grid resilience projects within the

Railbelt and Southeast regions. In mid-October AEA's selected projects were forwarded onto DOE for official review and approval. DOE's review remains ongoing with final DOE approval anticipated by end of Q1 CY2026. AEA understands that a third and final allocation will be made available, estimated to be upwards of $20 million, but the timing of this final federal formula allocation is not known at this time, but would likely . AEA has $3.1 million in secured cost match to put towards the 15% requirement for the final allocation, additional state cost match may be required dependent on actual amount of this final allocation.

Energy Efficiency Revolving Loan Fund (EE RLF) Program

- A new Memoradum of Agreement (MOA) between AEA and ASEC was executed on November 17, 2025, which includes and reflects programmatic changes approved by DOE in Oct 2025, in addition to a re-negotiated allocation of federal funds between AEA and the Alaska Sustainable Energy Corporation (ASEC), the new Alaska Housing Finance Corporation's (AHFC) green bank entity, although created legally separate from AHFC. AEA & ASEC are working on closing out the initial RSA which supported the initial MOA, and issuing a new RSA using the new budget allocations agreed to in the new MOA with ASEC.
- AHFC initially sought to leverage $4.7 million in EE RLF funds as awarded to AEA, and sub-awarded to AHFC via an MOA, to enable lower blended interest rates under its existing Energy Efficiency Interest Rate Reduction (EEIRR) program. As a result of the subsequent loss of IIJA/IRA funds for which AHFC had intended to use as capitalization for ASEC, these EE RLF funds will now be utilized to establish a new RLF within ASEC that will provide loans for residential properties to increase energy efficiency and reduce energy costs, while partnering with private capital lenders to de-risk loans. Owing to significantly increased cost for ASEC in establishing this new loan program, AEA and ASEC also re-negotiated the allocation of available admin funds (10% of total award) in the MOA.

ALASKA ENERGY AUTHORITY

LOAN DASHBOARD REPORT

For Board Meeting on 1/30/2026

AEA POWER PROJECT LOAN FUND

FISCAL YEAR-TO-DATE LOAN PORTFOLIO ACTIVITY (07/01/2025 - 12/31/2025)

LOAN ACTIVITY					EARNINGS		
LOAN CATEGORY	STARTING BALANCE	FUNDS DISBURSED	PAYMENTS RECEIVED	ENDING BALANCE	INTEREST RECEIVED	LATE FEES RECEIVED	INTEREST + LATE FEES
AEA Power Project Fund	$29,293,893	$226,555	($573,996)	$28,946,453	$229,393	$587	$229,980

LOAN PROGRAM SUMMARY

Outstanding Loans	$28,946,452.50
Uncommitted Cash Balance	$12,114,579.41
Loan Commitments	$490,143.78
Total Loan Program	$41,551,175.69

15	0	$0	0.000%
TOTAL # OF PPF LOANS	TOTAL # OF DELINQUENT LOANS	LOANS DELINQUENT AMOUNT ($)	% OF DELINQUENT LOANS ($)

ALASKA ENERGY AUTHORITY

AEA POWER PROJECT FUND LOANS BY ENERGY REGION & PROJECT TYPE

OUTSTANDING BALANCES & NEW ACTIVITY

ENERGY REGION	AEA PPF LOAN BALANCE	REMAINING LOAN COMMITMENTS	NEW APPLICATIONS IN PROCESS	# OF AEA PPF LOANS	TOTAL ($)
ALEUTIANS	$1,736,083	-	-	2	$1,736,083
BRISTOL BAY	$350,904	-	-	1	$350,904
LOWER YUKO-KUSKOKWIM	$876,507	-	-	4	$876,507
RAILBELT	$7,045,202	-	-	4	$7,045,202
SOUTHEAST	$17,391,304	-	-	1	$17,391,304
YUKON-KOYUKUK/U TANA	$1,546,453	$490,144	-	3	$2,036,597
TOTAL	**$28,946,452**	**$490,144**	**-**	**15**	**$29,436,596**

AEA PPF LOANS BY PROJECT TYPE

PROJECT TYPE	# OF PROJECTS
DIESEL	6
HYDRO	3
SOLAR	3
WIND	1
BIOMASS	1
TRANSMISSION	1

AEA PPF LOANS BY PROJECT TYPE - BALANCE (NEW & OUTSTANDING)

PROJECT TYPE	BALANCE
HYDRO	$20,301,003.01
SOLAR	$5,466,267.12
TRANSMISSION	$1,966,667.00
DIESEL	$1,258,583.90
WIND	$405,318.89
BIOMASS	$38,756.36

ALASKA ENERGY AUTHORITY

AEA POWER PROJECT FUND LOANS BY ENERGY REGION

LOAN NUMBER	DESCRIPTION	ENERGY REGION	PROJECT TYPE	BALANCE	PRINCIPAL	INTEREST	CHARGES	DELINQUENCY STATUS	ORIGINAL LOAN AMOUNT	REMAINING COMMITMENTS	PAYMENT PERIOD
40901099	ALEUTIAN WIND ENERGY, LLC	ALEUTIANS	WIND	$405,318.89	$815,575.00	($618,623.75)	$0.00	Current	$815,575.00	$0.00	SemiAnnually
40901112	SOUTHFORK HYDRO, LLC	RAILBELT	HYDRO	$1,578,934.63	$2,082,978.54	($1,123,387.58)	$0.00	Current	$2,082,978.54	$0.00	SemiAnnually
40901115 TERM	HAIDA ENERGY, INC	SOUTHEAST	HYDRO	$17,391,304.40	$20,000,000.00	$0.00	$0.00	Current	$20,000,000.00	$0.00	Quarterly
40901132	CITY OF KING COVE	ALEUTIANS	HYDRO	$1,330,763.98	$1,422,803.00	($452,655.43)	$0.00	Current	$1,422,803.00	$0.00	Quarterly
40901133	NEWTOK VILLAGE COUNCIL DBA UNGUSRAQ POWER COMPANY	LOWER YUKO-KUSKOKWIM	DIESEL	$115,181.48	$235,138.96	($70,254.62)	$0.00	Current	$235,138.96	$0.00	Monthly
40901137	NATIVE VILLAGE OF TANACROSS	YUKON-KOYUKUK/U TANA	BIOMASS	$38,756.36	$117,000.00	($22,037.23)	$0.00	Current	$117,000.00	$0.00	Monthly
40901139	TANALIAN ELECTRIC COOPERATIVE, INC	BRISTOL BAY	DIESEL	$350,903.64	$498,185.78	($123,147.76)	$0.00	Current	$498,185.78	$0.00	Quarterly
40901140 TERM	TAKOTNA COMMUNITY ASSOCIATION	YUKON-KOYUKUK/U TANA	DIESEL	$31,173.68	$57,196.79	($6,561.41)	$0.00	Current	$57,196.79	$0.00	Monthly
40901143	ALASKA RENEWABLE ENERGY PARTNERS, LLC	RAILBELT	SOLAR	$476,071.99	$814,233.52	($119,207.49)	$0.00	Current	$814,233.52	$0.00	SemiAnnually
40901148	CITY OF CHEFORNAK	LOWER YUKO-KUSKOKWIM	DIESEL	$534,770.10	$703,275.70	($67,564.00)	$0.00	Current	$703,275.70	$0.00	Monthly
40901149	CITY OF GALENA	YUKON-KOYUKUK/U TANA	TRANSMISSION	$1,476,523.22	$1,476,523.22	($166,801.60)	$0.00	Current	$1,966,667.00	$490,143.78	Monthly
40901151	ENERGY 49, LLC	RAILBELT	SOLAR	$4,544,995.00	$4,994,500.00	($284,393.88)	$0.00	Current	$4,994,500.00	$0.00	Quarterly
40901153	PENINSULA SOLAR, LLC	RAILBELT	SOLAR	$445,200.13	$504,000.00	($50,439.40)	$0.00	Current	$504,000.00	$0.00	Monthly
40901158	PUVURNAQ POWER COMPANY	LOWER YUKO-KUSKOKWIM	DIESEL	$80,600.00	$80,600.00	$0.00	$0.00	Current	$80,600.00	$0.00	Monthly
40901159	KIPNUK LIGHT PLANT	LOWER YUKO-KUSKOKWIM	DIESEL	$145,955.00	$145,955.00	$0.00	$0.00	Current	$145,955.00	$0.00	Quarterly
			Total:	**$28,946,452.50**	**$33,947,965.51**	**($3,105,074.15)**	**$0.00**		**$34,438,109.29**	**$490,143.78**	

LOANS BY ENERGY REGION	71 POWERPR	71 POWERPR	71 POWERPR	711 PPF AP	711 PPF AP	711 PPF AP	
ENERGY REGION	# OF AEA PPF LOAN (ACTIVE)	AEA PPF LOAN BALANCE	REMAINING LOAN COMMITMENTS	NEW APPLICATIONS IN PROCESS	# OF NEW APP'S IN PROCESS	TOTAL # OF LOANS	TOTAL
ALEUTIANS	2	$1,736,082.87	$0.00		0	2	$1,736,082.87
BRISTOL BAY	1	$350,903.64	$0.00		0	1	$350,903.64
LOWER YUKO-KUSKOKWIM	4	$876,506.58	$0.00		0	4	$876,506.58
RAILBELT	4	$7,045,201.75	$0.00		0	4	$7,045,201.75
SOUTHEAST	1	$17,391,304.40	$0.00		0	1	$17,391,304.40
YUKON-KOYUKUK/U TANA	3	$1,546,453.26	$490,143.78		0	3	$2,036,597.04
TOTALS	**15**	**$28,946,452.50**	**$490,143.78**		**0**	**15**	**$29,436,596.28**

LOANS BY PROJECT TYPE	71 POWERPR	71 POWERPR	71 POWERPR	711 PPF AP	711 PPF AP	711 PPF AP	
PROJECT TYPE	# OF AEA PPF LOAN (ACTIVE)	AEA PPF LOAN BALANCE	REMAINING LOAN COMMITMENTS	NEW APPLICATIONS IN PROCESS	# OF NEW APP'S IN PROCESS	TOTAL # OF LOANS	TOTAL
BIOMASS	1	$38,756.36	$0.00		0	1	$38,756.36
DIESEL	6	$1,258,583.90	$0.00		0	6	$1,258,583.90
HYDRO	3	$20,301,003.01	$0.00		0	3	$20,301,003.01
SOLAR	3	$5,466,267.12	$0.00		0	3	$5,466,267.12
TRANSMISSION	1	$1,476,523.22	$490,143.78		0	1	$1,966,667.00
WIND	1	$405,318.89	$0.00		0	1	$405,318.89
TOTALS	**15**	**$28,946,452.50**	**$490,143.78**		**0**	**15**	**$29,436,596.28**

ALASKA ENERGY AUTHORITY

AEA POWER PROJECT FUND LOAN - DELINQUENCIES

LOAN NUMBER	DESCRIPTION	FUND NUMBER	ENERGY REGION	PROJECT TYPE	TOTAL LOAN AMOUNT	BALANCE	PRINCIPAL	DELINQUENCY STATUS	PAYMENT AMOUNT	CHARGES	NEXT PAYMENT DATE	PAYMENT PERIOD
40901099	ALEUTIAN WIND ENERGY, LLC	E2801	ALEUTIANS	WIND	$815,575.00	$405,318.89	$815,575.00	Current	$32,516.80	-	1/1/2026	SemiAnnually
40901112	SOUTHFORK HYDRO, LLC	E2801	RAILBELT	HYDRO	$2,082,978.54	$1,578,934.63	$2,082,978.54	Current	$55,518.09	-	7/1/2026	SemiAnnually
40901115 TERM	HAIDA ENERGY, INC	E2801	SOUTHEAST	HYDRO	$20,000,000.00	$17,391,304.40	$20,000,000.00	Current	$108,695.65	-	4/1/2026	Quarterly
40901132	CITY OF KING COVE	E2801	ALEUTIANS	HYDRO	$1,422,803.00	$1,330,763.98	$1,422,803.00	Current	$19,354.24	-	4/1/2026	Quarterly
40901133	NEWTOK VILLAGE COUNCIL DBA UNGUSRAQ POWER COMPANY	E2801	LOWER YUKO-KUSKOKWIM	DIESEL	$235,138.96	$115,181.48	$235,138.96	Current	$1,851.60	-	2/1/2026	Monthly
40901137	NATIVE VILLAGE OF TANACROSS	E2801	YUKON-KOYUKUK/U TANA	BIOMASS	$117,000.00	$38,756.36	$117,000.00	Current	$1,179.22	-	2/1/2026	Monthly
40901139	TANALIAN ELECTRIC COOPERATIVE, INC	E2801	BRISTOL BAY	DIESEL	$498,185.78	$350,903.64	$498,185.78	Current	$9,014.33	-	4/1/2026	Quarterly
40901140 TERM	TAKOTNA COMMUNITY ASSOCIATION	E2801	YUKON-KOYUKUK/U TANA	DIESEL	$57,196.79	$31,173.68	$57,196.79	Current	$552.28	-	2/1/2026	Monthly
40901143	ALASKA RENEWABLE ENERGY PARTNERS, LLC	E2801	RAILBELT	SOLAR	$814,233.52	$476,071.99	$814,233.52	Current	$14,091.30	-	7/1/2026	SemiAnnually
40901148	CITY OF CHEFORNAK	E2801	LOWER YUKO-KUSKOKWIM	DIESEL	$703,275.70	$534,770.10	$703,275.70	Current	$5,746.02	-	2/1/2026	Monthly
40901149	CITY OF GALENA	E2801	YUKON-KOYUKUK/U TANA	TRANSMISSION	$1,966,667.00	$1,476,523.22	$1,476,523.22	Current	$3,573.99	-	2/1/2026	Monthly
40901151	ENERGY 49, LLC	E2801	RAILBELT	SOLAR	$4,994,500.00	$4,544,995.00	$4,994,500.00	Current	$85,269.39	-	4/1/2026	Quarterly
40901153	PENINSULA SOLAR, LLC	E2801	RAILBELT	SOLAR	$504,000.00	$445,200.13	$504,000.00	Current	$5,951.92	-	2/1/2026	Monthly
40901158	PUVURNAQ POWER COMPANY	E2801	LOWER YUKO-KUSKOKWIM	DIESEL	$80,000.00	$80,600.00	$80,600.00	Current	$1,886.47	-	1/1/2026	Monthly
40901159	KIPNUK LIGHT PLANT	E2801	LOWER YUKO-KUSKOKWIM	DIESEL	$145,500.00	$145,955.00	$145,955.00	Current	$7,400.76	-	1/1/2026	Quarterly
					$34,437,054.29	**$28,946,452.50**	**$33,947,965.51**		**$352,602.06**	**-**		

PPF LOAN BALANCE	# OF LOANS	# OF DELINQUENT LOANS	$ % OF DELINQUENT LOAN TO PPF BALANCE
$28,946,452.50	15	0	0.000%

No Payment Due	0
Loan Current	15
Loan Past Due	0
Total Loans	15

ALASKA ENERGY AUTHORITY

UNDISBURSED FUNDS OR PROJECTS NOT COMPLETED USING POWER PROJECT LOAN FUND

Loan Number	Borrower Name	Commited Amount	Amount Dispersed	Remaining Amount	Date Commited	LOC Maturity Date
DOCUMENTS COMPLETED						
40901149	CITY OF GALENA	$1,966,667.00	$1,476,523.22	$490,143.78	4/14/2020	12/31/2026
	Total:	$1,966,667.00	$1,476,523.22	$490,143.78		

ALASKA ENERGY AUTHORITY

UNCOMMITTED POWER PROJECT LOAN APPLICATIONS

Loan Number	Borrower Name	Date Received	Project Location	Region	Project Description	Amount Requested
					Total:	

ALASKA ENERGY AUTHORITY

UNCOMMITED CASH BALANCE POWER PROJECT LOAN FUND

Cash balance per G/L 10236		$13,540,190.15
	+ Unposted PPF AIM	$31,380.77
	+ Unposted Ops AIM	$0.00
	-Remaining FY25 Budget Commitment	$0.00
	-Remaining FY26 Budget Commitment	($966,847.73)
Adjusted Cash Balance		$12,604,723.19
	-Undisbursed Loan Commitments per attached	($490,143.78)
Uncommited Cash Balance		**$12,114,579.41**

Uncommitted Cash Balance	$12,114,579.41
- Pending applications per attached	
	$12,114,579.41

Outstanding Loans	$28,946,452.50
Uncommitted Cash Balance	$12,114,579.41
Loan Commitments	$490,143.78
Total Loan Program	$41,551,175.69

DATE: **January 20, 2026**

TO: **Alaska Energy Authority – Board of Directors**

THROUGH: **Curtis Thayer, Executive Director**

FROM: **Audrey Alstrom, Director – Renewable Energy and Energy Efficiency**

SUBJECT: **Renewable Energy and Energy Efficiency (REEE) Program Update**

Electric Vehicles

AEA continues to lead the Alaska Electric Vehicle Working Group (AKEVWG), a forum for convening stakeholders to advance electric vehicle (EV) infrastructure planning and share information across the state. The group met this past quarter with a panel of experts on EV battery safety and shipping to discuss the recent changes to EV shipping policies impacting Alaska.

National Electric Vehicle Infrastructure (NEVI) Program
Funding Agency: Federal Highway Administration (FHWA)
Total Budget: $52,415,294
Status: Active
Scope: Construct EV charging stations in compliance with 23 CFR 680 standards, prioritizing major corridors.

Update: FHWA issued updated NEVI guidance in August 2025, and Alaska's revised plan was approved in October 2025. With approval, FY26 funds are available, and project activities are moving forward. AEA's proposed budget has been approved by DOT&PF, and both entities are re-engaging prospective awardees to finalize agreements in compliance with Section 680, aiming for a fully built-out status and transition to Phase II (off-corridor site development).

Alaska Rural EVSE Deployment (ARED) Project
Funding Agency: U.S. Department of Energy (DOE), Vehicle Technologies Office
Total Budget: $2,087,479
Status: Active
Scope: This project supports the expansion of electric vehicle charging infrastructure across rural Alaska through community outreach, technical assistance, site host training, and installation of EVSE.

Update: AEA is continuing engagement with rural communities and organizations to identify viable sites for charger deployment. Sites have been selected in Valdez and Cordova pending grant agreements, with installation underway and complete in Delta Junction and Glenallen,

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respectively. Targeted outreach and technical assistance are planned for Bethel, Galena, Kotzebue, Sitka, Skagway, and Tok to complete site identification.

Hydroelectric

In December 2025, AEA initiated a statewide survey of small hydro utilities to assess their current use of renewable energy credits (RECs). The results will help AEA determine if it's feasible to aggregate utility MWh for participation in a REC marketplace, allowing AEA to leverage collective scale to reduce brokerage costs. AEA will complete the analysis of the survey responses and present the finalized findings in the next reporting period.

Fivemile Creek Hydroelectric Project (AEA-managed)
Funding Agency: Denali Commission, DOE, AEA REF
Budget: $11,395,000
Status: Active
Scope: 250 kW run-of-river hydroelectric generator to be installed on Fivemile Creek, providing power to Chitina, AK.

Update: DOE approved modification #3 on their award to Chitina Electric, enabling the project to move forward with procurement activities. Complete Environmental Assessment has been submitted and approved by the Denali Commission, with DOE's NEPA approval outstanding. Construction activities are targeted for summer 2026, pending NEPA approval.

Energy Efficiency and State Energy Program (SEP)

AEA's Energy Efficiency Program provides statewide technical assistance, outreach, education, and grant support aimed at improving energy efficiency and increasing energy awareness. AEA receives annual formula funding through the federal State Energy Program (SEP), which is allocated 50/50 with the Alaska Housing Finance Corporation (AHFC) for residential energy initiatives. Under the Infrastructure Investment and Jobs Act (IIJA), AEA has also received several additional formula-funded awards, summarized in the sections below.

PY25 SEP Formula (Annual)
Funding Agency: DOE
Budget: $515,430
Status: Active
Scope: Program management and development, outreach and education, building monitoring, data management & analysis, rater and inspector training. Funds are split with AHFC.

Update: AEA's portion of the funds will support the management and improvement of the AEA data library, as well as the continuation of energy efficiency outreach and education through programs such as REAP's Power Pledge Challenge and Clean Energy Olympics.

SEP-BIL Alaska
Funding Agency: DOE

Budget: $3,661,930
Status: Active
Scope: Energy construction projects, energy program development, energy security plan development, training and workforce development, outreach and education, grid planning, state energy plan, AKWarm. Funds are split with AHFC.

Update: A portion of the SEP-BIL funds was used to develop and execute strategies outlined in the Alaska State Energy Security Plan and the Energy Security Task Force Report. Additionally, $1 million was set aside to support RE-VEEP projects. We recently launched a RE-VEEP Request for Applications (RFA) to support energy efficiency projects for community and public facilities across the state. The application is open through February 27, 2026, and more information can be found on AEA's website.

EECBG
Funding Agency: DOE
Budget: $1,627,450
Status: Active
Scope: Sub-grants to eligible local governments within Alaska to finance building-scale renewable energy, energy efficiency, and conservation projects in public buildings and facilities located in rural Alaska.

Update: Through RE-VEEP, funds have been awarded to rural projects in Chignik, Nenana, Kachemak, Lake and Peninsula Borough, Seldovia, Unalaska, and Whittier that are in various stages of implementing efficiency upgrades in their communities. The City of Whittier's RE-VEEP project was recently completed, which upgraded lighting along the Whittier Harbor seawalk and the Small Boat Harbor launch ramp to High-Pressure Sodium (HPS) streetlights and compact floodlights.

Home Efficiency Rebates
Funding Agency: DOE
Early Admin Budget (fully awarded): $934,127.96
Full Budget (awarded but conditioned): $37,293,071, including early admin
Status: Active
Scope: Rebates to finance single and multifamily-energy-efficient home retrofits. Early administrative funds will be used to prepare for the deployment of Alaska's Home Energy Rebates program. AHFC to implement.

Update: AEA and AHFC are currently awaiting DOE's formal review of the application and any subsequent negotiations to lift conditions on funding. AHFC has been moving forward with programmatic work in preparation for executing full programs. Working with its technical integrator, they have developed a foundation for an online rebate application and an administrative portal and are drafting the Consumer Protection and Market Transformation Plans.

Home Electrification and Appliances Rebates
Funding Agency: DOE
Early Admin Budget (fully awarded): $928,655.94
Full Budget (awarded but conditioned): $37,150,940 including early admin
Status: Active
Scope: Rebates to finance high-efficiency electric projects and appliances in single-family and multifamily buildings. Early administrative funds will be used to prepare for the deployment of Alaska's Home Energy Rebates program. AHFC to implement.

Update: AEA and AHFC are currently awaiting DOE's formal review of the application and any subsequent negotiations to lift conditions on funding. AHFC has been moving forward with programmatic work in preparation for executing full programs. Working with its technical integrator, they have developed a foundation for an online rebate application and an administrative portal, and are drafting the Consumer Protection and Market Transformation Plans.

Training Residential Energy Contractors – Formula
Funding Agency: DOE
Budget: $1,296,870
Status: Active
Scope: Supplement existing workforce development programs and create new workforce programs to (1) reduce the cost of training contractor employees; (2) provide testing and certification to contractors who are training and educated under a state program; and (3) partner with nonprofit organizations to develop and implement a state program that will achieve these goals. AHFC to implement.

Update: AEA is working with AHFC and DOE to create an effective program specific to Alaskan workforce needs.

Biomass
The Biomass Program continues to help develop biomass energy projects in Alaska that focus on using organic material as a feedstock, including landfill gas-to-energy projects, community-scale district heating loops, and combined heat and power. AEA staff continue to co-lead the Alaska Biofuels Advisory Group with DOT&PF and the Alaska Wood Energy Development Task Group (AWEDTG) to conduct prefeasibility studies, system design, technical assistance, operator training, and outreach.

2022 – Wood Innovations Grant
Funding Agency: United States Forest Service (USFS)
Budget: Federal – $112,500; State – $112,500
Status: Active
Project Scope: Provide operator training, technical assistance, and O&M training.

Update: In coordination with the AWEDTG, AEA is planning for an Alaska Wood Energy Conference, scheduled to take place April 15-16, 2026, in Fairbanks.

2025 – Wood Innovations Grant
Funding Agency: United States Forest Service (USFS)
Budget: Federal – $184,650.50; State – $ 184,650.50
Status: Active
Scope: Conduct engineering design for cordwood biomass systems in Dillingham, Galena, Glennallen, and Elim. These four communities were selected as the best candidates for biomass systems following prefeasibility studies funded by the FY 2019 Wood Innovations Grant. In collaboration with the Alaska Wood Energy Development Task Group, AEA will establish a strategic alignment team to support and engage communities in overcoming market barriers and stimulating the expansion of wood energy.

Update: AEA received the award in September 2025, approved the internal project management plan, and is moving forward with project activities.

2025 – Community Wood Grant
Funding Agency: United States Forest Service (USFS)
Budget: Federal – $836,723; State – $836,723; Community Match – $78,540
Status: Active
Scope: AEA, in partnership with the Alaska Gateway School District (AGSD) will modernize and expand the woodchip-fired combined heat and power (CHP) system. The redesigned system will integrate with GE Vernova's solar photovoltaic array, battery energy storage system (BESS), and multi-port converter to create a secure, reliable, and independent energy system.

Update: AEA is in the procurement process for the engineering and design. Match funding for this grant was secured through the Denali Commission in December 2025, and staff are working through the grant award process.

Solar
State of Alaska Solar for All (AKSFA)
Funding Agency: Environmental Protection Agency (EPA)
Budget: $62,450,000
Status: Closed
Scope: Community solar and residential, rooftop solar projects throughout Alaska. Funds are split with AHFC.

Update: In August 2025, the EPA informed AEA that the Solar for All program was being terminated nationwide, including our SFA grant award. Staff completed and submitted the closeout documents by the December 5, 2025, deadline.

MEMORANDUM

TO: Alaska Energy Authority Board

THRU: Curtis W. Thayer, Executive Director

FROM: Chris McConnell, Rural Programs Manager

DATE: January 20, 2026

RE: Rural Programs Update

Winter Storm Activity:

- Napaskiak outage due to distribution failure and related powerhouse issues. AEA coordinated mobilization of linemen crew who restored power on 12/10. AEA led troubleshooting of powerhouse gensets after startup and determined no significant damage to engines after outage.
- Akiak continues to operate on a single engine, AEA managed install of #2 backup scheduled for end of January. Akiak experienced a one day outage unrelated to engine issues. A ground fault was determined to be cause and fixed through troubleshooting by independent contractor.

Alaska Bulk Fuel Infrastructure Project (ABFIP):

- Shageluk - AVEC and City co-located facility - Construction ITB went out to bid on January 16 and closes on February 3. Construction scheduled for Summer 2026.
- Tuluksak - Yuppit School District added to previously completed Design documents for the Tulkisarmute Native Corporation facility. ITB planned for Spring 2026
- Russian Mission - Russian Mission Native Corporation, site control for new facility near complete as Russian Orthodox Diocese of Alaska has agreed to sell property. Site visit scheduled for January.
- Aniak - City of Aniak signed grant for a Conceptual Design Review of city, Aniak Light and Power and Kuskokwim Corporation fuel needs in Aniak.
- Eek - Geotech engineering complete and 65% design documents expected in March 2026.
- Tanks procured for communities of Shageluk and Tuluksak, tanks for Eek and Shageluk out to bid through Alaska Village Electric Cooperative.

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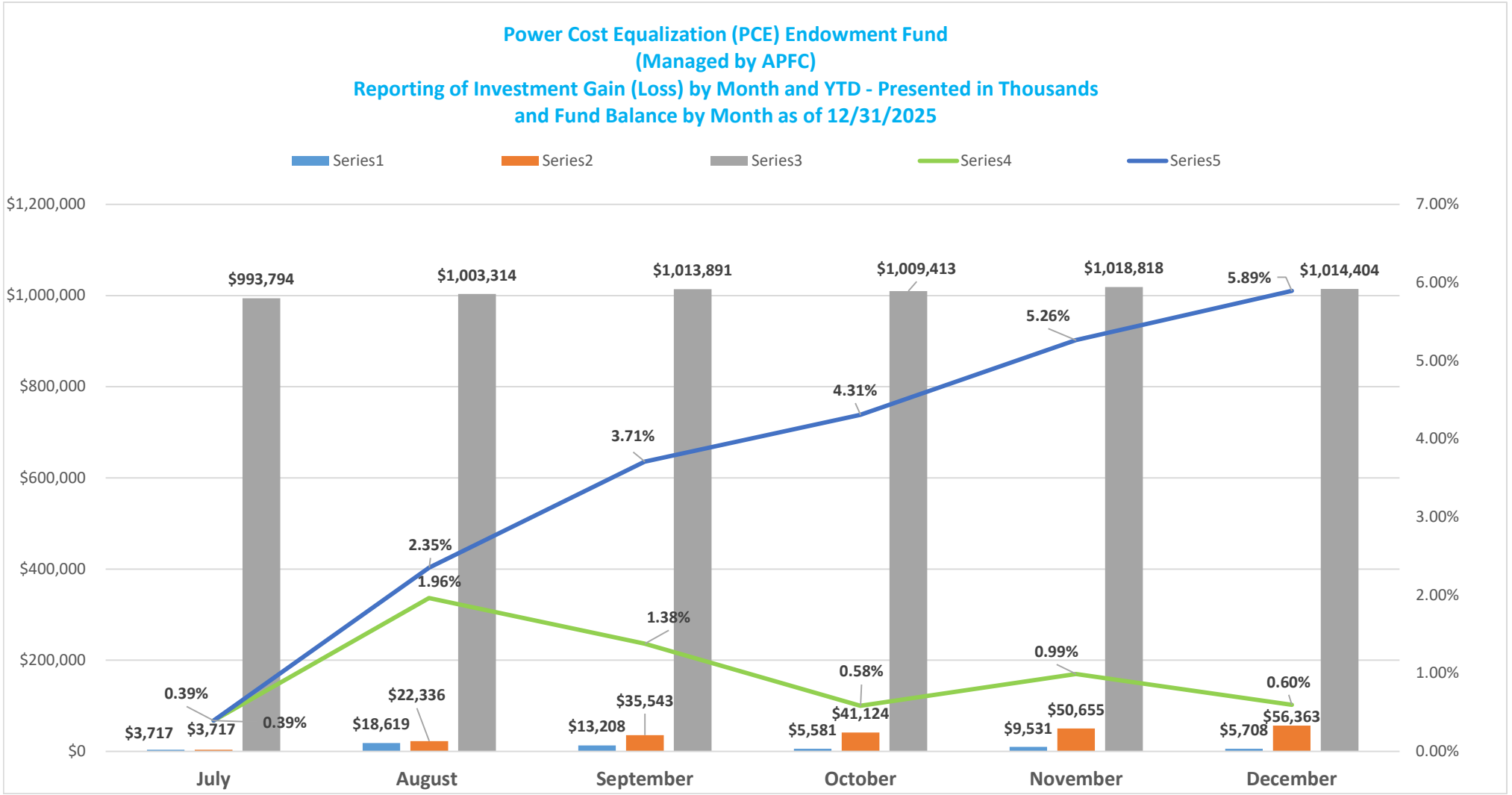
ALASKA ENERGY AUTHORITY



MEMORANDUM

TO: Alaska Energy Authority Board

THRU: Curtis. W. Thayer, Executive Director

FROM: Karen Bell, RTO Program Manager

DATE: January 20, 2026

RE: Railbelt Transmission Organization (RTO) Update

The RTO filed a proposed open access transmission tariff (OATT) with the Regulatory Commission of Alaska (RCA) on July 1st, meeting its statutory deadline. The current filing seeks approval of the OATT's terms and conditions and a formulaic revenue mechanism that is nondiscriminatory and consistent with Federal Energy Regulatory Commission standards. The RTO did not propose an inception cost of service in this filing and requested the OATT become effective at the time the RCA approves or accepts the RTO's future initial cost of service filing.

The RCA issued order U-25-028(1) suspending the RTO's tariff filing into a docket for investigation. The RCA opened two public comment periods on the RTO's filing, and the RTO filed responses to comments received during both public comment periods. On September 12th, the RTO filed pre-filed direct testimony from five witnesses. The RCA approved the proposed procedural schedule and granted intervention to the thirteen parties that petitioned for it. The Office of the Attorney General, Regulatory Affairs and Public Advocacy Section (RAPA), Golden Valley Electric Association, Homer Electric Association, Renewable Energy Alaska Project, and Seward Electric System filed responsive testimony on October 22nd. The RTO filed responses to issuing questions in Orders U-25-028(1) and U-25-028(7) on November 14th. The RTO filed reply testimony from its five witnesses on December 19th. The RTO filed a reply to Order U-25-028(8) that included three questions that required responses from all intervenors on January 6th. The RTO filed comments in response to Order U-25-028(9) that announced proposed decisions regarding to the Alaska Intertie Agreement on January 12th.

A hearing is scheduled at the RCA from February 17th through March 6th of 2026, as necessary. A final order in the docket is due June 4th.

The RTO Governance Committee held public meetings on November 7, December 5, December 17, January 8, and January 16. The three RTO subcommittees created by Resolution No. 25-01, which are finance, tariff, and the technical, have been established and are meeting on an ongoing basis.

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MEMORANDUM

TO: Board of Directors

FROM: Leonard Robertson, Chief Information Officer

THROUGH: Curtis Thayer, Executive Director

DATE: January 22, 2026

RE: IT Update

- **Zoom Phones Procurement in Progress**
  - Contract for procurement and professional services for Zoom Phones to streamline and modernize communications and reduce long-term costs.

- **SharePoint & OneDrive Migration Advancements**
  - Continuing migration of traditional on-premise network files to SharePoint/OneDrive to improve accessibility, searchability, resiliency, and data security.

- **Adobe Enterprise Migration**
  - Transitioning AEA to the new Adobe enterprise platform with Single Sign-On (SSO), improving security and reducing licensing overhead.

- **Sylogist Upgrade:**
  - AEA's new finance and accounting platform is almost finished being customized. Importing of historical data will begin shortly along with training.

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Alaska Energy Authority
Federal Funding Tracker

					REPORT LAST UPDATED: 1/21/2026	
		TOTALS	**$ 534,857,743**		**$ 258,686,447**	**$ 148,212,613**
Status	**Source**	**Program Name**	**Award / Request ($)**	**Required Match (%)**	**Required Match ($)**	**Remaining Match Needed ($)**
1-Awarded	IIJA	CIPLink - Grid Resilience and Innovation Partnerships Program Topic 3 - Subsea HVDC Line	$ 206,500,000	100%	$ 206,500,000	$ 142,300,000
1-Awarded	IIJA	National Electric Vehicle Infrastructure Program (NEVI) - Formula Funding FFY22-FFY26	$ 52,415,294	20%	$ 10,483,059	$ -
1-Awarded	IIJA	Preventing Outages and Enhancing the Resilience of the Electric Grid to States and Indian Tribes - Formula Funding FFY22-FFY26	$ 39,801,510	15%	$ 9,082,895	$ -
1-Awarded	Other	Defense Community Infrastructure Pilot - National Defense Authorization Act - Black Rapids Training Site	$ 15,602,648	0%	$ -	$ -
1-Awarded	Other	Volkswagen Environmental Mitigation Trust	$ 8,125,000	0%	$ -	$ -
1-Awarded	Denali Commission	DC 1592 / Bulk Fuel Storage Upgrade - Scammon Bay, Alaska	$ 5,971,892	20%	$ 2,900,000	
1-Awarded	IJA	DC 1761 / Tuluksak BFU ABFIP	$ 5,314,810	0%	$ -	$ -
1-Awarded	IIJA	Energy Efficiency Revolving Loan Capitalization Program - IIJA 40502	$ 4,782,480	0%	$ -	$ -
1-Awarded	Denali Commission	DC 1557 / Barge Headers and Fill Lines	$ 4,201,820	20%	$ 1,050,455	
1-Awarded	IIJA	State Energy Program Funding	$ 3,661,930	0%	$ -	$ -

Alaska Energy Authority
Federal Funding Tracker

Status	Source	Program Name	Award / Request ($)	Required Match (%)	Required Match ($)	Remaining Match Needed ($)
1-Awarded	Other	Fivemile Creek Hydroelectric Project: REF ($3.4M) + USDA High Energy Cost Grant ($2.8M) + DC Supplemental ($675k)	$ 3,537,626	0%	$ -	$ -
1-Awarded	Denali Commission	DC 1731 / Shungnak Bulk Fuel Upgrade	$ 3,296,032	50%	$ 1,800,000	
1-Awarded	Denali Commission	DC 1937 / Shageluk Bulk Fuel Upgrade ABFIP	$ 3,200,000		$ 302,500	
1-Awarded	Other	High Energy Cost Grant - USDA RUS - Kipnuk	$ 3,000,000			
1-Awarded	Other	High Energy Cost Grants - USDA RUS - Napaskiak	$ 2,974,420	0%	$ 1,601,610	$ -
1-Awarded	Denali Commission	DC 1500 / Bulk Fuel Operator Training	$ 2,255,000			
1-Awarded	Denali Commission	DC 1575 / Nelson Lagoon RPSU	$ 2,085,455		$ 1,950,000	
1-Awarded	Other	High Energy Cost Grants - USDA RUS - Manokotak	$ 2,000,000	15%	$ 300,000	$ -
1-Awarded	Denali Commission	DC 1946 / Tuluksak Rural Power System (RPSU)	$ 2,000,000	10%	$ 524,000	
1-Awarded	Denali Commission	DC 1942 / Manokotak RPSU & HR	$ 1,800,000	10%	$ 2,083,377	
1-Awarded	Denali Commission	DC 1515 / Circuit Rider Program	$ 1,747,306		$ 314,461	
1-Awarded	Denali Commission	DC 1576 / Remote Power System Upgrade - Rampart, Alaska	$ 1,733,740	20%	$ 357,310	
1-Awarded	Other	Vehicle Technology Office FFY 2022 (ARED)	$ 1,670,000	20%	$ 417,500	$ 204,737
1-Awarded	IIJA	Energy Efficiency and Conservation Block Grant - IIJA 40552b	$ 1,627,450	0%	$ -	$ -
1-Awarded	IRA	Training for Residential Energy Contractors (TREC) - Formula Funding	$ 1,293,870	0%	$ -	$ -

Alaska Energy Authority
Federal Funding Tracker

Status	Source	Program Name	Award / Request ($)	Required Match (%)	Required Match ($)	Remaining Match Needed ($)
1-Awarded	Annual	Diesel Emissions Reduction Act 2023 -2024	$ 1,230,478	50%	$ 1,230,478	$ -
1-Awarded	Annual	Diesel Emissions Reduction Act 2019 -2020	$ 1,025,748	50%	$ 1,025,748	$ -
1-Awarded	Denali Commission	DC 1949 / Maintenance and Improvement of Rural Power Systems	$ 1,000,000	20%	$ 250,000	
1-Awarded	Denali Commission	DC 1890 / Napaskiak Distribution Upgrades	$ 985,015	20%	$ 246,288	
1-Awarded	Annual	Diesel Emissions Reduction Act 2022 -2021	$ 964,479	50%	$ 964,479	$ -
1-Awarded	Denali Commission	DC 1600 / Village Energy Efficiency Program	$ 875,000		$ 386,767	
1-Awarded	Denali Commission	DC XXXX / Russian Mission Mini CDR & 65% design ABFIP	$ 861,646			
1-Awarded	Other	USFS Community Wood Energy Grant FY 2025	$ 836,723	100%	$ 915,265	$ 707,876
1-Awarded	Denali Commission	DC 1830 / Kipnuk Distributions Upgrades	$ 800,000	20%	$ 750,000	
1-Awarded	Denali Commission	DC 1964 / Diesel Emissions Reduction Act (DERA) Match	$ 790,122		$ 1,580,245	
1-Awarded	Denali Commission	DC XXXX / Eek BFU 65% design ABFIP	$ 776,082			
1-Awarded	Denali Commission	DC 1784 / Power Plant Operator Training	$ 750,000		$ 44,415	
1-Awarded	Denali Commission	DC 1938 / Manokotak Electric Distribution Upgrade	$ 667,885	10%	$ 3,404,793	
1-Awarded	Denali Commission	DC 1950 / Bulk Fuel Maintenance & Improvement	$ 550,000			
1-Awarded	Annual	State Energy Program Funding 2025	$ 515,430	0%	$ -	$ -
1-Awarded	Denali Commission	DC 1983 / Bulk Fuel Project Development	$ 500,000	0%	$ -	$ -
1-Awarded	Denali Commission	DC 1544 / Itinerant Utility Training	$ 500,000			
1-Awarded	Annual	State Energy Program Funding 2024	$ 480,580	0%	$ -	$ -
1-Awarded	IIJA	DC 1825 / Kwethluk Emergency Generators Repairs and Replacement	$ 350,000	20%	$ 87,500	$ -
1-Awarded	Denali Commission	DC 1868 / Bulk Fuel Aggregate Study	$ 315,000			

Alaska Energy Authority
Federal Funding Tracker

Status	Source	Program Name	Award / Request ($)	Required Match (%)	Required Match ($)	Remaining Match Needed ($)
1-Awarded	Denali Commission	DC 1928 / Birch Creek RPSU	$ 250,000		$ 80,000	
1-Awarded	Other	EETF Microgrid Technology	$ 250,000	50%	$ 250,000	$ -
1-Awarded	IIJA	DC 1735 / Ruby Power Plant Leveling	$ 200,000	20%	$ 40,000	$ -
1-Awarded	Denali Commission	DC 1704 / Chalkyitsik RPSU	$ 200,000			
1-Awarded	Other	USFS Wood Innovation Grant FY 2025	$ 184,651	100%	$ 184,651	$ -
1-Awarded	Denali Commission	DC XXXX / Aniak BFU CDR ABFIP	$ 179,195			
1-Awarded	Other	USFS Sustainable Wood Energy Systems 2022	$ 112,500	100%	$ 112,500	$ -
1-Awarded	Denali Commission	DC 1903 - Southeast Island School District Biomass Projects	$ 64,915	69%	$ 44,845	$ -
2-Conditional Award	IRA	Home Efficiency Rebate (formula funding)	$ 37,293,071	0%	$ -	$ -
2-Conditional Award	IRA	Home Electrification and Appliance Rebates (formula funding)	$ 37,150,940	0%	$ -	$ -
2-Conditional Award	Other	High Energy Cost Grants - USDA RUS - Kipnuk	$ 3,000,000	0%	$ 2,421,306	$ -
3-Pending Review	Other	Technical Assistance Request: Cost allocation / recovery methodolgy design for AEA owned assets under RTO's OATT.	$ -	0	$ -	$ -
3-Pending Review	Other	DOE Request for Information: Speed to Power	$ -	0	$ -	$ -
4-Application in Progress	Other	CWX-018-GDO: Collaborations Advancing Rapid Load Additions (CARLA)	$ 5,600,000	0%	$ -	$ -
4-Application Pending	IIJA	FY26 Maritime Administration Port Infrastructure Development Program (MARAD PIDP) Grant	TBD	20%* (can be reduced for projects in rural areas)	TBD	TBD
4-Application Pending	Other	EDA grant marine bulk fuel improvements	$ 25,000,000	0%	0	0

Alaska Energy Authority
Federal Funding Tracker

Status	Source	Program Name	Award / Request ($)	Required Match (%)	Required Match ($)	Remaining Match Needed ($)
4-Application Pending	Other	US DOT - BUILD grant Dock Electrification	$ 25,000,000	0%	0	0
5-Program Paused	Other	DOE Section 247 Maintaining and Enhancing Hydroelectricity Incentives	TBD			
5-Program Paused	Other	WaterSMART Grants: Water and Energy Efficiency Grants for FY2024 & 2025 Bureau of Reclamation No. R24AS00052	$ 5,000,000	100%	$ 5,000,000	$ 5,000,000
6-Application Not Selected	IIJA	Transmission Acceleration Grants (TAG) Program	$ 2,731,311	0%	$ -	$ -
7-Program Suspended	Other	Energy Future Grant	$ 496,725	0%	$ -	$ -
8-Program Cancelled	IJA	Energy Improvements in Remote and Rural Areas	$ 11,800,000	5-20%	$ 623,000	$ -
8-Terminated	IRA	Greenhouse Gas Reduction Fund - Solar For All Competition - IRA 134a	$ 62,450,000	0%	$ -	$ -
9-Complete-close out	Other	USFS Sustainable Wood Energy Systems 2019	$ 310,000	100%	$ 155,000	$ -

ALASKA ENERGY AUTHORITY
2026 DEADLINES FOR LEGISLATIVE SUBMITTALS

ALASKA ENERGY AUTHORITY

DUE TO DCCED/GLO.	DUE	Report	Audience	Frequency	Statute	Responsible	Status
12/12/2025	1/2/2026	Capital Reserve Fund shortfall	Governor, Legislature	Annually (on Jannuary 2)	AS 44.83.110(f)	Finance	Complete
12/30/2025	1/20/2026	Susitna River Power Project Annual Report	Legislature	Annually (1st day of Legislative Session)	AS 44.83.085	Jim	Complete
1/8/2026	1/29/2026	Renewable Energy Fund recommendations	Legislature	Annually (10th day of Legislative Session)	AS 42.45.045 (d)(3)	Conner	Pending w/ DCCED / GLO
1/9/2026	1/30/2026	Revised estimate of need to withdraw from Capital Reserve Fund	State Bond Committee, Legislative Budget & Audit Committee	Annually (by January 30)	AS 44.83.110(h)	Finance	Pending with DCCED /GLO
1/13/2026	2/3/2026	Project status report	Legislature	Annually (by 15th day of Legislative Session)	AS 44.83.950(b)	Finance /Owned Assets	Pending with DCCED /GLO
2/8/2026	3/1/2026	Annual report	Governor, Legislature	Annually (Before March 1)	AS 44.83.940	Brandy (lead)	In progress
	3/1/2026	PCE Report	Legislature	Annually	NONE	Tim / Katherine	In progress

ALASKA ENERGY AUTHORITY

January 2, 2026

The Honorable Michael Dunleavy, Governor of the State of Alaska

The Honorable Gary Stevens, Senate President

The Honorable Bryce Edgmon, Speaker of the House

SUBJECT: CERTIFICATION OF CAPITAL RESERVE FUND REQUIREMENT

The Alaska Energy Authority maintains one capital reserve fund subject to the certification requirements of AS 44.83.110(f), with respect to the following Bradley Lake Hydroelectric Project bond issues:

- $40,000,000 Alaska Energy Authority Power Revenue Bonds, Seventh Series (Battle Creek Diversion Project)
- $1,239,000 Alaska Energy Authority Power Revenue Bonds, Eighth Series (Battle Creek Diversion Project)
- $17,000,000 Alaska Energy Authority Power Revenue Bonds, Tenth Series (Transmission Line Projects)
- $166,013,134 Alaska Energy Authority Power Revenue Bonds, Eleventh Series (Required Project Work)

Under AS 44.83.110(f), the Authority is to report to you any amount required to restore any capital reserve fund to its capital reserve fund requirement.

This certifies that the capital reserve fund is adequately maintained and that no amounts are needed to replenish it or to restore it to its capital reserve fund requirements.

Sincerely,

Clay Koplin, Chair
AEA Board of Directors

813 W Northern Lights Blvd, Anchorage, AK 99503 • **Phone:** (907) 771-3000 • **Fax:** (907) 771-3044 • **Email:** info@akenergyauthority.org

ALASKA ENERGY AUTHORITY

January 20, 2026

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

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

Dear Senate President Stevens and Speaker of the House Edgmon,

As required by Alaska Statute 44.83.085, the Alaska Energy Authority (AEA) provides an update to the Legislature on the status of the Susitna-Watana Hydroelectric Project each year.

On December 26, 2014, Administrative Order (AO) 271 issued by then-Governor Walker, sent the Project to abeyance and all discretionary spending came to an end by the close of calendar year 2017. AEA closed out the project yet preserved the value of the State of Alaska's investment and maintained the public value of the data collected through careful, thorough archiving. The Federal Energy Regulatory Commission's (FERC) updated Study Plan Determination (SPD) provides the State with certainty on what is needed for a complete FERC license application if the project is restarted.

With its SPD, FERC reaffirmed the scope of studies necessary for determining impact assessment and developing protection, mitigation, and enhancement measures. FERC validated the quality and integrity of work completed to date. To the extent which the project proposal does not change baseline conditions, FERC ruled AEA would not need to repeat the already-completed Integrated Licensing Process steps. If restarted, FERC may require additional scoping and/or modifications to the approved SPD.

The current status of the project is as follows:

- **Engineering** - The completed engineering feasibility report contains the information necessary for a license application and demonstrates the project is technically feasible.
- **Economics** - The benefit-cost and economic impact analysis concluded that if constructed, the project would generate billions of dollars in energy savings for the Railbelt and would provide significant long-term benefit to the economy.
- **Financing** - AEA investigated various financing models, some of which resulted in an estimated $0.066/kilowatt hour 50-year average real price in 2014 dollars.
- **Licensing** - AEA is approximately two-thirds into the Integrated Licensing Process. Had the project not been shut down following FERC's issuance of the updated SPD in June 2017, the next steps would have been the implementation of the second study season, followed by preparation of final reports and a license application.

On February 22, 2019, Governor Dunleavy issued AO No. 309 rescinding, amongst others, AO No. 271, which resulted in the removal of the fiscal restraint previously ordered. This order has not changed the status of the project.

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As part of AEA's continuous and ongoing operational work in furtherance of its mission to *"reduce the cost of energy in Alaska"* AEA was significantly involved in the Alaska Energy Security Task Force in providing technical information. The Task Force recommended:

- Update Susitna-Watana Hydroelectric Project Management Plan with focus on approach, budget, and schedule to complete licensing activities.
- Update construction cost and economics.
- Determine licensing approach and studies necessary to conduct National Environmental Policy Act (NEPA) process and make licensing decision.
- Make a go/no-go decision for FERC licensing.

In January 2024, the Alaska Center for Energy and Power (ACEP) published a report titled "Alaska's Railbelt Electric System: Decarbonization Scenarios For 2050". Per appendix R of ACEP's report, adjustments were made to AEA's 2014 construction cost estimate of $5,512 billion. The resulting amount is $9.019 billion in 2023 dollars. The assumed Susitna-Watana fixed O&M equals $26.5 million per year in 2014 dollars adjusted by the U.S. CPI to $34.2 million 2023 dollars per year.

In May of 2025 the Railbelt Utilities sent a letter to the Governor (copy attached), expressing support for the Susitna-Watana hydroelectric project.

AEA has spent no state funds on the development of the Susitna-Watana project since the issuance of AO No. 309 in 2019.

The Susitna-Watana dam would be a concrete dam with an approximate height of 705 ft. and a maximum capacity of 618 Megawatts. It would produce about 60% of the current electric demand and move the Railbelt to 80% renewable energy. Central location enables power to be readily accessible all along the Railbelt. The project would directly and in-directly create over 32,000 jobs and create $11 billion (2014$) in savings by replacing natural gas generation.

AEA is proud of the work completed to advance the Susitna-Watana Hydroelectric Project. The effort has yielded significant benefits in terms of knowledge produced and shared, and an understanding of this resource potential to offer stable, low-cost power to Alaskans over the 100-year life of the project upon completion.

Respectfully Submitted,

Curtis W. Thayer
Executive Director

Cc: Alaska Energy Authority Board
Alaska State Legislature

Renewable Energy Fund Round 18 Status Report

Alaska Energy Authority — Renewable Energy Fund – Round XVIII

Alaska State Legislature
January 2026

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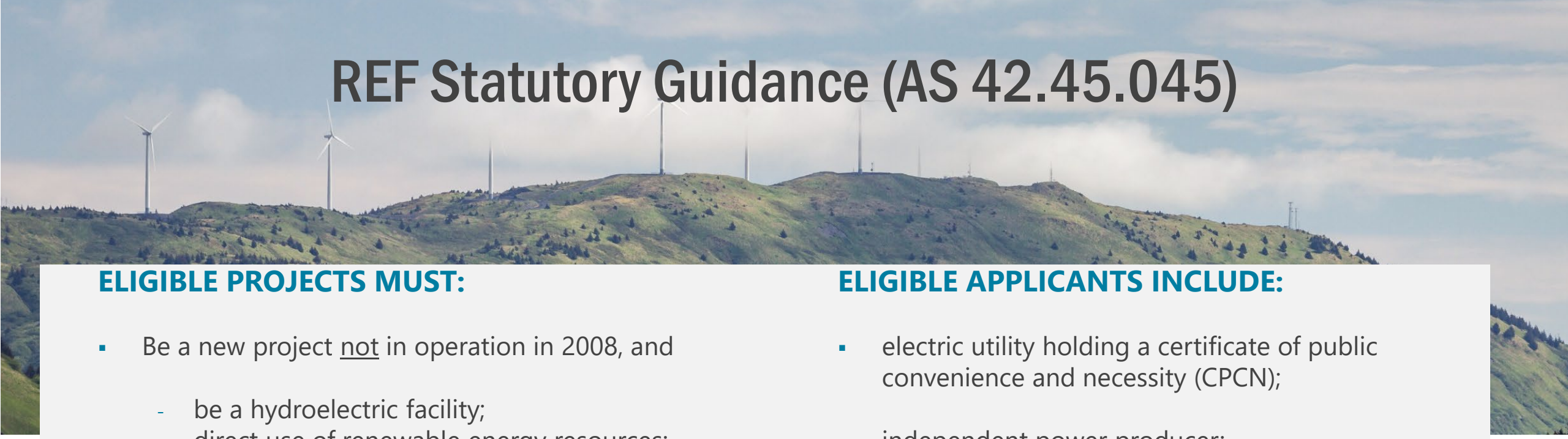
Renewable Energy Fund (REF) Overview

Established in 2008, the REF is a unique and robust competitive grant program, which provides critical financial assistance for statewide renewable energy projects. The REF's sunset date provision was repealed with House Bill 62, signed into law by Governor Dunleavy on May 25, 2023.

The REF funds projects across all development phases, serving as a catalyst for the continued pursuit of integrating proven and nascent technologies within Alaska's energy portfolio.

- $333 million in REF appropriations by the State.
- 110+ operational projects, 49 in development, 120 million gallons displaced to date.
- The 34th Alaska State Legislature appropriated $6.3 million for 6 projects recommended by AEA and the REFAC for Round 17.



REF Statutory Guidance (AS 42.45.045)

ELIGIBLE PROJECTS MUST:

- Be a new project not in operation in 2008, and
  - be a hydroelectric facility;
  - direct use of renewable energy resources;
  - a facility that generates electricity from fuel cells that use hydrogen from renewable energy sources or natural gas (subject to additional conditions);
  - or be a facility that generates electricity using renewable energy.
  - natural gas applications must also benefit a community that:
    - Has a population of 10,000 or less, and
    - does not have economically viable renewable energy resources it can develop.

ELIGIBLE APPLICANTS INCLUDE:

- electric utility holding a certificate of public convenience and necessity (CPCN);
- independent power producer;
- local government;
- or, or other governmental utility, including a tribal council and housing authority.

REF Evaluation Process: Stage 1 Eligibility and Completeness

The REF evaluation process is comprised of four stages. Stage 1 is an evaluation of the applicant, project eligibility and, completeness of the application, as per 3 AAC 107.635. This portion of the evaluation process is conducted by AEA staff.

- Applicant eligibility is defined as per AS 42.45.045 (l).
  - "*electric utility holding a certificate of public convenience and necessity under AS 42.05, independent power producer, local government, or other governmental utility, including a tribal council and housing authority*;"
- Project eligibility is defined as per AS 42.45.045 (f)-(h) and is provided on the preceding page.
- Project completeness:
  - An application is complete in that the information provided is sufficiently responsive to the RFA to allow AEA to consider the application in the next stage (Stage 2) of the evaluation.
  - The application must provide a detailed description of the phase(s) of project proposed.

STAGE 1 CRITERIA	PASS/FAIL
Applicant eligibility, including formal authorization and ownership, site control, and operation	PASS/FAIL
Project Eligibility	PASS/FAIL
Complete application, including Phase description(s)	PASS/FAIL

Applications that fail to meet the requirements of Stage 1 are rejected by the Authority. Each applicant whose application is rejected is notified of the Authority's decision.

REF Evaluation Process: Stage 2 Technical and Economic Feasibility

Stage 2 is an evaluation concerning technical and economic feasibility. This portion of the evaluation process is conducted by AEA staff, Alaska Department of Natural Resources, and contracted third-party economists.

The following items are evaluated as part of the Stage 2 evaluation, as required per 3 AAC 107.645:

- Project management, development, and operations;
- Qualifications and experience of project management team, including on-going maintenance and operation;
- Technical feasibility – including but not limited to sustainable current and future availability of renewable resource, site availability and suitability, technical and environmental risks, and reasonableness of proposed energy system; and,
- Economic feasibility and benefits – including but not limited to project benefit-cost ratio, project financing plan, and other public benefits owing to the project.

All Stage 2 criteria are weighted as follows as part of the evaluation process. Applications that score below 40 points in this stage are automatically rejected by the Authority, however, those projects scoring above 40 may also be rejected as under 3 AAC 107.645(b) has the Authority to reject applications that it determines to be not technically and economically feasible, or do not provide sufficient public benefit.

CRITERIA	CRITERIA DESCRIPTION	WEIGHT
1	Project management, development, and operation	25%
2	Qualifications and experience	20%
3	Technical feasibility	20%
4.a	Economic benefit-cost ratio	25%
4.b	Financing plan	5%
4.c	Other public benefit	5%

REF Evaluation Process: Stage 3 Project Ranking

Stage 3 is an evaluation concerning the ranking of eligible projects. This portion of the evaluation process is conducted by AEA staff in conjunction with solicitation from the Renewable Energy Fund Advisory Committee (REFAC) .

The following items are evaluated as part of the stage three evaluation, as required per 3 AAC 107.655-660:

- Cost of energy
- Applicant matching funds
- Project feasibility (levelized score from stage 2)
- Project readiness
- Public benefits (evaluated through stage 2 benefits)
- Sustainability
- Local Support
- Regional Balance
- Compliance

All Stage 3 criteria are weighted as follows as part of the evaluation process. The Stage 3 scoring is used to determine the ranking score.

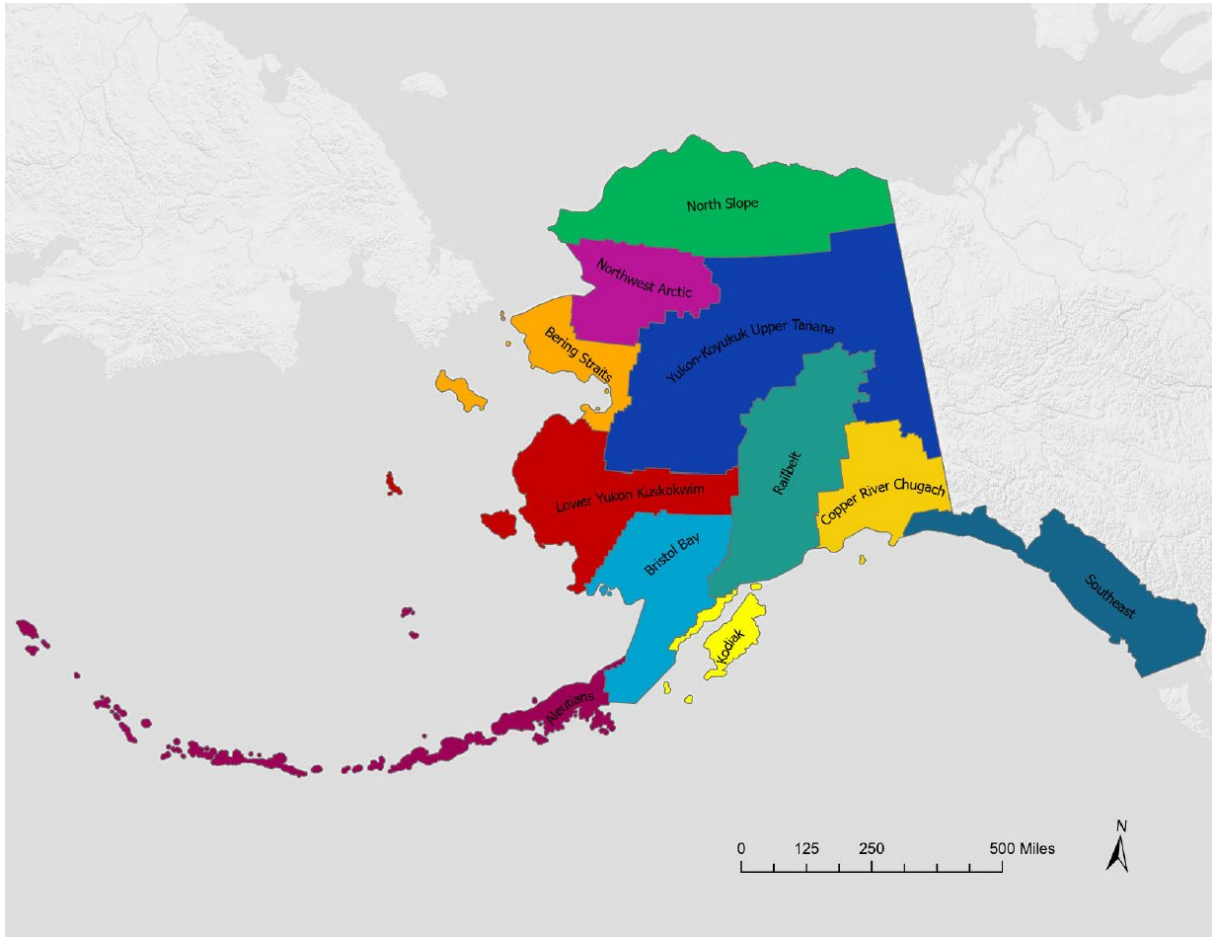
CRITERIA	CRITERIA DESCRIPTION	WEIGHT
1	Cost of Energy	30%
2	Matching Funds	15%
3	Project Feasibility (levelized score from Stage 2)	25%
4	Project Readiness	5%
5	Public Benefits	10%
6	Sustainability	10%
7	Local Support	5%
8	Regional Balance	Pass/Fail
9	Compliance	Pass/Fail

REF Evaluation Process: Stage 4 Regional Spreading

Stage 4 is a final ranking of eligible projects, as required per 3 AAC 107.660, which gives "significant weight to providing a statewide balance of grant money, taking into consideration the amount of money available, number and types of projects within each region, regional rank, and statewide rank." This portion of the evaluation process is conducted by AEA staff in conjunction with solicitation from the Renewable Energy Fund Advisory Committee (REFAC).

The following items are evaluated as part of the stage four evaluation, as required per 3 AAC 107.660:

- Cost of energy burden = [HH cost of electric + HH heat cost] ÷ [HH income]



REF Evaluation Process: Stage 4 Regional Spreading

	Cumulative through Round 17								
	Total Round 1-17 Funding		Cost of Power Allocation					Population	Even Split
Energy Region	Grant Funding	% Total	Cost burden (HH cost/HH income)	Allocation cost of energy basis	Additional funding needed to reach 50%	% of target allocation	% Total	Allocation per capita basis	Allocation per region basis
Aleutians	$18,424,940	6%	14.05%	$25,358,712	($5,745,584)	73%	1%	$3,514,229	$27,996,444
Bering Straits	$23,486,724	8%	17.57%	$31,702,782	($7,635,332)	74%	1%	$3,731,789	$27,996,444
Bristol Bay	$20,728,171	7%	18.59%	$33,543,361	($3,956,491)	62%	1%	$2,717,790	$27,996,444
Copper River/Chugach	$28,047,612	9%	9.45%	$17,063,340	($19,515,942)	164%	1%	$3,765,916	$27,996,444
Kodiak	$16,659,519	5%	12.49%	$22,542,437	($5,388,300)	74%	2%	$5,558,437	$27,996,444
Lower Yukon-Kuskokwim	$41,071,051	13%	24.37%	$43,980,281	($19,080,911)	93%	4%	$10,779,017	$27,996,444
North Slope	$1,251,859	0%	3.44%	$6,205,573	$1,850,927	20%	1%	$3,865,737	$27,996,444
Northwest Arctic	$32,841,133	11%	19.25%	$34,748,549	($15,466,859)	95%	1%	$3,016,401	$27,996,444
Railbelt	$36,449,299	12%	5.80%	$10,471,779	($31,213,410)	348%	78%	$241,095,398	$27,996,444
Southeast	$67,022,738	22%	8.65%	$15,607,458	($59,219,009)	429%	9%	$27,362,185	$27,996,444
Yukon-Koyukuk/Upper Tanana	$20,941,945	7%	36.98%	$66,736,608	$12,426,359	31%	1%	$2,553,980	$27,996,444
Statewide	$1,035,888	0%	0.00%						
TOTAL	$307,960,880	100%		$307,960,880			100%	$307,960,880	$307,960,880

REF Funding Limits

REF Round XVII Grant Funding Limits

Phase	Low Energy Cost Areas*	High Energy Cost Areas**
Total Project Grant Limit	$2 Million	$4 Million
Phase I: Reconnaissance Phase II: Feasibility and Conceptual Design	The per project total of Phase I and II is limited to 20% of anticipated construction cost (Phase IV), not to exceed $2 Million.	
Phase III: Final Design and Permitting	20% of anticipated construction cost (Phase IV), and counting against the total construction grant limit below.	
Phase IV: Construction and Commissioning	$2 Million per project, including final design and permitting (Phase III) costs, above.	$4 Million per project, including final design and permitting (Phase III) costs, above.
Exceptions		
Biofuel projects	Biofuel projects where the applicant does not intend to generate electricity or heat for sale to the public are limited to reconnaissance and feasibility phases only at the limits expressed above. Biofuel is a solid, liquid or gaseous fuel produced from biomass, excluding fossil fuels.	
Geothermal projects	The per-project total of Phase I and II for geothermal projects is limited to 20% of anticipated construction costs (Phase IV), not to exceed $2 million /$4 million (low/high cost areas). Any amount above the usual $2 million cap spent on these two phases combined shall reduce the total Phase III and IV grant limit by the same amount, thereby keeping the same total grant dollar cap as all other projects. This exception recognizes the typically increased cost of the feasibility stage due to test well drilling.	

REF Round XVII funding limits are governed by the requested phase(s) in the application and the technology type applied.

Low vs High Cost Energy Areas:

- ***Low Energy Cost Areas** are defined as communities connected to the Railbelt electrical grid or with a residential retail electric rate of below $0.20 per kWh, before Power Cost Equalization (PCE) reimbursement is applied. For heat projects, low energy cost areas are communities with natural gas available as a heating fuel to at least 50% of residences, or availability expected by the time the proposed project is constructed.
- ****High Energy Cost Areas** are defined as communities with a residential retail electric rate of $0.20 per kWh or higher, before PCE funding is applied. For heat projects, high energy cost areas are communities that do not have natural gas available as a heating fuel.

Proposed REF Capitalization for FY2027 / Round XVIII

The REFAC recommends the State of Alaska FY2027 proposed capital budget allocates $41.2 million for REF Round 18 grant funding of recommended projects, fully funding the top 29 projects.

The current list of 29 recommended projects yields a total grant request of $41,164,051.

The table to the right provides historical REF program funding from program inception through FY2026 (Round 17).

In the FY2026 capital budget, $6.3 million was approved in support of the top six projects as recommended in REF Round 17.

Legislative Appropriation		Fiscal Year
$	100,001,000	FY2008
$	25,000,000	FY2009
$	25,000,000	FY2010
$	36,620,231	FY2011
$	25,870,659	FY2012
$	25,000,000	FY2013
$	22,843,900	FY2014
$	11,512,659	FY2015
$	-	FY2016
$	-	FY2017
$	(3,156,000)	FY2018 - RPSU Reappropriation
$	11,000,000	FY2019
$	-	FY2020
$	-	FY2021
$	4,750,973	FY2022
$	15,000,000	FY2023
$	17,052,000	FY2024
$	10,521,836	FY2025
$	6,315,507	FY2026

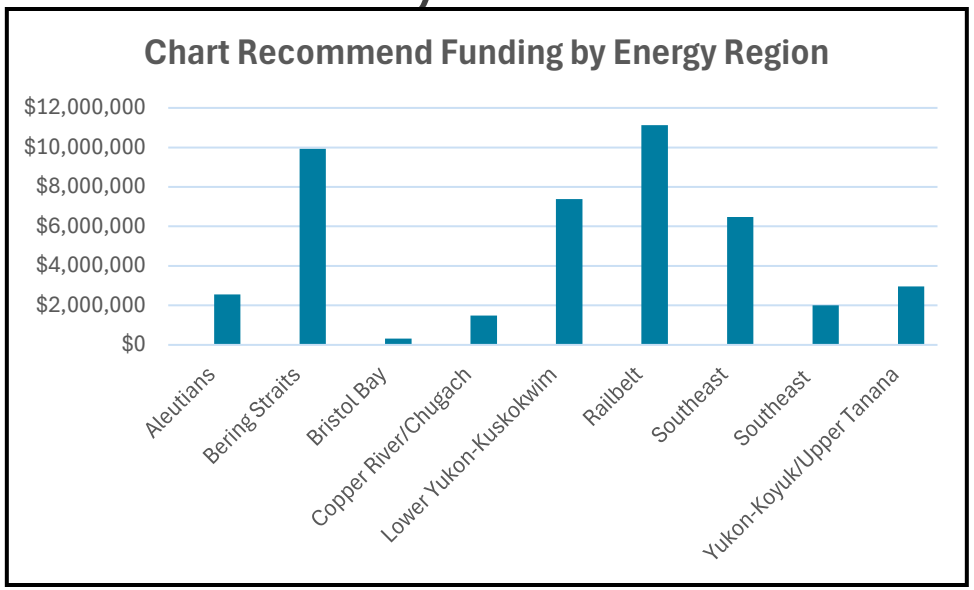
$	**333,332,765**	**TOTAL (excl. operating appropriation)**

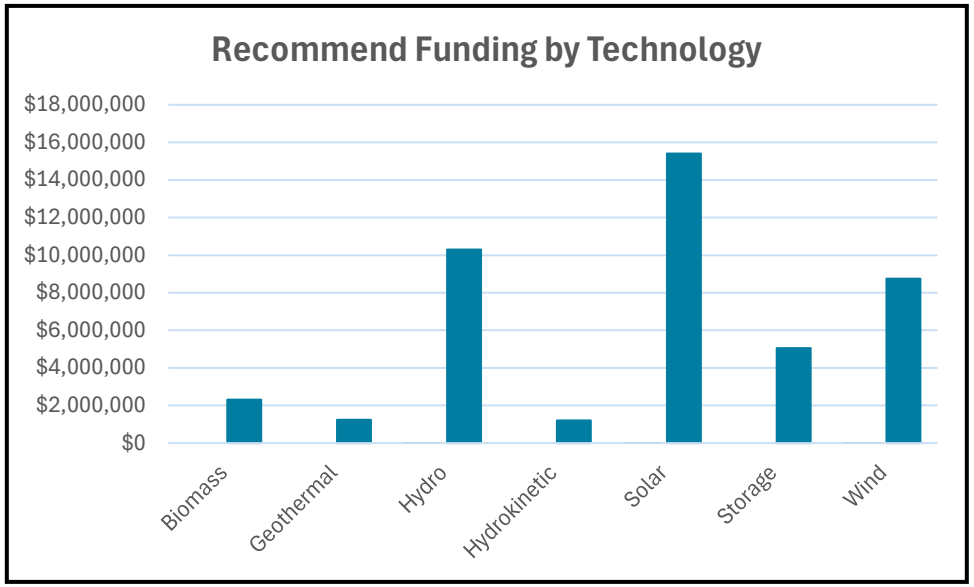
Round XVIIII – Recommended Applications Summary

There are 29 recommended applications, totaling a recommended request of $41 million.

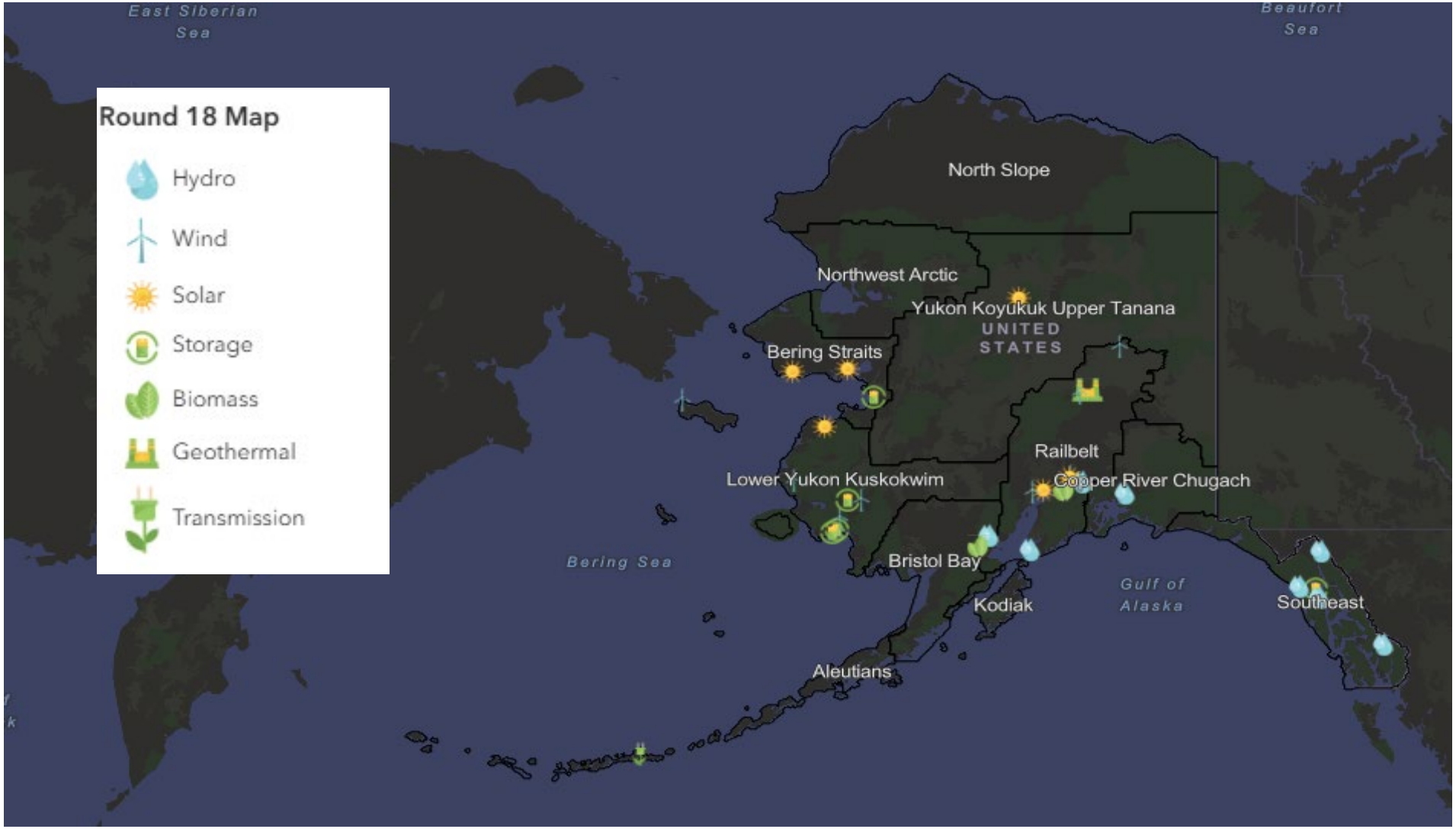
Applications by Energy Region	No. of Applications	REF Funds Requested
Aleutians	1	$ 2,560,000
Bering Straits	4	$ 9,930,541
Bristol Bay	1	$ 312,800
Copper River Chugach	1	$ 1,490,136
Lower Yukon-Kuskokwim	7	$ 7,389,670
Railbelt	10	$ 10,047,819
Southeast	4	$ 6,480,000
Yukon-Koyukuk Tanana	1	$ 2,953,085
Total	29	$ 41,164,051

Applications by Technology	No. of Applications	REF Funds Requested
Biomass	2	$ 2,312,800
Geothermal	1	$ 1,248,029
Hydro	6	$ 8,292,136
Hydrokinetic	1	$ 707,050
Solar	6	$ 15,399,414
Storage	5	$ 5,049,095
Wind	8	$ 8,155,527
Total	29	$ 41,164,051





Round XVIII Geographical Distribution of Recommended Applications



AEA Recommended Applications Overview: #1-7

Recommended Projects											Recommendation				
App. #	Applicant	Project Title	Phase	Energy Region	Election District	Technology	Community	Grant Funds Requested	Matching Funds	Stage 3 Score	Benefit / Cost Ratio	HEC	State Rank	Region Rank	Funding Level	Funding Amount
18012	Kokhanok Village Council	Kokhanok Community Center Biomass Heating Project	Design, Construction	Bristol Bay	S-37	Biomass	Kokhanok	$312,800	$63,200	89	1.43	$13,491	1	1	Full SP	$312,800
18005	Southeast Alaska Power Agency (SEAPA)	SEAPA Grid Resiliency (Tyee Hydro Upgrade)	Construction	Southeast	A-1	Hydro	Petersburg, Ketchikan, Wrangell	$4,000,000	$18,592,510	88	7.56	$6,251	2	1	Partial	$2,000,000
18027	Allakaket Village Council	Allakaket Village Community Solar and Battery IPP	Design, Construction	Yukon-Koyuk/Upper Tanana	R-36	Solar, Storage, Natural Gas	Allakaket, Alatna	$2,953,085	$433,291	80	0.69	$16,319	3	1	Full	$2,953,085
18001	Goat Lake Hydro, Inc.	Goat Lake Hydro Reservoir Expansion - Construction	Construction	Southeast	B-3	Hydro	Haines, Skagway, Dyea, Klukwan, Chilkat Valley	$2,000,000	$250,000	78	6.32	$9,430	4	2	Full SP	$2,000,000
18016	Puvurnaq Power Company	500kwh BESS + Installation, Integration, including upgraded controls	Construction	Lower Yukon-Kuskokwim	S-38	Storage	Kongiganak	$596,000	$152,000	76	1.24	$10,283	6	1	Full SP	$596,000
18008	Alaska Village Electric Cooperative, Inc.	Gambell Battery Energy Storage System Project	Construction	Bering Straits	T-39	Wind	Gambell	$1,932,516	$214,724	75	0.32	$11,548	7	1	Full	$1,932,516
18024	Native Village of Elim	Elim Community Solar Project	Design, Construction	Bering Straits	T-39	Solar, Storage	Elim	$2,987,430	$529,455	74	0.42	$10,721	8	2	Full SP	$2,987,430

Please see related summary report for details concerning the evaluation and description of the individual applications.

AEA Recommended Applications Overview: #8-13

Recommended Projects												Recommendation				
App. #	Applicant	Project Title	Phase	Energy Region	Election District	Technology	Community	Grant Funds Requested	Matching Funds	Stage 3 Score	Benefit / Cost Ratio	HEC	State Rank	Region Rank	Funding Level	Funding Amount
18022	Tuntutuliak Community Services Association	Tuntutuliak Turbine Repair & Upgrades	Construction	Lower Yukon-Kuskokwim	S-38	Wind, Storage	Tuntutuliak	$565,000	$33,000	74	5.8	$10,821	9	2	Full	$565,000
18033	Alaska Renewables LLC	Healy Volcanic Region Geothermal: Collaborative Data Collection and Subsurface Exploration	Feasibility	Railbelt	O-30	Geothermal, Transmission, Storage	Railbelt	$1,248,029	$4,992,116	73	2.44	$6,168	10	1	Full	$1,248,029
18010	Nome Joint Utility System	NJUS Solar- Nome Banner Ridge Solar Farm	Construction	Bering Straits	T-39	Solar	Nome	$3,950,000	$50,000	73	1.39	$9,141	11	3	Full	$3,950,000
18006	Unalakleet Valley Electric Cooperative Inc. (UVEC)	Unalakleet Battery Energy Storage System (BESS) Project	Construction	Bering Straits	T-39	Storage	Unalakleet	$1,060,595	$454,540	72	0.5	$9,494	12	4	Full	$1,060,595
18013	Solid Waste Services, Municipality of Anchorage	Anchorage Waste-to-Energy Facility Reconnaissance, Feasibility, Conceptual Design, and Permitting	Recon, Feasibility	Railbelt	Anchorage (Municipality)	Biomass	Railbelt	$2,000,000	$5,950,000	71	0.79	$6,168	13	2	Full SP	$2,000,000
18020	Kongnikilnomuit Yuita Corporation	Kotlik Solar Battery Project	Design, Construction	Lower Yukon-Kuskokwim	T-39	Solar, Storage	Kotlik	$3,216,259	$745,801	71	0.48	$11,083	14	3	Full	$3,216,259

Please see related summary report for details concerning the evaluation and description of the individual applications.

AEA Recommended Applications Overview: #14-20

Recommended Projects										Recommendation					
App. #	Applicant	Project Title	Phase	Energy Region	Election District	Technology	Community	Grant Funds Requested	Matching Funds	Stage 3 Score	Benefit / Cost Ratio	HEC	State Rank	Region Rank	Funding Level	Funding Amount
18009	Native Village of Atka	Atka Hydrogen Power Project	Construction	Aleutians	S-37	Hydro, Storage	Atka	$2,560,000	$4,060,000	70	0.18	$10,896	15	1	Full SP	$2,560,000
18034	Walker Dome Wind LLC	Walker Dome Wind Final Design and Permitting	Design	Railbelt	O-30	Wind, Transmission, Storage	Railbelt	$2,000,000	$8,000,000	70	1.81	$6,168	16	3	Full	$2,000,000
18025	Kwig Power Company	500kwh BESS + Installation, Integration, including upgraded controls.	Construction	Lower Yukon-Kuskokwim	S-38	Storage	Kwigillingok	$598,000	$153,000	68	0.65	$11,195	17	4	Full	$598,000
18021	Copper Valley Electric Association, Inc.	Solomon Gulch Hydroelectric Facility Pool Raise	Feasibility	Copper River/Chugach	O-29; R-36	Hydro	Valdez District, Copper River Basin District	$1,490,136	$300,000	66	1.06	$6,682	18	2	Full	$1,490,136
18018	Chugach Electric Association Inc.	Beluga Solar Array	Construction	Railbelt	Anchorage (Municipality)	Solar	CEA Serving Area	$2,000,000	$24,534,000	66	0.77	$3,887	19	4	Full	$2,000,000
18030	Elfin Cove Utility Commission	Elfin Cove Hydro Final Permitting and Design	Design	Southeast	A-2	Hydro, Storage	Elfin Cove	$130,000	$32,500	63	0.57	$9,402	20	3	Full SP	$130,000
18002	Matanuska Electric Association	Hunter Creek Hydro Electric Feasibility Study Project	Recon	Railbelt	Matanuska-Susitna Borough Region	Hydro	Mat-Su Region	$112,000	$48,000	59.88	1.05	$3,170	21	5	Full SP	$112,000

Please see related summary report for details concerning the evaluation and description of the individual applications.

AEA Recommended Applications Overview: #21-25

Recommended Projects												Recommendation				
App. #	Applicant	Project Title	Phase	Energy Region	Election District	Technology	Community	Grant Funds Requested	Matching Funds	Stage 3 Score	Benefit / Cost Ratio	HEC	State Rank	Region Rank	Funding Level	Funding Amount
18014	The Native Village of Scammon Bay	Wind Power in Scammon Bay	Design	Lower Yukon-Kuskokwim	T-39	Wind	Scammon Bay	$1,172,401	$0	58	0.61	$11,482	22	5	Full	$1,172,401
18032	Chatanika Wind LLC	Chatanika Wind Feasibility and Conceptual Design	Feasibility	Railbelt	R-36	Wind, Transmission, Storage	Railbelt	$583,000	$80,000	56	1.62	$6,168	23	6	Full	$583,000
18028	Chugachmiut	Kenai Peninsula Energy Strategy Planning Project	Recon, Feasibility	Railbelt	C-6	Hydrokinetic	Seldovia, Halibut Cove, Homer	$1,202,442	$416,869	56	1.1	$8,891	24	7	Partial SP	$707,050
18026	Atmautluak Tribal Utilities	ATU BESS Battery Replacement Project	Construction	Lower Yukon-Kuskokwim	S-38	Storage	Atmautluak	$444,500	$75,000	55	1.18	$10,059	25	6	Full SP	$444,500
18007	Inside Passage Electric Cooperative	Hoonah Battery Energy Storage System (BESS) Installation Project	Construction	Southeast	A-2	Storage	Hoonah, Kake, Chilkat Valley, Angoon, Klukwan	$2,350,000	$0	53	0.53	$9,149	26	4	Full	$2,350,000

Please see related summary report for details concerning the evaluation and description of the individual applications.

AEA Recommended Applications Overview: #26-29

Recommended Projects												Recommendation				
App. #	Applicant	Project Title	Phase	Energy Region	Election District	Technology	Community	Grant Funds Requested	Matching Funds	Stage 3 Score	Benefit / Cost Ratio	HEC	Region Rank	State Rank	Funding Level	Funding Amount
18015	Knik Tribe	Solar in the Heart of the Railbelt	Design	Railbelt	Matanuska-Susitna Borough Region	Transmission, Solar, Storage	Knik Tribal members, Mat-Su Region	$292,640	$52,720	52	0.45	$3,191	27	8	Full	$292,640
18019	Akiachak Native Community	Akiachak Wind System Design and Integration	Feasibility, Design	Lower Yukon-Kuskokwim	S-38	Wind, Solar, Storage	Akiachak	$797,510	$25,000	51	0.74	$10,539	28	7	Full SP	$797,510
18023	Bald Hills Wind LLC	Bald Hills Wind Feasibility and Conceptual Design	Feasibility	Railbelt	S-37	Wind, Transmission, Storage	Railbelt	$528,000	$80,000	48	0.94	$6,168	29	9	Full	$528,000
18004	Knik Tribe	Knik Tribe Renewable Reconnaissance and Feasibility Study	Recon, Feasibility	Railbelt	Matanuska-Susitna Borough Region	Wind	Mat-Su Region	$1,165,000	$180,700	38	0.18	$3,170	30	10	Partial SP	$577,100

Please see related summary report for details concerning the evaluation and description of the individual applications.

Round XVIII – Partial Funding Reasoning

As part of the evaluation process and pursuant to 3 AAC 170.655(b), 5 applications, as provided below, have been recommended for partial funding. Partial funding recommendations were made in full consideration of project phases applied for, application scoring, project scope eligibility, and household cost of energy.

App. #	Project	Requested Funding	Recommended Funding	Partial Funding Reasoning
18005	SEAPA Grid Resiliency (Tyee Hydro Upgrade)	$4,000,000	$2,000,000	Based on the local cost of energy, AEA staff reviewed the application to determine the appropriate funding cap in accordance with the REF Round 18 RFA. Although the application referenced the $4 million maximum award, the project area's cost of power is below $0.20/kWh. As a result, if the project were selected for funding, the final grant award would be required to be reduced to the $2 million maximum specified in the RFA.
18028	Kenai Peninsula Energy Strategy Planning Project	$1,202,442	$707,050	Several proposed budget line items do not appear to align with the primary intent of the REF program, which is to support the deployment of renewable energy technology systems. The program is not intended to fund new, full-time dedicated positions, though eligible staff time for existing personnel is allowable. In addition, the proposed level of travel may not be fully aligned with an adjusted project scope, as coordination activities such as regional planning meetings could potentially be conducted more efficiently. As proposed, the dedicated Energy Program Manager salary, fringe, and associated travel costs are not aligned with the REF program goals. Planning workshops throughout the project term would be subject to AEA review of agendas, locations, and associated costs. As a result, if the project were selected for funding, the final grant award would be required to be reduced to $707,050 from $1,202,442 and scope items discussed here, removed.
18004	Knik Tribe Renewable Reconnaissance and Feasibility Study	$1,165,000	$577,100	The recommended funding level reflects the estimated cost to complete the Reconnaissance Phase, based on the project receiving fewer than 40 points in the Stage 3 evaluation. If selected for funding and the phase is successfully completed, the applicant would be eligible to apply for additional funding under the REF program for subsequent project phases. As a result, if the project were selected for funding, the final grant award would be reduced to $577,100 from $1,165,000.

ALASKA ENERGY AUTHORITY

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Statewide Rank	Region Rank	Energy Region	ID	Project Name	Applicant	AEA Recommend	Recommend Funding	Energy Source	B/C Ratio	Household Energy Cost	Applicant Grant Request	Applicant Match Offered	Recommended Phase(s)	Cumulative Funding	Cumulative B/C Ratio*	Community
1	1	Bristol Bay	18012	Kokhanok Community Center Biomass Heating Project	Kokhanok Village Council	Full SP	$312,800	Biomass	1.43	$13,491	312,800	$63,200	Design, Construction	$312,800	1.35	Kokhanok
2	1	Southeast	18005	SEAPA Grid Resiliency (Tyee Hydro Upgrade)	Southeast Alaska Power Agency (SE	Partial	$2,000,000	Hydro	7.56	$6,251	4,000,000	$18,592,510	Construction	$2,312,800	7.19	Petersburg, Ketchikan, Wrangell
3	1	Yukon-Koyuk/Upper Tanana	18027	Allakaket Village Community Solar and Battery IPP	Allakaket Village Council	Full	$2,953,085	Solar, Storage, NaturalGa	0.69	$16,319	2,953,085	$433,291	Design, Construction	$5,265,885	6.35	Allakaket, Alatna
4	2	Southeast	18001	Goat Lake Hydro Reservoir Expansion - Construction	Goat Lake Hydro, Inc.	Full SP	$2,000,000	Hydro	6.32	$9,430	2,000,000	$250,000	Construction	$7,265,885	6.33	Haines, Skagway, Dyea, Klukwan, Chilkat Valley
5	1	Lower Yukon-Kuskokwim	18016	500kwh BESS + Installation, Integration, including upgraded contr	Puvurnaq Power Company	Full SP	$596,000	Storage	1.24	$10,283	596,000	$152,000	Construction	$7,861,885	6.20	Kongiganak
6	1	Bering Straits	18008	Gambell Battery Energy Storage System Project	Alaska Village Electric Cooperative,	Full	$1,932,516	Wind	0.32	$11,548	1,932,516	$214,724	Construction	$9,794,401	5.80	Gambell
7	2	Bering Straits	18024	Elim Community Solar Project	Native Village of Elim	Full SP	$2,987,430	Solar, Storage	0.42	$10,721	2,987,430	$529,455	Design, Construction	$12,781,831	5.25	Elim
8	2	Lower Yukon-Kuskokwim	18022	Tuntutuliak Turbine Repair & Upgrades	Tuntutuliak Community Services As	Full	$565,000	Wind, Storage	5.8	$10,821	565,000	$33,000	Construction	$13,346,831	5.26	Tuntutuliak
9	1	Railbelt	18033	Healy Volcanic Region Geothermal: Collaborative Data Collection	Alaska Renewables LLC	Full	$1,248,029	Geothermal, Transmissior	2.44	$6,168	1,248,029	$4,992,116	Feasibility	$14,594,860	35.06	Railbelt
10	3	Bering Straits	18010	NJUS Solar- Nome Banner Ridge Solar Farm	Nome Joint Utility System	Full	$3,950,000	Solar	1.39	$9,141	3,950,000	$50,000	Construction	$18,544,860	32.13	Nome
11	4	Bering Straits	18006	Unalakleet Battery Energy Storage System (BESS) Project	Unalakleet Valley Electric Cooperat	Full	$1,060,595	Storage	0.5	$9,494	1,060,595	$454,540	Construction	$19,605,455	31.13	Unalakleet
12	2	Railbelt	18013	Anchorage Waste-to-Energy Facility Reconnaissance, Feasibility,	Solid Waste Services, Municipality (	Full SP	$2,000,000	Biomass	0.79	$6,168	2,000,000	$5,950,000	Recon, Feasibility	$21,605,455	3.14	Railbelt
13	3	Lower Yukon-Kuskokwim	18020	Kotlik Solar Battery Project	Kongnikilnomuit Yuita Corporation	Full	$3,216,259	Solar, Storage	0.48	$11,083	3,216,259	$745,801	Design, Construction	$24,821,714	3.12	Kotlik
14	1	Aleutians	18009	Atka Hydrogen Power Project	Native Village of Atka	Full SP	$2,560,000	Hydro, Storage	0.18	$10,896	2,560,000	$4,060,000	Construction	$27,381,714	3.09	Atka
15	3	Railbelt	18034	Walker Dome Wind Final Design and Permitting	Walker Dome Wind LLC	Full	$2,000,000	Wind, Transmission, Stora	1.81	$6,168	2,000,000	$8,000,000	Design	$29,381,714	3.93	Railbelt
16	4	Lower Yukon-Kuskokwim	18025	500kwh BESS + Installation, Integration, including upgraded contr	Kwig Power Company	Full	$598,000	Storage	0.65	$11,195	598,000	$153,000	Construction	$29,979,714	3.93	Kwigillingok
17	1	Copper River/Chugach	18021	Solomon Gulch Hydroelectric Facility Pool Raise	Copper Valley Electric Association,	Full	$1,490,136	Hydro	1.06	$6,682	1,490,136	$300,000	Feasibility	$31,469,850	3.88	Valdez District, Copper River Basin District
18	4	Railbelt	18018	Beluga Solar Array	Chugach Electric Association Inc.	Full	$2,000,000	Solar	0.77	$3,887	2,000,000	$24,534,000	Construction	$33,469,850	3.81	CEA Serving Area
19	3	Southeast	18030	Elfin Cove Hydro Final Permitting and Design	Community of Elfin Cove Non-Profit	Full SP	$130,000	Hydro, Storage	0.57	$9,402	130,000	$32,500	Design	$33,599,850	3.78	Elfin Cove
20	5	Railbelt	18002	Hunter Creek Hydro Electric Feasibility Study Project	Matanuska Electric Association	Full SP	$112,000	Hydro	1.05	$3,170	112,000	$48,000	Feasibility	$33,711,850	3.50	Mat-Su Region
21	5	Lower Yukon-Kuskokwim	18014	Wind Power in Scammon Bay	The Native Village of Scammon Bay	Full	$1,172,401	Wind	0.61	$11,482	1,172,401	$0	Design	$34,884,251	3.52	Scammon Bay
22	6	Railbelt	18032	Chatanika Wind Feasibility and Conceptual Design	Chatanika Wind LLC	Full	$583,000	Wind, Transmission, Stora	1.62	$6,168	583,000	$80,000	Feasibility	$35,467,251	4.48	Railbelt
23	7	Railbelt	18028	Kenai Peninsula Energy Strategy Planning Project	Chugachmiut	Partial SP	$707,050	Hydrokinetic	1.1	$8,891	1,202,442	$416,869	Recon, Feasibility	$36,174,301	4.45	Seldovia, Halibut Cove, Homer
24	6	Lower Yukon-Kuskokwim	18026	ATU BESS Battery Replacement Project	Atmautluak Tribal Utilities	Full SP	$444,500	Storage	1.18	$10,059	444,500	$75,000	Construction	$36,618,801	4.45	Atmautluak
25	4	Southeast	18007	Hoonah Battery Energy Storage System (BESS) Installation Project	Inside Passage Electric Cooperative	Full	$2,350,000	Storage	0.53	$9,149	2,350,000	$0	Construction	$38,968,801	4.44	Hoonah, Kake, Chilkat Valley, Angoon, Klukwan
26	8	Railbelt	18015	Solar in the Heart of the Railbelt	Knik Tribe	Full	$292,640	Transmission, Solar, Stora	0.45	$3,191	292,640	$52,720	Design	$39,261,441	4.43	Knik Tribal members, Mat-Su Region
27	7	Lower Yukon-Kuskokwim	18019	Akiachak Wind System Design and Integration	Akiachak Native Community	Full SP	$797,510	Wind, Solar, Storage	0.74	$10,539	797,510	$25,000	Feasibility, Design	$40,058,951	4.43	Akiachak
28	9	Railbelt	18023	Bald Hills Wind Feasibility and Conceptual Design	Bald Hills Wind LLC	Full	$528,000	Wind, Transmission, Stora	0.94	$6,168	528,000	$80,000	Feasibility	$40,586,951	4.98	Railbelt
29	10	Railbelt	18004	Knik Tribe Renewable Reconnaissance and Feasibility Study	Knik Tribe	Partial SP	$577,100	Wind	0.18	$3,170	1,165,000	$180,700	Recon	$41,164,051	4.97	Mat-Su Region

*Cumulative B/C Ratio is calculated based on the cumulative Net Present Value of Benefits and total Project costs (match, in-kind, and state funding)

AEA COMMUNITY OUTREACH

Last Updated on January 20, 2025 (6-Month Look Back)

DATE	ROLE	DESCRIPTION	LOCATION	TEAM MEMBER
Friday, January 16, 2026	Newsletter	Alaska Electric Vehicles Working Group (AKEVWG) January Newsletter Sent to 267 Recipients	Email	Sara Martinchick
Thursday, January 15, 2026	Presenter	Commonwealth North: Positioning Alaska for Growth Economic Forum	In Person - Anchorage, AK	Curtis W. Thayer
Thursday, January 15, 2026	Presenter	AEA Presentation to Finance Subcommittee	In Person - Anchorage, AK	Curtis W. Thayer
Tuesday, January 6, 2026	Presenter	AEA Presentation to the Renewable Energy Fund Advisory Committee	In Person/Virtually - Anchorage, AK	Dan Smith
Thursday, December 11, 2025	Newsletter	AKEVWG December Newsletter Sent to 264 Recipients	Email	Sara Martinchick
Thursday, December 11, 2025	Presenter	AEA Presentation to the Alaska Municipal League Annual Conference Energy Panel	In Person - Anchorage, AK	Conner Erickson
Monday-Friday, December 8-12, 2025	Attendee	AEA Team in DC for Meetings on Bradley Lake Expasion Project and Cook Inlet PowerLink (CIPLink)	In Person - Washington, DC	AEA Team
Thursday, December 4, 2025	Presenter	AEA Overview Presentation to the Alaska State Legislature	In Person - Anchorage, AK	AEA Team
Tuesday, December 2, 2025	Host	AKEVWG Quarterly Meeting: Electric Vehicle Fire Safety	In Person/Virtually - Anchorage, AK	Josi Hartley
Monday, December 1, 2025	Presenter	AEA Presentation to Anchorage Chamber of Commerce: Make it Monday Forum	In Person - Anchorage, AK	Curtis W. Thayer
Wednesday, November 12, 2025	Newsletter	AKEVWG November Newsletter Sent to 266 Recipients	Email	Sara Martinchick
Monday, November 3, 2025	Presenter	AEA CIPLink Go No-Go Briefing Presentation to Department of Energy Grid Deployment Office	Virtually	AEA Team
Monday, October 20, 2025	Presenter	AEA PCE and Funding Programs Presentation to RE+ Alaska	In Person - Anchorage, AK	Dan Smith
Thursday, October 16, 2025	Newsletter	AKEVWG Ocotber Newsletter Sent to 268 Recipients	Email	Sara Martinchick
Tuesday, October 14, 2025	Presenter	AEA Presentation to Alaska Power Association Accouting and Finance Workshop	In Person - Anchorage, AK	Jim Mendenhall, Ryan McLaughlin, Josi Hartley
September 29-October 1, 2025	Attendee	Data Center World POWER 2025	In Person - San Antonio, TX	Curtis Thayer
Thursday, September 25, 2025	Host	AKEVWG Quarterly Meeting: FY26 NEVI Plan	In Person/Virtually - Anchorage, AK	Josi Hartley
Thursday, September 25, 2025	Presenter	AEA Update Presentation to Alaska Power Association Annual Meeting	In Person - Cordova, AK	Curtis Thayer
Thursday, September 25, 2025	Attendee	Power Power Challenge hosted by the Renewable Energy Alaska Project	In Person - Anchorage, AK	Quinlan Harris
Thursday, September 25, 2025	Media Inquiry	Mertarvik and Akiak, Evan Erickson, KYUK Public Radio	Phone Call	Curtis Thayer
Friday, September 12, 2025	Media Inquiry	Electric Vehicle (EV) Adoption Data, Alix Soliman, KTOO	Email	Brandy Dixon
Thursday, September 11, 2025	Newsletter	AKEVWG September Newsletter Sent to 269 Recipients	Email	Sara Martinchick
Wednesday, September 10, 2025	Media Inquiry	National Electric Vehicle Infrastructure (NEVI) Plan Submission, James Bikales, Politico	Phone Call	Curtis Thayer
Monday, September 8, 2025	Media Inquiry	Solar for All, Jean Chemnick, E&E News (by Politico)	Phone Call	Curtis Thayer
Tuesday, September 2, 2025	Media Inquiry	Federal funding for EV chargers unfrozen, Shelby Herbert, Alaska Public Media	Phone Call	Curtis Thayer
Tuesday, August 26, 2025	Presenter	AEA Dixon Diversion Project Update Presentation to Chugach Electric Association Board	In Person - Anchorage, AK	Ryan McLaughlin
Tuesday, August 26, 2025	Media Inquiry	EV Funding Restored, Alan Bailey, Petroleum News	Phone Call	Curtis Thayer
Monday, August 25, 2025	Media Inquiry	NEVI Program and Volkswagen Corridor Feedback, Alex DeMarban, ADN	Phone Call	Curtis Thayer
Wednesday, August 20, 2025	Media Inquiry	Clean Energy Tax Credit Impacts in Cook Inlet, Zach Theiler, Cotext News	Email	Brandy Dixon
Tuesday, August 19, 2025	Newsletter	AKEVWG August Newsletter Sent to 270 Recipients	Email	Sara Martinchick
Friday, August 15, 2025	Exhibitor Booth	Alaska State Fair: Energy Day	In Person - Palmer, AK	Sara Martinchick, Daniel Smith, Ashley Streveler, Dawn Molina
Thursday, August 7, 2025	Presenter	AEA Presentation to Alaska Native Science and Engineering Program	In Person - Anchorage, AK	Quinlan Harris
Wednesday, August 6, 2025	Presenter	AEA Dixon Update Presentation to NHA Alaska Regional Meeting	In Person - Anchorage, AK	Ryan McLaughlin
Wednesday, August 6, 2025	Panelist	Anchorage Economic Development Corporation Energy Breakout Session	In Person - Anchorage, AK	Jim Mendenhall
Tuesday, August 5, 2025	Media Inquiry	Solar for All Program, Tim Bradner, Alaska Economic Report/Alaska Legislative Digest	Email	Brandy Dixon
Wednesday, July 30, 2025	Media Inquiry	Denali Commission, Alena Naiden, Alaska Public Media	Email	Brandy Dixon

Alaska Beacon

COMMENTARY

Nuclear energy, reconsidered: What's changed, and why it matters for Alaska

GWEN HOLDMANN JANUARY 16, 2026 2:12 PM

Townhall attendee in Fairbanks reviews informational handout in 2022. (Photo by Jeff Fisher/ACEP)

For much of the past half-century, nuclear energy in the United States has occupied an uneasy space between a technology of the past and a technology of the future — but not quite one of the present. That is beginning to change, and Alaska is part of that shift.

A couple of months ago, Project Janus, an initiative led by the Department of the Army, identified Fort Wainwright as one of nine candidate sites for deploying a new generation of small, advanced nuclear reactors. While the announcement received little public attention in Alaska, the program is significant. Janus is designed not only to support the energy security of military installations, but also to move advanced nuclear from isolated pilot projects toward repeatable, "nth-of-a-kind" deployments, where costs are expected to become more predictable and decline over time relative to first-of-a-kind efforts.

This follows on the heels of a June 2025 announcement that Oklo Inc. was selected to move forward on a planned microreactor deployment at Eielson Air Force Base. Taken together with

other demonstrations and commercial proposals now moving through testing and licensing, these projects point to a broader shift: new nuclear is no longer hypothetical — it is beginning to move into real-world deployment.

Why nuclear stalled

Nuclear power in the United States generates roughly 20% of the nation's electricity — about the same share as all renewable sources combined — yet it is often perceived as static and outdated. While wind, solar and battery storage have seen rapid, highly visible innovation and have dominated conversations about the energy future, nuclear has largely been associated with aging plants, long development timelines and high costs.

From time to time, talk of a nuclear renaissance has resurfaced. But for years, that renaissance seemed perpetually just out of reach — always promised, but not delivered. Large projects such as the Vogtle Electric Generating Plant in Georgia came to symbolize this tension. Built around conventional, large-scale reactor designs developed decades earlier, Vogtle's long delays and multibillion-dollar cost overruns ultimately hardened public skepticism about whether nuclear still had a role to play in the nation's future energy supply.

For many observers, the question became not whether nuclear power could work, but whether it still made sense in an energy landscape increasingly shaped by shorter build times and greater flexibility in how capacity is sized and deployed. Wind, solar and natural gas plants can often be built quickly, with far less up-front capital and can be scaled incrementally. Against that backdrop, large, conventional nuclear projects increasingly appeared obsolete.

Reimagining nuclear

This new generation of nuclear technologies is not trying to solve old problems by building better versions of the same systems. Instead, it represents a fundamental rethinking of how nuclear power is designed, built and used. New designs emphasize smaller-scale, standardized systems that can be factory-assembled and rapidly deployed to a site. This shift reflects an effort to adapt nuclear technology to the practical realities of today's energy landscape.

A major focus of this new wave of nuclear innovation has been safety. Traditional nuclear plants rely on multiple engineered systems, layers of redundancy and highly trained operators to manage risk. By contrast, many advanced reactor designs place greater emphasis on inherent or passive safety: Both the reactor and its fuel are designed to remain stable under extreme conditions.

These more accident-tolerant approaches are being put into practice. A major milestone occurred a few months ago, when the first fuel shipment designed specifically for these advanced reactors arrived at Idaho National Laboratory. The fuel, known as TRISO, is configured differently from conventional nuclear fuel. In TRISO fuel, uranium is encapsulated

within multiple ceramic layers designed to withstand extreme heat and physical stress. As a result, a significant portion of the safety function is built directly into the fuel itself.

This initial production run will support the first advanced reactors to be tested at Idaho National Laboratory in several decades. Commercial demonstrations are expected to follow, with multiple vendors seeking access to the laboratory's limited testing infrastructure, including Oklo Inc.

What Alaskans are saying

Surveys conducted by Strategies 360 on behalf of the Alaska Center for Energy and Power at UAF over several years show that Alaskans across a broad spectrum of communities and political views consistently favor greater diversification of the state's energy systems. Respondents support expanding hydroelectric, solar and wind resources while reducing reliance on gas and coal.

Views on nuclear energy remain more mixed, though they are evolving. In the most recent poll, a slim majority of respondents said they would be open to greater use of nuclear energy in Alaska, while the share of those strongly opposed has dropped below 10 percent. Support increases when respondents are provided with additional information: Those who report greater familiarity with nuclear energy tend to be more supportive overall, and among less familiar respondents, interest rises substantially after hearing a brief, neutral description of advanced nuclear technologies. Taken together, these results suggest that many Alaskans are receptive to learning more and engaging on the issue as new information becomes available.

Taking stock: Where are we now?

While progress is encouraging, we still have a way to go before these technologies are available off the shelf. Even the vendors closest to market remain in design, licensing or early demonstration phases. New nuclear technology is no longer purely theoretical, but it is still far from an established technology.

There are also important unresolved questions: how these systems will perform over time; how they will be financed, owned and operated; how regulatory frameworks will adapt; and how issues such as waste management and emergency planning will be addressed. These questions can only be answered through experience — by moving projects from concept to operation and learning from them along the way. And that's exactly what's happening.

One reason this moment feels different is the level of sustained federal involvement and investment — an area of rare continuity in U.S. energy policy. Support for advanced nuclear has continued across both the Biden and Trump administrations, enabling momentum in addressing long-standing barriers that have kept these technologies from moving beyond paper studies and early prototypes.

Alaska is already playing an important role. Through defense-led demonstrations, research activities and early commercial proposals, it is reasonable to expect continued discussion and activity in the coming years. Decisions about how far Alaska ultimately leans into a new nuclear era will rest with Alaskans themselves. In the near term, the state clearly has a seat at the table. The question ahead is not whether nuclear can be developed, but when — and under what conditions — Alaskans will decide whether it belongs as part of the state's future energy mix.

Where to learn more

In that spirit, on Jan. 27–28, the Alaska Center for Energy and Power at the University of Alaska Fairbanks will host a free, online workshop bringing together national experts and Alaskans to explore where nuclear energy actually stands today — technically, regulatory-wise and programmatically. The goal is not to advocate for a particular outcome, but to ensure Alaskans have access to clear, current information as these conversations continue. For more information, visit www.uaf.edu/acep/news.

DR. DAISY HUANG SETS HER SIGHTS ON LOWERING ALASKAN ENERGY COSTS

BY GREG HERRIGEL

Photo Courtesy Alaska Center for Energy and Power

Dr. Daisy Huang is a tenured associate professor at the University of Alaska Fairbanks, where she also got her PhD in mechanical engineering and applied physics. Previously, the San Francisco native studied mechanical engineering at the University of California, Berkeley, where she earned her bachelor's degree, and at Santa Clara University, where she earned her master's. After working at a variety of semiconductor and power control companies in California, designing mechanical components, she decided to move to Alaska amid a whirlwind of global and personal events, including the dot-com bubble burst and bad relationships.

After driving to Alaska in her old Subaru with her two rabbits in tow, Dr. Huang bought a dry cabin, but she immediately discovered the challenges of living in such a northern state. "I very quickly learned that shoveling the driveway is a lot of

work, and staying warm is a lot of work," she said while giving a presentation ten years ago. In Silicon Valley, she did not have to think about where her power came from, and any outages were resolved in under an hour. In Alaska, she faced high energy bills amid skyrocketing oil prices and the need to keep herself and her two newly adopted retired sled dogs warm. Others in the state suffered from hunger and even died from extreme temperatures.

Photo Courtesy Dr. Daisy Huang, ACEP/UAF

Dr. Huang switched to burning wood to save money. When she began working as a research engineer at the university's Alaska Center for Energy and Power (ACEP), she found that "wood heat, as it benefitted me, also benefitted communities." One of her first jobs there was to conduct a community survey of Alaska Energy Authority grantees that used funding to deploy biomass systems. She reflected that discovering that they had built local economies around the energy source "made me think that maybe not all solutions are what you think they'll be… It turns out the solutions are not always the flashy, high-tech ones." Beyond saving money, these communities used the savings to relaunch preschool programs that had previously shuttered due to lack of funding, used excess biomass energy to heat greenhouses and grow fresh vegetables, and learned to insulate future buildings more effectively.

These learnings fueled Dr. Huang's passion for promoting energy efficiency and clean energy sources. At ACEP, she continues to research methods for reducing energy costs for isolated Alaskan power grids. One project found that adding

an ElectraTherm organic Rankine cycle (ORC) product called the Green Machine to village generators in Alaska could help them reclaim heat that would otherwise be lost by operating at less than full capacity during off-peak hours. A follow-up 2015 technical paper summarized guidelines for effectively deploying such a system. In 2019, Dr. Huang worked on a journal article that introduced the MicroFEWs approach to help Alaskan communities evaluate renewable energy decisions that promote food, energy, and water (FEW) security, asserting that energy is inherently connected to adequate food and water supplies in the Arctic and Subarctic. For example, the study claims that the addition of a third hydroelectric turbine at the Power Creek generation facility in the fishing community of Cordova would "cover most of the energy demand from the seafood processing plants."

Photo Courtesy Alaska Center for Energy and Power

Much of Dr. Huang's work has focused on how the adoption of renewables in Alaskan communities can save money and benefit local communities. "Rural communities in Alaska face the highest energy costs in the nation," Dr. Huang and her fellow authors wrote in a 2022 journal article, noting that diesel and heating fuel have to be delivered via plane or boat. In 2016, she worked on a report that specified the best renewable energy sources for Peter Ballantyne Cree Nation communities, which lack natural gas and therefore face even higher business and household costs. The authors recommended biomass heating, solar PV, and water-source heat pumps. "Through investing in and incorporating more locally sourced renewable energy," the report explains, "PBCN is ultimately aiming to increase energy self-reliance, provide new opportunities for local jobs and economic development, and combat climate change."

Over the past several years, some of Dr. Huang's projects have received government funding. In 2023, the National Science Foundation awarded ACEP $6 million for a five-year project, called "STORM: Data-Driven Approaches for Secure Electric Grids in Communities Disproportionately Impacted by Climate Change," to advance the country's smart grid. As principal investigator, Dr. Huang is working with communities such as Cordova, Galena, and Kotzebue to design microgrid and clean

energy projects, which will involve "sustained community engagement toward productive research and workforce development," she said.

It is not the first time that Dr. Huang has emphasized the importance of workforce development, as she previously told the *Daily Yonder* that she is interested in building STEM programs, "The idea is looking from a community perspective – what their energy needs are, and how we can translate that – in parallel – developing educational programs around kids learning about energy systems, [like] engineering or STEM in general, math, physics." In past years, she has attended STEM Night at Pearl Creek Elementary in Fairbanks and given lectures and facility tours for ACEP interns, demonstrating her commitment to the area's youth and her community's energy future. Her dedication to ever-expanding knowledge has been evident since her California days, when she spent time after learning astronomy at Foothill College for fun, taught by a physicist at the Stanford Solar Center. "Kickass!" she exclaimed on LinkedIn.

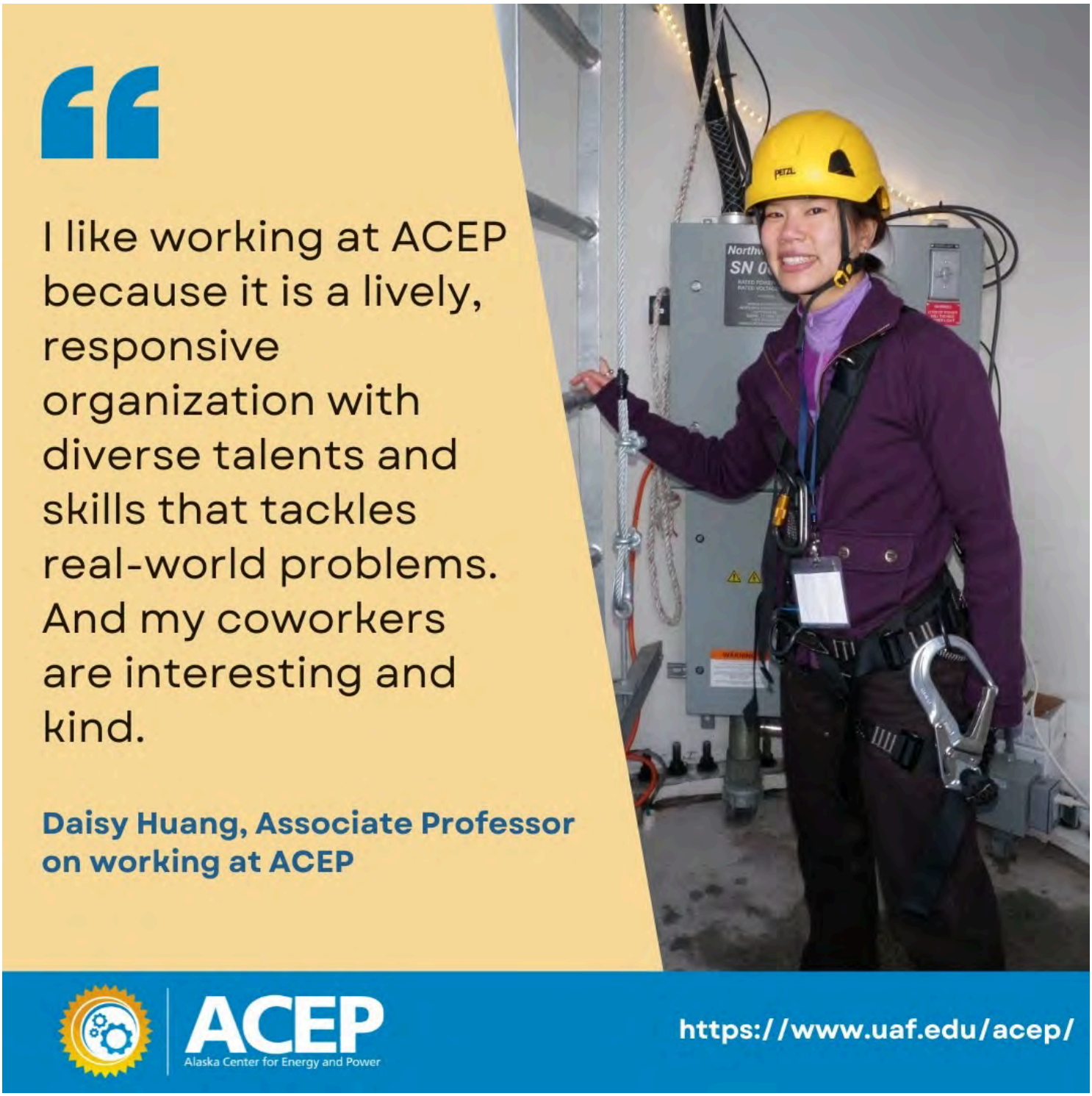

Photo Courtesy Alaska Center for Energy and Power

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ORIGINALLY PUBLISHED ON JANUARY 16, 2026

ALASKA, BIOMASS, CALIFORNIA, COST, ECONOMIC DEVELOPMENT, ENERGY, ENERGY EFFICIENCY, ENERGY SECURITY, FOOD, HEAT PUMP, LEADER, RENEWABLE ENERGY, SOLAR, TRENDS, WATER / HYDRO, WORKFORCE DEVELOPMENT

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NEXTERA ENERGY POSITIONS IOWA TO LEAD ON AMERICAN ENERGY DOMINANCE

BY GREG HERRIGEL

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US AND EUROPE'S RETREAT FROM EVS RISKS CEDING RACE TO CHINA

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ALASKA ENERGY AUTHORITY

Alaska Electric Vehicle Working Group Newsletter, January 16, 2026

EVs, PHEVs, and now EREVs: What's it all Mean?

Most people have heard of EVs (electric vehicles) and probably PHEVs, too, (plug-in hybrid electric vehicles), but what about EREVs?

Ford recently announced that they will be releasing a Next-Gen F-150 Lightning EREV, an Extended Range Electric Vehicle. This EREV truck will still have 100 percent battery propulsion but will also include an onboard generator that is expected to extend the range to around 700 miles (compared to the estimated 240-320 miles of their current EV truck, the F-150 Lightning). The new EREV F-150 Lightning is not the first EREV truck, but it made news recently as it will be replacing the popular F-150 Lightning which will be discontinued this year.

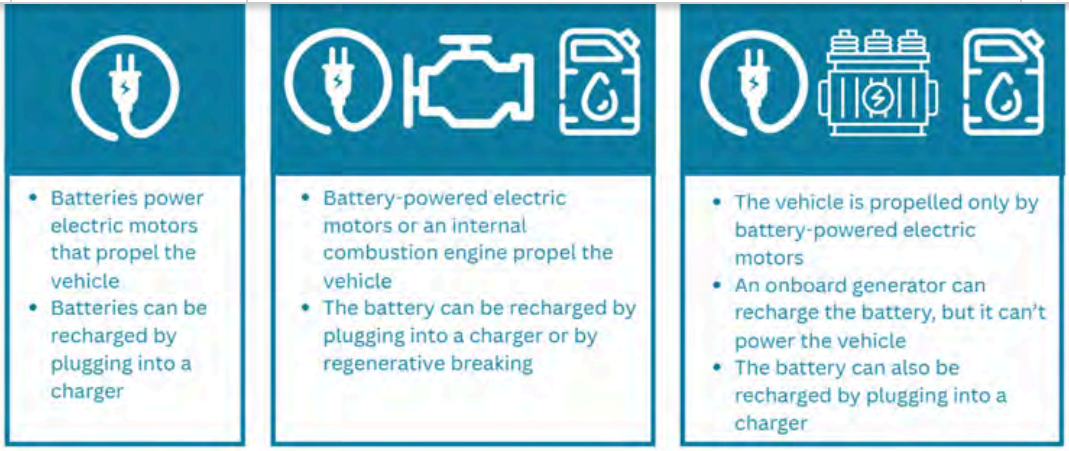
The discontinuation of the fully electric F-150 Lightning sparked some sensational headlines saying things like Ford is “killing” the EV or that it is “dead,” but according to Ford they are still committed to EV, hybrid, and EREV production. In a press release they said that “By 2030, about 50% of Ford’s global volume will be hybrids, extended-range EVs and electric vehicles, versus 17% today.”

Photo courtesy of RAM.

Ford is not the only manufacturer planning to introduce EREV trucks to the US market. Stellantis has plans to produce the RAM 1500 REV. A 92-kilowat-hour battery pack can power the vehicle and then be recharged by an onboard V6 130-kilowatt generator. The RAM 1500 REV has an anticipated range of 690 miles, about the same as the Ford F-150 Lightning EREV. Both the Ford EREV and the RAM REV would be able to be charged at home with a Level 2 charger, be re-fueled at a gas station, or charged with a Level 3 fast charger.

Now, some people might be wondering: what's the difference between a PHEV and EREV? Aren't they both vehicles that are partially powered by batteries and partially powered by engines? The answer is yes, but there is a difference.

- **PHEVs** can be propelled by either the battery or the engine. At any given time transmission, gears, and other components could be powered by fuel or electricity.
- **EREVs** are only propelled by electric motors. The gas engine (generator) is not used to power the vehicle; it is only used to recharge the battery that then powers the vehicle.



Cold Snap! EVs Below Zero and Tips for the Cold

The National Laboratory of the Rockies (formerly NREL) published an article last year called, Electric Vehicle and Charging Infrastructure Assessment in Cold-Weather Climates: A Case Study of Fairbanks, Alaska. In addition to answering questions like *"Can EVs be used in temperatures below -30 degrees Celsius (-22 degrees Fahrenheit)?"* (answer: yes), and, *"Can electric vehicle supply equipment operate effectively in temperatures below -30 degrees Celsius (-22 degrees Fahrenheit)?"* (answer: yes), they also sought to lay out some best practices for owning and operating an EV in the extreme cold. Here's what they suggested:

- Turn down the heat and use the heated seat and steering wheel to lower cabin heat energy consumption.
- Precondition the battery before charging or driving. Preconditioning is when you heat (or cool) a battery to an optimal temperature.
- Store EVs in a garage if possible or keep plugged in during cold periods if it needs to stay outside.
- Turn down regenerative braking on icy roads to increase efficiency.

Do you agree with these suggestions? Do you have other strategies you use while driving an EV in Alaska? Let us know! Fairbanks recently had a long streak of cold weather. Here's how some EVs fared.

This Tesla (and its owner) joined the 40 Below Club at the University of Alaska Fairbanks! He reported no problems with the heat and energy consumption of about 750 watt-hours/mile. Photo courtesy of Steve Estes.

A Tesla charges at the new Supercharger at Fred Meyer West in Fairbanks. It was 42 degrees Fahrenheit below zero when this photo was taken. The driver said that at first it was charging slowly so he drove from Fairbanks to North Pole then back to Fairbanks to precondition his battery to be able to charge at 225 kilowatts. Photo courtesy Christopher Robertson.

The infotainment system on a VW ID.4 EV reads below negative 40 degrees Fahrenheit during a recent cold snap in Fairbanks. Notice the ice fog out the window? Unlike traditional internal combustion engine vehicles, EVs don't contribute any tailpipe emissions to this fog. Photo courtesy of Ryan Woods.

approaching 20 below zero Fahrenheit along with snowy and icy conditions around town. Many EV drivers enjoy how EVs handle in the snow and ice due to a heavy vehicle and low center of gravity from the battery. Photo courtesy of Audrey Alstrom.

📚 What We're Reading

- Ford Follows Customers to Drive Profitable Growth; Reinvests in Trucks, Hybrids, Affordable EVs, Battery Storage; Takes EV-Related Charges
- Next-Gen F-150 Lightning EREV Delivers Electric Torque, 700+ Mile Range, and Powerful Towing
- 2026 Ram 1500 REV: What We Know So Far
- Electric Vehicle and Charging Infrastructure Assessment in Cold-Weather Climates: A Case Study of Fairbanks, Alaska

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Study offers roadmap for cleaner, lower-cost EV charging in cold weather

Insights from Alaska help research and planners balance electricity costs and emissions as EV demand grows

January 14, 2026

A new UBC Okanagan-led study examines how cold regions can balance electricity costs and emissions as electric vehicle use increases.

Electrifying cars and trucks can cut greenhouse gas emissions, but in cold regions the climate benefits hinge on what powers the grid.

A new study led by UBC Okanagan doctoral student Sandali Walgama proposes a decision-making framework to help policymakers plan the best electricity generation mix for growing electric vehicle charging needs, using Alaska as a real-world test case.

Published in *Energy Conversion and Management* (https://www.sciencedirect.com/science/article/pii/S0196890425014098), the research models how Alaska could meet rising electric vehicle power demand using existing energy sources—including natural gas, coal, hydro, wind and solar—and compares options that prioritize lowest cost, lowest emissions or a balanced approach.

“EVs are often framed as a simple swap, gas to electric,” says Walgama, the study’s corresponding author. “In reality, cold regions face constraints that make planning the power mix just as important as deploying chargers. Our framework is designed to make those trade-offs explicit so decision-makers can be better informed.”

Key findings of the research include:

- The least-cost options leaned heavily on coal and natural gas.
- The lowest-emissions options relied more on hydropower, wind and solar, but were limited by capacity and winter performance constraints
- A balanced strategy reduced emissions by 15 per cent compared with the least-cost option, and cost 22 per cent less than the lowest-emissions scenario.

The framework pairs two tools: one that shows the best cost-emissions trade-offs, and another to help decision-makers pick the option that fits their priorities: cost, emissions or a balance of both.

The study also flags that electric vehicle charging demand and natural gas prices strongly influence what the “best” mix looks like, suggesting planners should stress-test strategies against a range of adoption and fuel-price scenarios.

“This planning tool can help decision-makers extensively prioritize lifecycle-based solutions,” says co-author Dr. Kasun Hewage, Professor with UBC Okanagan’s School of Engineering (https://engineering.ok.ubc.ca/). “It helps jurisdictions identify solutions, which are environmentally, socially and economically viable and remain sensible—even as demand forecasts and energy prices shift.”

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ANCHORAGE DAILY NEWS

Energy

Southcentral Alaska utilities move to expand gas storage, an insurance policy for severe cold and a bank for imports

By Alex DeMarban

Published: January 14, 2026

The natural gas-fired power plant Southcentral Power Project, owned by Chugach Electric, produces power during subzero weather on Jan. 8. (Bill Roth / ADN)

Two major utilities in Anchorage are expanding their natural gas storage in reservoirs in the Cook Inlet region to help counteract a shortage of locally produced gas that's the dominant energy source for much of Alaska.

The storage will help meet seasonal customer demand in winter, and can help manage liquefied natural gas when it is imported to Alaska as expected in the coming years, the

utilities say. The storage can also provide space for gas from an in-state gas line, if it's one day built from the North Slope.

Chugach Electric Association, the largest electric utility in the state, has signed an agreement with Hilcorp Alaska Gas Storage to stockpile gas in storage facilities near the Kenai gas field, it said in a statement last week.

The Hilcorp facility is only the second commercial option for gas storage in the Inlet, where entities like Chugach Electric can sign up to store gas.

Cook Inlet Natural Gas Storage Alaska, which is operated by Enstar and began operations in 2012 in a depleted reservoir, also provides commercial service.

Also, Enstar, the natural gas utility for Southcentral Alaska, filed paperwork on Monday with state regulators as part of its plan to purchase a depleted reservoir in the Kenai Loop field in Kenai.

Enstar would develop and operate the reservoir as a storage facility for its own gas, with storage not available for others, to support Enstar customers.

The shift to more gas storage adds to the evolving role of the Cook Inlet basin, where once-mighty gas production has waned over the decades, requiring utilities to increasingly look at storage to help meet demand.

Hilcorp, the region's main gas producer, informed utilities in 2022 that it could no longer guarantee gas supply after contracts ended, including for Chugach Electric in 2028 and Enstar in 2033.

The extra storage options could help provide some breathing room for the utilities as those dates arrive.

Concerns about the dwindling supply of gas took on new consequence during a harsh cold snap two years ago that strained gas supplies and forced Joint Base Elmendorf-Richardson to turn down thermostats while residents were urged to conserve gas use.

In that episode, equipment problems that reduced gas deliverability from Cook Inlet Natural Gas Storage Alaska increased the urgency among utilities to pursue additional storage options.

https://www.adn.com/business-economy/energy/2026/01/13/southcentral-alaska-utilities-move-to-expand-gas-storage-an-insurance-policy-for-severe-cold-and-a-bank-for-imports/

The latest announcements for new storage come after an unusually prolonged and deep cold snap in the region.

But since 2024, Enstar has upgraded and expanded Cook Inlet Natural Gas Storage Alaska for $68 million, providing an extra buffer of storage this winter.

Workers pour concrete to expand the Cook Inlet Natural Gas Storage Alaska compressor facility on Monday, July 1, 2024 in Kenai. The facility takes natural gas from producers, including Hilcorp, and stores the gas underground in a depleted gas field until it is needed by its customers, which include Enstar and Chugach Electric. (Loren Holmes / ADN)

Meanwhile, extra production from the Beluga River gas field that's primarily owned by Chugach Electric has also helped meet current needs, that utility has said.

Officials with both the utilities have said recently that the gas supplies are sufficient to meet current demand.

Chugach storage with Hilcorp

Hilcorp Alaska Gas Storage has already used the Kenai gas field to store some of its gas.

https://www.adn.com/business-economy/energy/2026/01/13/southcentral-alaska-utilities-move-to-expand-gas-storage-an-insurance-policy-for-severe-cold-and-a-bank-for-imports/
But it's now available to hold third-party gas.

It can hold about 38 billion cubic feet of gas, according to records filed with state regulators.

That's more than half the gas used annually to heat and power Southcentral Alaska.

Chugach Electric said it will store 5 billion cubic feet there. The gas will be built up slowly to that amount over three years, under a five-year contract.

Chugach Electric said that gas injections into the new storage facility could begin around April, if state regulators approve.

The total increase to residential bills is expected to remain below 1% as Chugach ramps up storage to 5 billion cubic feet in 2028, Julie Hasquet, a spokesperson, said in an email.

Chugach also owns 2.1 billion cubic feet in storage in the CINGSA facility, it said in the statement.

In a few years, the utility's total stored gas will be 7.1 billion cubic feet.

That's more than half of Chugach Electric's annual gas use.

"This contract is a key element in ensuring Chugach's natural gas supply for the future, particularly as our current Hilcorp Alaska gas contract ends in early 2028," said Arthur Miller, chief executive for the utility. "The gas available for storage is a direct result of the tremendous success we've had in the Beluga River Unit gas field."

Chugach, the primary owner of the Beluga River gas field on the west side of Cook Inlet, said the new storage facility will provide it with greater flexibility for storing and accessing gas. The facility will be important if there's an unforeseen problem with gas production or storage deliverability, it said.

"Additionally, (Hilcorp Alaska Gas Storage) offers lower reservation rates and higher injection and withdrawal rates, giving Chugach more cost-effective options compared to relying solely on storage service from CINGSA," Chugach Electric said.

Hilcorp, which has multiple gas storage facilities in Cook Inlet, said in a statement that the stored gas has for years enabled it to meet its gas supply commitments to customers.

"Reliable gas storage is critical to Alaska's energy future, particularly during periods of peak demand or unexpected disruption," Hilcorp spokesperson Matt Shuckerow said in a statement. "Since 2012, Hilcorp's storage assets have consistently enabled us to meet our

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gas supply commitments to our customers — even through major events such as the 2018 earthquake, the 2019 Kenai wildfires, and recent Cook Inlet storage disruptions.“

“This agreement expands access to that same proven storage capability, providing third-party customers with a reliable tool to better serve their ratepayers, improve system resilience, and manage supply during critical periods,” Shuckerow said.

Enstar’s gas storage plans

Enstar, for its next storage facility, proposes to buy a depleted gas reservoir from AIX Energy in the ground beneath Kenai.

The proposed $240 million facility will initially hold 25 billion cubic feet of gas, according to filings with state regulators.

The usable gas — some of it must remain in the reservoir to keep pressure up — could cover close to half of the utility’s annual demand for 38 billion cubic feet.

The project will add up to $12 a month to the average customer bill, the filing says.

“The changing gas supply environment in Southcentral Alaska has led to a simple reality: ENSTAR must have additional storage to meet its Customers’ needs,” Enstar said in its petition.

“With additional storage capacity, the Company will be able to purchase gas supply as it becomes available and then store those volumes for future customer use,” the petition says. “Given the gas supply challenges in Cook Inlet, having the ability to procure gas produced at any time — rather than scrambling to procure it ‘just in time’ — will help ensure reliable, uninterrupted service to Customers."

Enstar says in the filing that it considered using the new Hilcorp storage facility.

But Hilcorp Cook Inlet plans to use most of the space there to store gas, leaving insufficient room for Enstar, the filing says.

The Enstar project will inject about $50 million into the Alaska economy, including through the hiring of large numbers of contractors, the filing says.

Enstar is asking for expedited consideration of its filing, with approval sought within 45 days, in part to support new gas production efforts by Cook Inlet producers.

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Hilcorp provides 85% of Enstar's gas, so only a small amount is left for other producers to provide, dissuading them from taking on financial risks to explore and develop more gas production, Enstar said in a recent email to employees.

But with more storage, the calculation improves, Enstar said in the email.

"A natural gas production company in Alaska — BlueCrest Alaska Operating, Inc. — has already committed to supplying ENSTAR with gas by the fourth quarter of 2026, but only if the Company has the ability to store those volumes (or use them immediately)," the filing says.

"Additionally, the Company also will need new storage in 2027 so that it can receive new gas supplies from Furie Operating Alaska, Inc.," the filing says.

John Martineck, president of BlueCrest, said in a letter supporting Enstar's application that under a gas sales framework with the utility it could provide about 11 billion cubic feet of gas for an initial one-year term following the completion of two new development wells.

"From BlueCrest's perspective, access to expanded storage is essential to justify continued investment in Cook Inlet gas development, as it provides a reliable outlet for new production that would otherwise be constrained," Martineck said in the letter.

Mark Slaughter, chief commercial officer at Furie, said in an interview Tuesday that more storage will open up opportunities for more production.

"Our plan of development is to drill two, possibly three wells in 2026, so we have additional production by the end of the year," he said.

More storage will also allow wells to produce gas at a more stable pace during periods of high demand, reducing the risk of production wells getting damaged by problems like sand intrusion, he said.

That will also help support gas production in Cook Inlet, Slaughter said.

CLIMATE

Clean energy is surging despite political attacks. But a slowdown may be looming

DECEMBER 26, 2025 · 4:41 AM ET

HEARD ON MORNING EDITION

By Michael Copley

2-Minute Listen PLAYLIST TRANSCRIPT

Workers install solar panels at a project this spring in Galena, Alaska.
John Locher/AP

Over the past year, the Trump administration and congressional Republicans have waged a sweeping campaign against renewable energy, throwing a fast-growing industry into turmoil.

The administration has used federal agencies to try to slow or stop the development of wind and solar projects. And this summer, the GOP-controlled

Congress voted to get rid of tax credits for renewable energy, threatening to drive up the cost of projects.

As a result of those moves, the United States is forecast to add a lot less power from renewables in the coming years than analysts previously expected, according to the International Energy Agency.

CLIMATE

Power prices are expected to soar under new tax cut and spending law

All this is occurring as electricity demand is rising faster than it has in decades. Some experts warn that limiting new power supplies could have broad economic consequences, including higher electricity costs and slower business growth. So far, it's unclear what the Trump campaign against renewables will mean for consumers or grid reliability.

The Trump administration "may not love renewable technologies, but they're going to need them to meet the data center demand [and] also maintain energy affordability for all consumers," says Pavan Venkatakrishnan, policy adviser at The Foundation for American Innovation, a technology-focused research group.

A White House spokesperson, Taylor Rogers, said in a statement that renewables drive up power prices. President Trump is trying to boost resources like natural gas, coal and nuclear power, Rogers said, to "lower energy prices, increase grid efficiency, and win the AI race." In a study this fall, researchers at Lawrence Berkeley National Laboratory said wind and solar projects, on their own, do not in general raise power prices.

U.S. VS. CHINA: INSIDE A GREAT POWER RIVALRY

How China, not the U.S., became the main climate solution story in 2025

With the administration pushing to rein in renewables amid growing power demand, natural gas will likely be the big economic winner. Already the biggest

source of U.S. electricity, natural gas generation is poised for dramatic growth by the end of the decade. Its continued dominance comes at a time when climate scientists have urged nations to sharply cut fossil fuel use to reduce climate pollution.

The sun rises over power lines in Houston. U.S. electricity usage is expected to increase by an average of 5.7% annually over the next five years, according to Grid Strategies, a consulting firm.
David J. Phillip/AP

Trump is attacking renewables as power demand surges

For now, at least, clean energy is still booming in the U.S. The amount of electricity the country produces from big solar plants is projected to grow by about a third this year and by almost 20% in 2026, the U.S. Energy Information Administration said in a recent report. All told, the country is on track to add a record amount of power capacity this year from solar, wind and battery plants, according to American Clean Power, a trade group.

"It is not climate goals or imperatives primarily driving the need to build out renewables," Venkatakrishnan says. "It is literally, 'What are you able to get on the grid as quickly as possible?'"

The Trump administration has moved to derail the renewables industry using a multipronged attack across the federal government.

CLIMATE

Trump administration halts work on an almost-finished wind farm

The Environmental Protection Agency has tried to terminate billions in grant funding to help low-income households and communities install solar. The Bureau of Ocean Energy Management has targeted offshore wind projects with stop-work orders and legal maneuvers to strip companies of construction permits. And the Interior Department limited who at the agency can issue permits for renewable energy projects on public lands.

In a letter to congressional leaders in December, nearly 150 solar companies said the Interior Department has created "a nearly complete moratorium" on project permitting.

"We feel it's good policy for government agencies to be supporting power generation of every stripe that wants to come online, as long as it's not damaging something," says Dan Shugar, chief executive of Nextpower, one of the solar companies that signed the letter.

CLIMATE

Data centers are booming. But there are big energy and environmental risks

The attacks on renewables are happening at a time when U.S. electricity demand is surging, in large part because power-hungry data centers are being built around the country. Electricity usage is expected to increase by an average of 5.7% annually over the next five years, according to Grid Strategies, a consulting firm. Over the past two decades, demand grew by less than 1% per year.

Renewables and batteries are critical to meet rising power demand, according to industry executives and analysts, because the projects can be built quickly and produce electricity that's relatively cheap. While wind industry growth has slowed in recent years due to problems ranging from inflation to local pushback on siting projects, solar has taken off.

"There can be talk about nuclear or other technologies. Those take years to build," Andrés Gluski, chief executive of The AES Corp., told Wall Street analysts in November. AES owns both clean-energy and fossil-fuel plants. "So what is going to meet the majority of the demand? Well, this year, it is probably going to be 90% as [renewable energy] and batteries. It very likely will be next year, as well."

The Trump administration's attacks risk further weakening a renewables industry that may already be headed for a slowdown as power companies boost spending on natural gas.

Pumpjacks stand beside a wind project in Kansas.
Charlie Riedel/AP

"The golden age of power demand"

Big battery projects have been flooding U.S. energy markets in recent years, allowing companies to store electricity from renewables projects and deliver the

power when it's needed most — like after sunset.

But with data centers increasing demand for around-the-clock electricity, power companies are ramping up investment in a resource they've worked with for decades: natural gas.

"We may still have a year or two where [renewables and batteries] are going to be the majority of additions" to U.S. electric grids, says Sophie Karp, managing director of utilities and alternative energy at KeyBanc Capital Markets. "But that's not because we don't need gas in this timeframe. It's just because it takes longer for this momentum to pick up and for major gas generation [projects] to come on the grid."

CLIMATE

U.S. electricity demand is set to explode. That will make it harder to cut climate pollution

Orders for gas turbines have been accelerating since 2023 and are on pace to triple this year compared to 2024, according to Steve Piper, director of energy research at S&P Global Energy. As companies add more gas generation, growth in the country's renewable energy industry is expected to slow, Piper said in a recent presentation.

That doesn't mean power companies will walk away from renewables and batteries, industry executives and analysts say.

"The golden age of power demand is creating the need for all forms of generation," Michael Dunne, the chief financial officer at the power company NextEra Energy, said on a December call with Wall Street analysts.

It's still unclear how much families and businesses will have to pay to meet that growing demand. The loss of federal tax incentives could increase costs for wind and solar projects, and some state renewable energy mandates have been linked to rising power prices. Meanwhile, increased exports of liquified natural gas are expected to push up domestic gas prices, the Energy Information Administration said this summer.

ICF, a consulting firm, has said it expects residential retail power prices to increase between 15% and 40% by 2030.

"The biggest thing, both at kind of the local grid level but also at the national level, is how much transmission we're building, which is not very much," says Alex Trembath, deputy director of The Breakthrough Institute, a technology-focused research group. Transmission lines are the backbone of the electric grid, connecting power plants to local distribution systems that deliver power to homes and businesses. "That constrains the ability to get electrons around — to get electrons from where they're being generated to where they're needed," Trembath says.

CLIMATE

3 massive changes you'll see as the climate careens toward tipping points

How the country's power system evolves in the coming years could also have big implications for climate change. In a recent report, the United Nations said average global temperatures are on track to rise by about 5 degrees Fahrenheit by the end of the century, compared to the pre-industrial temperatures of the mid-1800s. With that amount of warming, climate change impacts like more-extreme rainfall, hurricanes and heatwaves become much more damaging.

While natural gas creates less heat-trapping pollution than coal when it's burned, producing and transporting gas can release huge amounts of methane, a potent climate pollutant. So, a dramatic increase in gas generation to meet rising power demand could fuel a lot more warming.

However, Trembath says the scramble for electricity may also pave the way for cleaner technologies, like nuclear and geothermal, that could help drive down emissions.

"Not over the next five years," Trembath says, "but over the next 50 years."

data centers ai renewable energy climate change

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SOUTHEAST NEWS ENVIRONMENT

Heat pump grants start going out in coastal communities

by **Larry Persily - Wrangell Sentinel**
December 15, 2025

A program run by a pair of Alaska nonprofits has started paying out grants for new electric heat pump installations in homes from Metlakatla to Kodiak, with Wrangell also on the eligibility list.

The grants range from $4,000 to $8,500 per household, depending on income, and are intended to reduce home heating costs while also reducing pollution from burning fossil fuels.

The coastal Alaska program is just starting up, with funds paid out or pending for about 15 installations as of Dec. 2, said Jessie Huff, energy program manager for the Southeast Conference.

"We have at least 300 applications in the works right now," she told the regional economic development nonprofit's energy committee on Dec. 2.

The Southeast Conference and Alaska Heat Smart, a nonprofit dedicated to reducing the cost of living and increasing the use of clean energy, last year were awarded a $38.6 million federal grant to help lower the cost of energy-efficient heat pumps for 6,000 households in 43 coastal communities.

About four or five Wrangell households already have applied, Huff said in an interview the day after the committee meeting.

Applicants need to provide proof of income to determine which level of assistance they would be eligible to receive. Applicants also need to provide a record of their heating costs as part of the home assessment process.

The maximum grant amount of $8,500 is available for households earning less than 80% of the area median annual income, which varies by community. In Wrangell, that threshold for the largest grant is $53,950 for a single-person household, $61,650 for a home with two people, then increasing for larger households.

Applicants with annual household incomes above the low-income threshold would be eligible for a $6,000 or $4,000 grant, depending on their income.

Any costs in excess of the grant amount are the responsibility of the homeowner, Huff said, adding that the Southeast Conference is working with credit unions and banks that are interested in creating loan programs for heat pump conversions.

In addition to receiving a larger grant, low-income households would not have to front the money to pay a heat pump contractor — the program would pay the contractor directly. All other grant recipients would need to pay their contractor and submit receipts for reimbursement.

Commercial properties are not eligible for the program, which is called Accelerating Clean Energy Savings.

The effort is funded by a grant from the U.S. Environmental Protection Agency. The nationwide Climate Pollution Reduction Grant program is funded under the 2022 Inflation Reduction Act, which allocated nearly $5 billion to states, local governments, tribes and territories to reduce greenhouse gas emissions and help reduce energy costs.

The individual grants are available for homes that install a heat pump to replace diesel, propane or wood heat, as the program is intended to reduce consumption of fossil fuels, Huff said.

“You must apply, complete the income verification and home assessment processes, and receive final approval prior to purchasing materials or starting your installation,” the program website cautions. “Installations started prior to receiving approval will not be eligible for an incentive payment.”

More information is available at the website Akheatsmart.org/aces/. People can log in at the site to start their application, including the income verification process.

The Heat Smart team will conduct a preliminary assessment of what would be needed to heat the home, Huff explained. The team will ask for utility bills and the size of the home.

Low-income households that qualify for the larger grant will need to wait for an approved contractor to do the work; other participants in the program can choose a contractor from Heat Smart's list or pick their own contractor.

That is a limiting factor for people who qualify for the low-income grants and need to wait for a contractor to take the job.

"We don't have active low-income heat pump installers everywhere," Huff said, noting that only Juneau, Ketchikan and Sitka have approved contractors on the list, though the program is close to adding Kodiak to that list.

The program is "actively trying to line up a contractor in every town," she said.

There are no Wrangell contractors on the list, which means a low-income grant recipient in Wrangell would either have to wait for a contractor to get on the Heat Smart qualified list, or wait for the program to assemble enough installations in Wrangell to justify the travel costs of bringing in a contractor from out of town.

Though the grant was awarded more than a year ago, there was some uncertainty earlier this year whether or not the program would continue under the President Donald Trump administration.

Robert Venables, Southeast Conference executive director, reported in March that the federal funding had been frozen twice in the past few weeks amid the new administration's orders to halt federal contracts, loans and grants.

"Even though we lost it twice, we got it back a third time," Venables said in early March.

*This story was **originally published by the Wrangell Sentinel.***

https://evchargingstations.com/chargingnews/tesla-deploys-nas-northernmost-supercharger/

Tesla Deploys North America's Northernmost Supercharger in Fairbanks

Alaska now has several Supercharging locations, but still no connection to the Canadian network.

By: Mark Kane

Published on December 13, 2025

This week, Tesla opened North America's northernmost Supercharger in Fairbanks, Alaska, completing the EV charging corridor between Anchorage and Fairbanks.

It has been quite some time since Tesla installed its first 4-stall Supercharging location in Alaska in 2022. Over the past few years, progress has been very slow, with only a few Supercharging sites installed in the state. However, things improved recently. According to Drive Tesla Canada, Tesla deployed three new sites in Alaska in December 2025.

The latest Supercharging station in Fairbanks features eight 325-kW stalls (V4 dispensers powered from V3 power electronics cabinet). The station is available not only to Tesla EVs

https://evchargingstations.com/chargingnews/tesla-deploys-nas-northernmost-supercharger/

but also to Tesla's NACS partners. The base rate for Tesla EVs is $0.43/kWh, while other EVs must pay $0.60/kWh.

Despite ongoing expansion in Canada and Alaska, the two networks remain separate. As we understand it, Tesla is not building a corridor simply because the EV traffic between western Canada/US and Alaska is too low to justify the investment.

North America's northernmost Tesla Supercharger Fairbanks, Alaska. (Source: Tesla)

Overall, Alaska has the fewest EV charging points of any US state. According to the Alternative Fuels Data Center (AFDC), there are only 111 AC Level 2 ports and 74 DC fast-charging ports.

The northernmost Tesla Superchargers globally are located in Norway. The network's total number of stalls exceeded 75,000 in November 2025.

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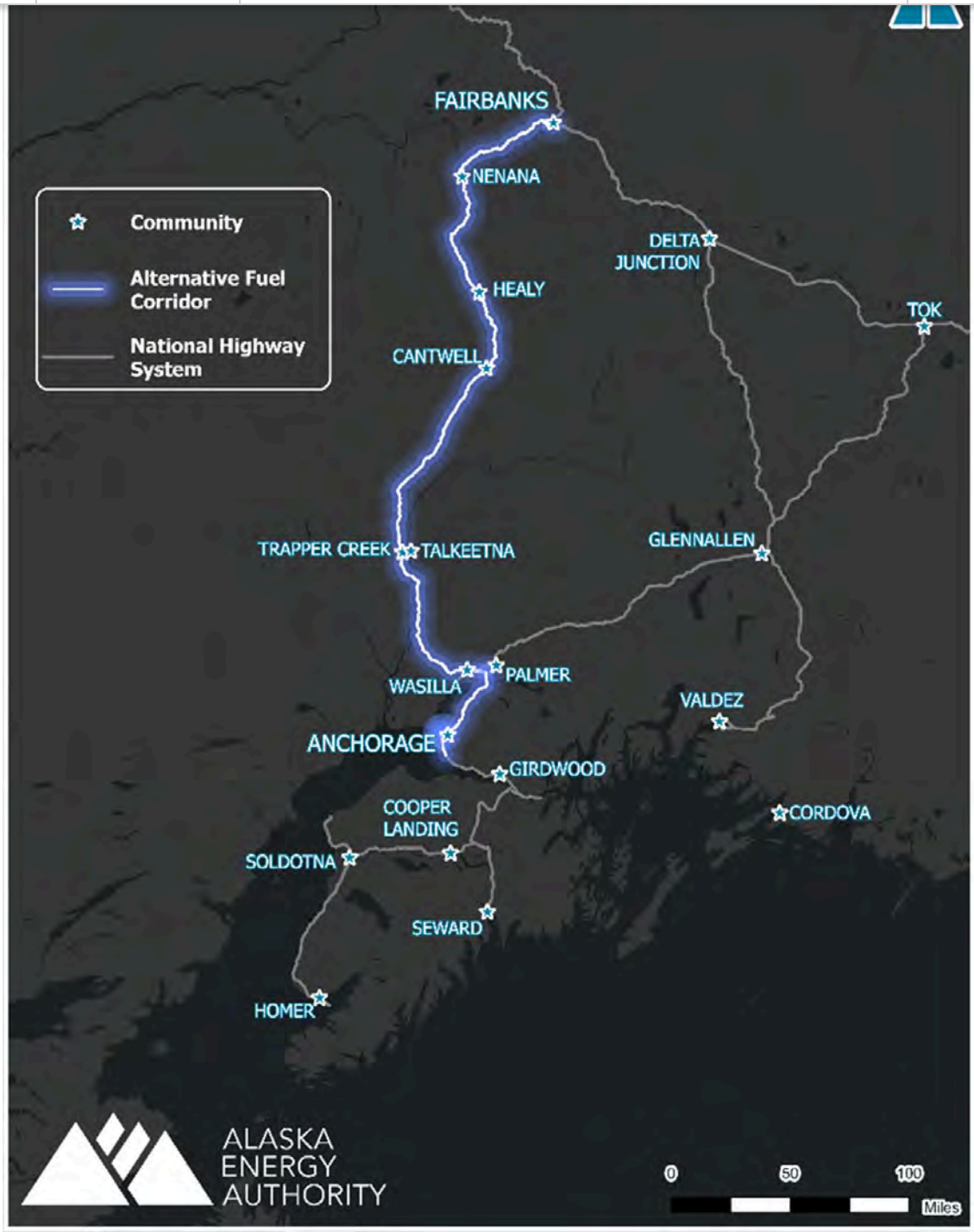
ALASKA ENERGY AUTHORITY

Alaska Electric Vehicle Working Group Newsletter, December 11, 2025

Tesla Superchargers are Coming Online: What does that mean for the Alternative Fuel Corridor?

With the approval of the most recent Alaska Electric Vehicle Infrastructure Implementation Plan, the Alaska Energy Authority (AEA) continues to advance the deployment of over $52 million in National Electric Vehicle Infrastructure (NEVI) formula funding to expand electric vehicle (EV) charging infrastructure across the state. This deployment will happen in two phases:

- **Phase 1:** Build DC-fast charging sites along the Alternative Fuel Corridor (AFC) between Anchorage and Fairbanks.
- **Phase 2:** Expand infrastructure in rural hubs, urban destinations, and along the Alaska Marine Highway system. Flexible site spacing and design are allowed.



In 2023, the AEA and the Alaska Department of Transportation and Public Facilities solicited applications for sites along the AFC. Funding was awarded to grantees to design and build sites at nine locations along the AFC. Tesla was selected as the grantee to build a site in four locations: west Fairbanks, Nenana, Cantwell, and Trapper Creek.

As part of a policy review in early 2025, the US Department of Transportation and the Federal Highway Administration (FHWA) paused the NEVI program

sites that were awarded in 2023. Tesla opted to independently move forward with the construction of their sites without NEVI funding.

BACKGROUND KEY POINTS:

- Alaska will deploy EV chargers in two major phases: building along the AFC during Phase 1 before moving off the AFC in Phase 2
- Tesla was originally selected as a grantee to receive NEVI funds to build chargers at four locations along the AFC as part of Phase 1
- When the NEVI program was paused in 2025, Tesla chose to move forward with construction of their sites without NEVI funds

Tesla Superchargers at Trapper Creek. Photo credit AEA.

What does it mean to "fully build out" the AFC?

FHWA's most recent guidance, which came after the program review, explains that the AFC must be fully built out before using NEVI program funds to build EV charging infrastructure on other public roads or locations. States can submit a letter to FHWA requesting the fully built out status with any supporting documentation to support their claim. Once FHWA certifies that the AFC is fully built out, states can move on to Phase 2.

Under the old, rescinded, guidance, the AFC was only allowed to be considered "fully built out," if sites along the AFC were spaced no more than fifty miles apart. However, under the new guidance, Alaska "should consider the appropriate distance between stations to allow for reasonable travel and certainty that charging will be available." Based on public input, and the availability of site locations along the AFC, Alaska's most recent plan recommended that EV charging infrastructure be deployed at least every 100

NEVI sites along the AFC are also required to meet other requirements from 23 CFR part 680 including having:

- At least four network-connected fast charging ports
- CCS type 1 connector (required) but NACS permitted
- Ports that deliver at least 150 kilowatts each
- On-unit payment available
- Data collection and reporting requirements

So, how does this relate to the Tesla Superchargers?

Tesla's decision to construct their sites without using NEVI funds means they are not obligated to comply with the requirements set forth in 23 CFR part 680. As a result, the Tesla Superchargers may operate without on-unit payment options and may not collect and submit data as required by the NEVI program. This leads to the question: can these Tesla Supercharger sitess be counted toward the AFC's fully built out status?

Alaska intends to request that Tesla Superchargers be allowed to count toward the AFC's Fully Built Out status. The reasoning behind this is multi-fold:

1. Designating the AFC as fully built out would allow Alaska to move forward with NEVI charger deployment on other roads, including much needed locations along the Richardson and Alaska Highways.
2. We want to prudently use funds and avoid building duplicate sites in communities where Superchargers already exist.
3. The Superchargers are currently spaced no further than 100 miles apart, meeting the recommendation from Alaska's most recent plan.

Figure 1: Locations of NEVI Phase 1 awards (pink diamonds) and locations of Tesla Superchargers (green circles). If Tesla Superchargers aren't creditable toward "fully built out status" Alaska could be required to build redundant chargers in some communities.

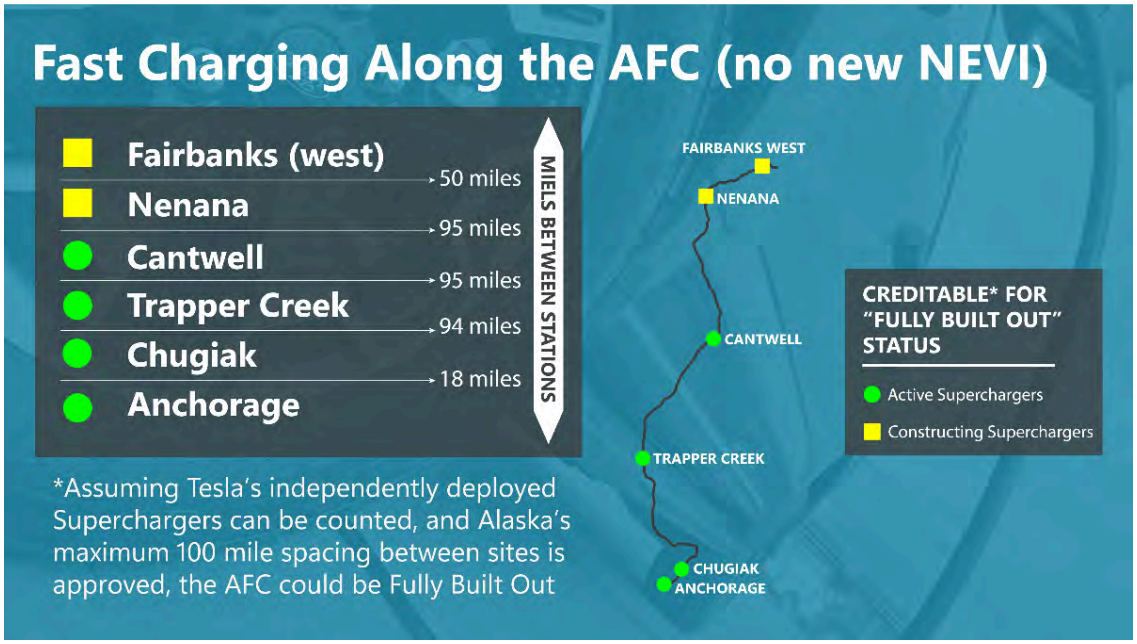
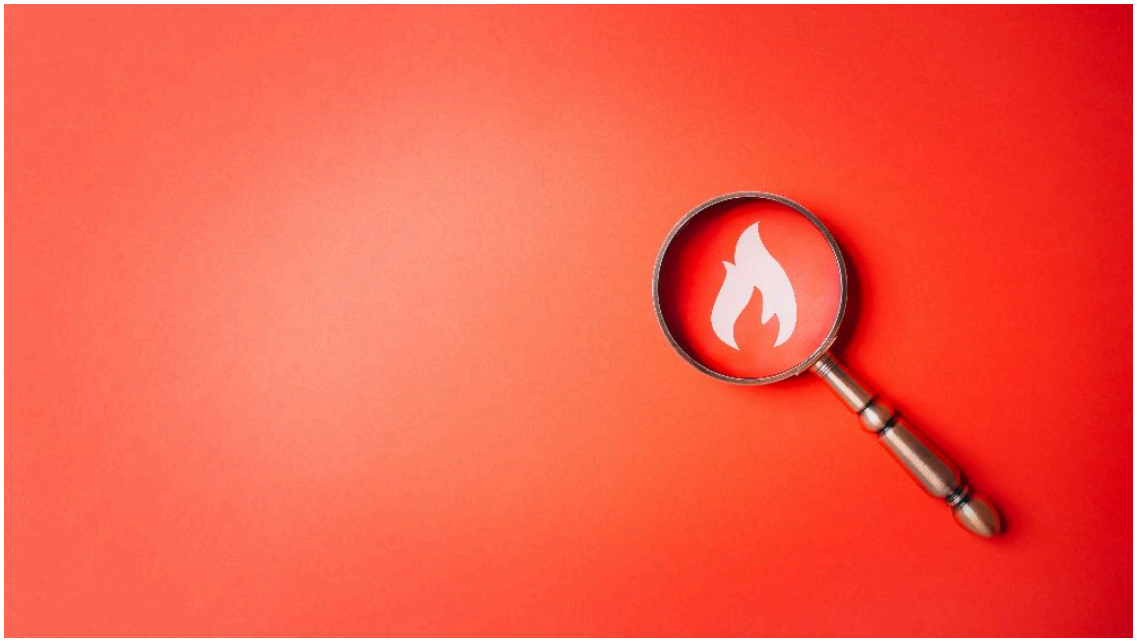


Figure 2: Locations of Tesla Superchargers along the AFC.

What are the next steps if the AFC is considered "fully built out?"
Designating the AFC as fully built out allows Alaska to move on to Phase 2 of EV charger deployment. This could include installing chargers along other highways, in urban destinations, rural hub communities, or along the Alaska Marine Highway. When off the AFC, charging sites can be Level 2 or have a mix of DC-fast chargers and Level 2 chargers, but must still be able to simultaneously charge at least four EVs. The fully built out certification does not

Accounting for already obligated funding, Alaska has over $43 million that could be available for Phase 2 construction. The impact of the federal funding is about $55 million when you take the local project match into account. Based on the projected site costs from the Phase 1 solicitation and award, Alaska could install approximately 49 additional NEVI creditable stations throughout the state assuming four DC-fast ports are at each site. However, it's not expected that each Phase 2 site will want or need four DC-fast ports, so the funding could stretch beyond 49 new stations.

Stay tuned for updates as we submit the request for Fully Built Out status from FHWA!



RECAP: December Working Group

We hosted a panel discussion about EV fire safety, best practices, and prevention at our Alaska Electric Working Group meeting the first week of December. Our panelists included Captain Dein Bruce, Anchorage Fire Department; Eric Huhn, Laboratory Safety Engineer at University of North Carolina Charlotte; and Ben Sleister, Director of Marine Safety at Maritime Training Courses and Programs.

They discussed questions such as:

- How do rural and remote conditions in Alaska complicate EV fire response?
- Are there any innovations that give you confidence that EV fires will be seen as more manageable.
- And more!

Missed the meeting? Watch a recording at this link with passcode %CD8Q*!. (make sure to include the period).

Facebook LinkedIn Website

Napaskiak without power for days following ice storm

KYUK | By Samantha Watson

Published December 9, 2025 at 9:19 AM AKST

Sharon Williams / Sharon Williams

The sunset in Napaskiak, Alaska on Dec 8, 2025.

The Kuskokwim River community of Napaskiak has been without power for several days.

Napaskiak Tribal Chief Sharon Williams said the village lost power late in the morning of Saturday, Dec. 6 due to electrical issues brought on by the ice storm over the weekend. The whole village remains without power, and attempts to restore electricity to some homes failed.

“At first they tried turning half of the village on, and then the power plant couldn't take because there was a short somewhere,” Williams explained.

KYUK
Native America Calling

The Alaska Department of Homeland Security and Emergency Management reported the outage on Monday, Dec. 8. They said that the Alaska Energy Authority has been notified.

Williams said some households are able to run on backup generators, though large appliances like refrigerators may require too much to maintain through the outage. Williams said the Native Village of Napaskiak declared a state of emergency on Dec. 8 after a water pipe burst, affecting the community's access to water.

"When the lights go back to normal, it's gonna take while to thaw out the wastewater pipe," Williams said. "We need that one to make water, and then the pipes are gonna have to be changed out because they burst."

Williams said Napaskiak's stores have been closed.

People in the community have been traveling the 10 miles upriver to Bethel via snowmachine trails on the Kuskokwim River to get food and fuel for generators.

"There are some people on Facebook begging if they can catch a ride to Bethel to get food, saying that they're out of food," Williams said.

The school is running on backup generators and has announced it will operate on a two hour delay through Friday, Dec. 12. Any students sheltering in Bethel through the outage are excused from school if reported by their families.

This story is breaking and will continue to be updated.

Tags Public Safety | Alaska State News

Samantha Watson

Samantha (she/her) is a news reporter at KYUK.

See stories by Samantha Watson

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Opinions

Opinion: Why transmission is Alaska's next big energy project

By Gene Therriault and Brian Hickey
Published: 1 day ago

The Bradley Lake Dam on the Kenai Peninsula. (NOAA Fisheries Alaska Regional Office)

No matter what kind of energy we produce — natural gas, hydro, wind, solar or other legacy fuels — it is only as useful as our ability to deliver it where it is needed. The electricity we consume relies on the substations and distribution lines in our neighborhoods which is in turn dependent on high-voltage transmission infrastructure — the backbone of every electric grid. Any path forward for Alaska's energy future depends on strengthening this backbone.

The Railbelt electric transmission system stretches 700 miles from Homer to Fairbanks powering roughly 70 % of Alaskans. Built piecemeal over decades, it remains a patchwork of transmission lines operated by five separate utilities. The resulting system is akin to a string of extension cords — some sturdy, others worn — but inadequate for our current and future needs. This fragmentation drives up costs, reduces reliability, and keeps the lowest-cost power from reaching customers when it is needed most.

Case in point: The cheapest electric energy in the Railbelt is generated by the Bradley Lake Hydroelectric plant near Homer. However, because of transmission bottlenecks, that energy can't always flow north when demand peaks, forcing utilities to use more expensive fuel. Removing these bottlenecks will give Railbelt consumers full access to Bradley Lake's clean, low-cost power.

Alaska's Railbelt utilities and the Alaska Energy Authority (AEA) have identified a coordinated, multi-year roadmap to build a reliable, efficient and lower-cost energy backbone for the Railbelt. This plan can be implemented in stages, tackling the most urgent constraints first to deliver savings quickly. Some of this work is already underway.

The Sterling-to-Quartz Creek transmission link on the Kenai Peninsula is undergoing a major upgrade financed through AEA bonds to improve the system's overall capacity and reliability and reduce power losses. New battery storage projects are also strengthening the grid by providing emergency backup and frequency control. These projects will pay dividends for decades.

In addition, AEA secured $206.5 million from a Department of Energy grant for the next phase of Railbelt modernization. The project will install a high-voltage direct-current submarine cable across Cook Inlet, creating redundancy and increasing capacity so utilities can better access Bradley Lake power. While these federal funds were thought to be in jeopardy in early 2025, they remain available. However, they require a dollar-for-dollar match to move forward.

As steps are taken to allow full access to Bradley Lake's low-cost power generation, planning is also underway to supply more water to the dam's generators via the Dixon Diversion project, which will boost power output by up to 50%. Getting more electricity out of existing infrastructure makes sense — especially if we can move that power to end users when they need it. Success with these projects will benefit rural energy users: because the Power Cost Equalization (PCE) program is tied to Railbelt rates, lower cost power on the Railbelt reduces rates across Alaska.

A stronger transmission system will also provide a means for new power generation to supply the Railbelt electric market. Better transmission removes the hurdle of geography, making the entire system more efficient, flexible and affordable — for whatever new generation comes online.

Finally, stronger governance will matter as much as stronger wires. We must also continue the state and utility effort to write fair operating rules for the Railbelt's shared transmission system to ensure that these investments deliver long-term reliability and affordability for everyone connected to the grid.

Transmission may not be flashy, but it is the foundation of everything else. If we want affordable, reliable power and a stronger economy, we must invest in the infrastructure that makes it possible. What's needed now is clear state leadership, coordinated utility action, and the backing of Alaskans to move these projects forward.

Gene Therriault *served in the Alaska state House of Representatives and Alaska Senate from 1993 to 2009, and is a senior adviser of New Energy Alaska. Subsequent roles include serving as senior energy adviser to Gov. Sean Parnell, vice president of Golden Valley Electric Association and deputy director for statewide energy policy development at the Alaska Energy Authority. He lives in Fairbanks.*

Brian Hickey *lives in Anchorage and has over 40 years of experience working in construction, engineering and operations in the Alaska Railbelt electric grid. Most recently, he was executive director of Railbelt Regional Coordination and led Railbelt's joint effort to obtain the $206.5 million Department of Energy grant for AEA. He is also the general manager of Seward Electric Systems in Seward.*

• • •

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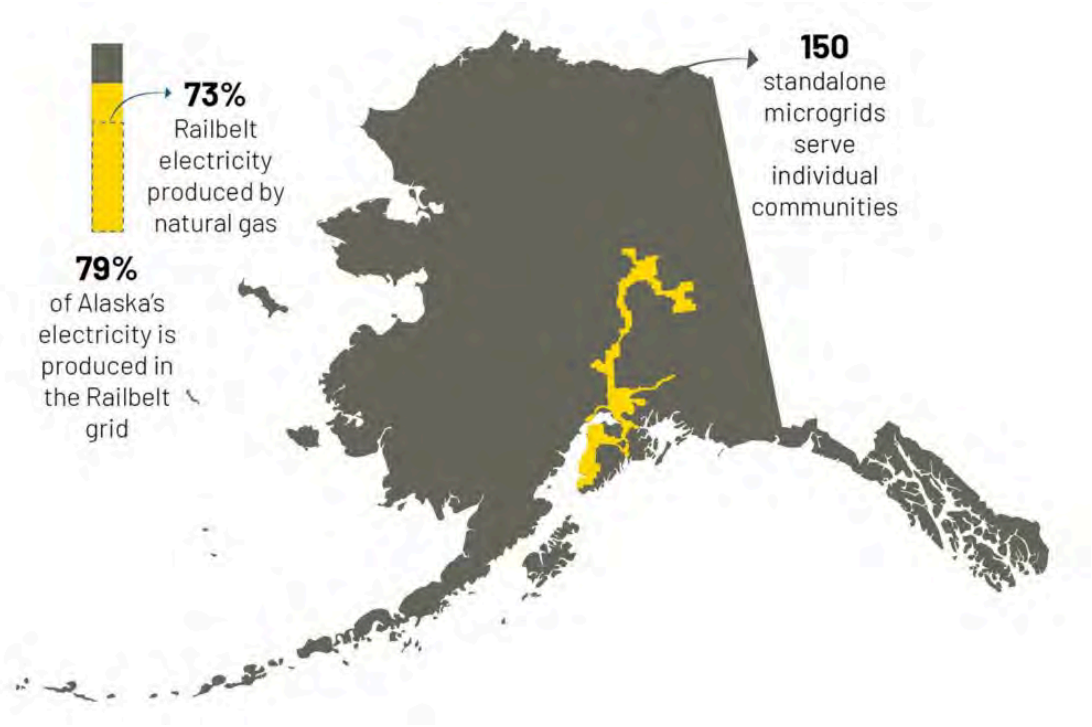
MUST READ ALASKA

Alaska Railbelt Reliability Council Selects Black & Veatch to Lead First-Ever Regionwide Energy Plan

By **Todd M Lindley** - December 6, 2025



Alaska's Arctic Energy System | IARC uaf-iarc.org

In a pivotal step toward managing power reliability for the majority of Alaskans, the Alaska Railbelt Reliability Council (RRC) has chosen engineering firm Black & Veatch to spearhead the development of the Railbelt's inaugural systemwide Integrated Resource Plan (IRP). Announced December 2, 2025, this comprehensive strategy aims to ensure a reliable, affordable, and future-ready electricity system across the 700-mile corridor from Fairbanks to Homer, which serves about 75% of the state's population.

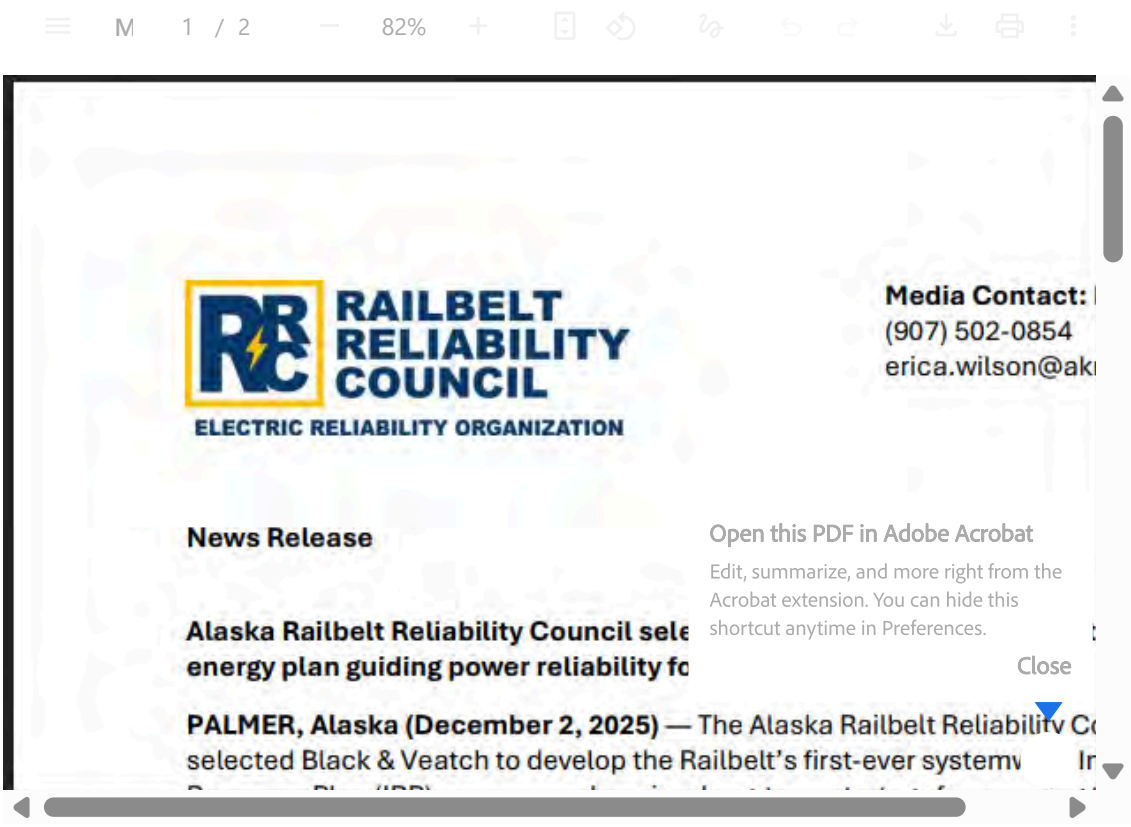
Historically, Railbelt utilities have operated independently, consistent with seven co-op principles. The new IRP shifts this paradigm by creating a central planning organization among the region's five key utilities: Golden Valley Electric Association, Matanuska Electric Association, Chugach Electric Association, Homer Electric Association, and Seward Electric System. It will also incorporate input from independent power producers (IPPs), businesses, consumer advocates, and energy experts to create a roadmap for generation, transmission, and storage investments. This approach is expected to minimize costs, bolster grid resilience against Alaska's harsh conditions, and integrate renewables while balancing environmental and affordability goals.

The RRC, established by the Alaska Legislature, emphasizes shared standards to avoid redundant expenses and deliver optimal value. Black & Veatch, with over 40 years of IRP experience—including projects in Alaska—will employ advanced modeling and real-world data to craft the plan.

"I am excited for the opportunity to lead the RRC and realize the value provided through Railbelt-wide standards and regional planning. This IRP will help achieve long-term reliability, sustainability and affordability for Alaskans," said Ed Jenkin, CEO of the Alaska Railbelt Reliability Council.

The two-year process kicks off with public engagement, including webinars, meetings, and workshops for feedback. An initial open webinar will outline participation details, with registration soon available on the RRC website. The final plan is slated for submission to the Regulatory Commission of Alaska in early 2027.

For more information, visit www.akrrc.org or www.bv.com.



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Todd M Lindley

CEC plans upgrades for Humpback Creek hydropower

By **Margaret Bauman** - December 3, 2025

Humpback Creek dam. Photo courtesy of the Cordova Electric Cooperative

The Cordova Electric Cooperative (CEC) has decided to upgrade its Humpback Creek hydropower plant, increasing output there by 36% while ultimately reducing diesel fuel usage by some 85,000 gallons annually.

“Basically, it is an efficiency upgrade,” said Clay Koplin, a professional engineer who serves as chief executive officer of the CEC. “We will get a lot more energy with the same water by upgrading the valves and hydro turbines. We are also upgrading the electrical generators to handle the additional output.”

The decision to proceed with upgrades to the Humpback Creek dam came during a meeting on Nov. 25, where the CEC decided not to move forward with work on the proposed Crater Lake project.

The project is to begin over the next few months and be completed by 2027, Koplin said. Much of the work to upgrade existing equipment, including hydro turbines, electric generators and switch gear, is expected to be done in-house.

Funding for the project is coming from a $4.8 million federal pollution reduction grant awarded to the Native Village of Eyak.

In an average year, the Power Creek dam provides 65%-70% of the community's electric power and Humpback Creek 10-155. Both facilities are carefully designed to protect spawning habitat for all five species of Pacific salmon.

To date, hydro power development has saved Cordova millions of dollars in diesel fuel alone and kept utility costs affordable, according to the CEC. Cordova also supports a large fishing fleet and several fish processing firms that rely on the lower cost of electricity to keep their own costs in the black.

Back in August of this year, the U.S. Environmental Protection Agency noted that the upgrades to the Humpback Creek dam would significantly reduce the community's reliance on diesel fuel for electricity generation, while increasing the community's energy supply to nearly 90% renewable energy. The project will also enhance public health and wellbeing in the tribal community by reducing emissions of harmful pollutants, leading to improved air quality and healthier ecosystems, while decreasing commercial and residential energy costs, the EPA said.

Margaret Bauman

Margaret Bauman is a veteran Alaska journalist focused on covering fisheries and environmental issues. Bauman has been writing for The Cordova Times since 2010. You can reach her at fisheriesreporter@gmail.com.

MUST READ ALASKA

Railbelt Reliability Council Reviews 2026 Budget at December Board Meeting

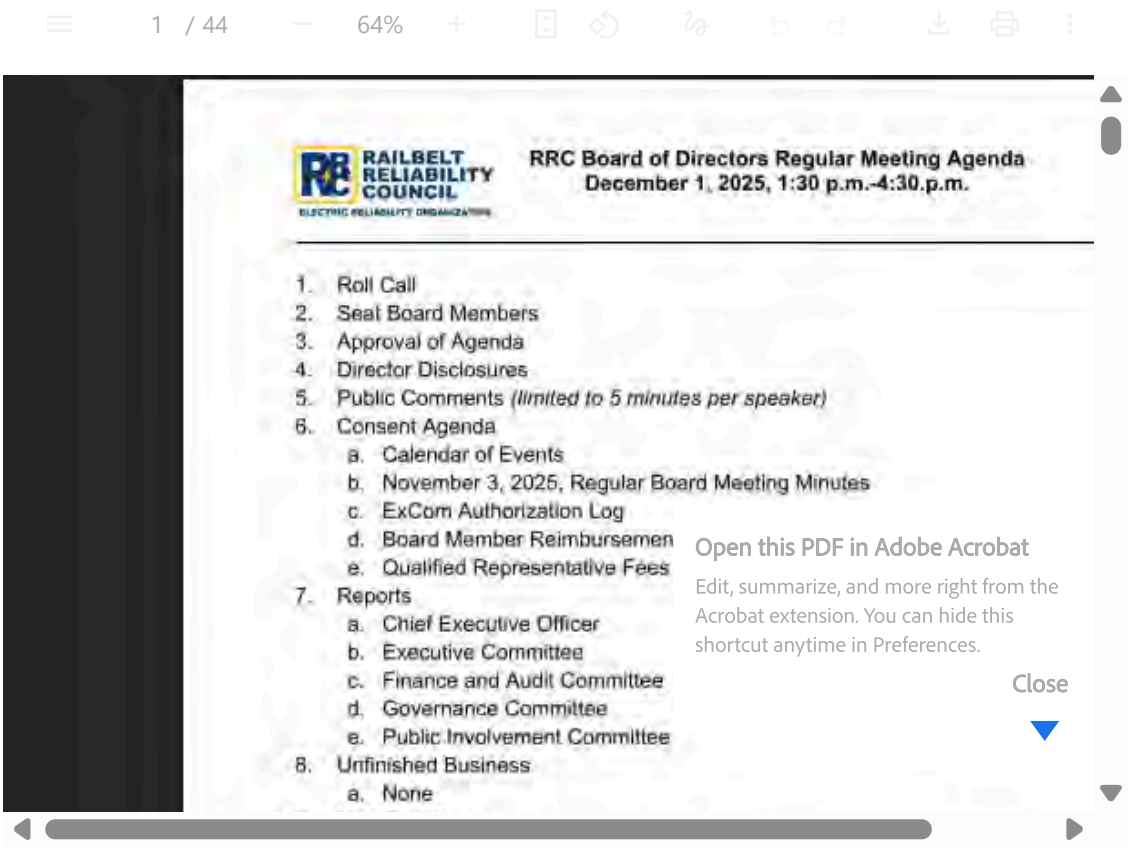
By **Todd M Lindley** - December 2, 2025

The Railbelt Reliability Council (RRC) convened its board meeting on December 1, 2025, with a focus on key agenda items including the development and approval of the 2026 budget and surcharge filing. The meeting comes as the organization continues to advance regional planning and reliability standards for Alaska's interconnected electric grid. While specific agenda details remain limited, the session is expected to address ongoing efforts in integrated resource planning and enforcement of operational rules to enhance system efficiency and security.

The Railbelt Reliability Council, certified by the Regulatory Commission of Alaska in 2022, serves as the state's first Electric Reliability Organization for the Railbelt region, which powers nearly three-quarters of Alaska's population from Fairbanks to the Kenai Peninsula. Formed through efforts among utility companies, NGOs, and policymakers, the RRC aims to boost grid resilience, lower long-term consumer costs, and foster cooperation among entities like Golden Valley Electric Association and Chugach Electric Association. The 15-member board includes directors from various sectors of the power industry in Alaska. Notably, among them are the Railbelt Utility Co-ops, Alaska Energy Authority (AEA), Alaska IPP, Alaska Public Interest Research Group (AKPIRG), and Renewable Energy Alaska Project (REAP).

A key discussion point in the meeting packet involves the CEO goals outlined starting on page 37. These goals emphasize implementing enforceable standards and regionalized resource planning to promote long-term reliability, sustainability, and affordability across the Railbelt. For the council, this means strengthening collaborative infrastructure projects, mitigating risks from natural disasters and cyber threats, and optimizing costs for consumers through unified generation and transmission strategies. As RRC President and CEO Edward Jenkin stated, "I am excited for the opportunity to lead the RRC and realize the value provided through Railbelt-wide standards and regional planning… to help achieve long-term reliability, sustainability, and affordability."

Regarding the 2026 budgets, the RRC operates on funds collected via a surcharge from five load-serving utilities under the Equitable Allocation of Costs Rule. The proposed budget, developed publicly, determines the total surcharge amount, though specific figures for 2026 have not been finalized ahead of the meeting. This funding supports standards development, planning, and administrative operations.



2025-12-01 Board Packet Download

Todd M Lindley

https://www.newsminer.com/news/local_news/fairbanks-city-council-mulls-ev-charger-prospects/article_75d5e76e-06d9-4923-a5e3-341e5b3695f6.html

Fairbanks City Council mulls EV charger prospects

Jack Barnwell
Nov 20, 2025

A set of Tesla charging stations await to be installed at the Fred Meyer on Airport Way. The chargers were paid for as part of the Alaska Energy Authority/Department of Transportation's alternative fuel corridor program, funded by federal grants. FAST Planning intends to seek project nominations for charging stations separate from the state.

Dorothy Resch Chomicz/News-Miner

With a Friday deadline looming for project nominations for local electric vehicle charging stations, the city of Fairbanks is considering its own options.

Fairbanks Area Surface Transportation (FAST) Planning has about $2.4 million in funds to allocate to charging stations, with successful applicants required to provide a 9.04% match. Project nominations opened in late September.

A combination of federal Congestion Mitigation Air Quality and Carbon Reduction Act funding will pay for the projects.

City Engineer Bob Pristash and John O’Brien, the city’s environmental analyst, outlined some of the benefits and challenges of hosting some of the chargers on Tuesday.

O’Brien said the FAST Planning application has two options: contract with a third-party business and provide the land or directly control the charging stations. A contractor would conduct the maintenance on the stations.

Four locations are being considered: the Morrison Thompson Cultural and Visitor Center, the city-owned parking lot near Immaculate Conception Catholic Church, Fairbanks City Hall, and the city-owned parking lot on Noble Street between First and Second avenues.

O’Brien said the Noble Street option could dovetail with future development of the old Polaris Building site on Lacey Street.

“It’s on that block ... there’s an existing lot there,” O’Brien said.

The parking lot near the church is convenient to the pedestrian William Ransom Wood Centennial Bridge, which leads to Golden Heart Plaza and downtown Fairbanks.

“People can walk places and do shopping while their electric vehicle is charging,” O’Brien said.

The Morris Thompson Center sees a lot of foot traffic and visitors and would be another ideal location near downtown, he said.

Pristash, the city engineer, said the city ruled out installing electric vehicle chargers in the Lavery Transportation Center parking garage due to public safety and fire department response.

“If electric vehicles catch on fire, it is very hard to put them out,” Pristash said.

He referenced recent decisions by several barge companies to suspend or stop transporting such vehicles to Alaska and Hawaii after a barge caught fire and sank near Adak in June while en route from China to Mexico.

“When they do catch on fire and it gets to a certain point where it’s trapped between the upper and lower layers, steel expands and it yields beyond a certain point,” Pristash said. “We could damage our parking garage to the point where one of our columns is bad.”

Fairbanks Fire Chief Andrew Coccaro also voiced any objection to installing chargers in the downtown garage.

The FAST Planning application requires installation and a five-year maintenance agreement for four chargers. Applicants can choose to install Level II or Fast Charging (Level III) chargers.

“The costs vary widely for those two types of chargers,” O’Brien said. Fast chargers, while more expensive, offer a quick “refuel” time, whereas Level II chargers can take several hours to recharge an electric vehicle.

O’Brien recommended the Level III chargers for the quick refuel time, “about the same time it would take for someone to get lunch or go to a store.”

A planning level estimate places design and construction at $500,000, but the price is subject to change.

He acknowledged that if the city does apply and take ownership of the chargers, it could take some time before they are widely used. The city could anticipate a minimum $200 monthly fee per port, or $9,600 a year.

If the chargers are used often, O’Brien said the fees charged to vehicle owners could eventually cover their upkeep. The assumed cost would be 10 cents per kilowatt-hour, in addition to whatever Golden Valley Electric Association charges.

O’Brien said based on his research, Alaska has about 169 charging ports installed by corporations, small businesses and utilities, such as the one GVEA hosts at its offices on Illinois Street.

The Alaska Department of Transportation and the Alaska Energy Authority are funding their own projects thanks to $50 million in National Electric Vehicle Infrastructure funding.

The NEVI funding is part of the effort to build out the Alternative Fuel Corridor between Anchorage and Fairbanks. Fred Meyer West on Airport Way will host Tesla charging stations and are currently being built.

O’Brien added there’s about 2,700 electric vehicles and 900 hybrid vehicles registered or in use in the state. About 174 are registered in Interior Alaska, according to Alaska Division of Motor Vehicles data.

According to FAST Planning’s Electric Infrastructure Implementation Plan, the region can expect to see a total of 534-1,774 EVs registered, depending on how aggressive the growth is over the next ten years.

“The decision comes down to the question of whether the time is right,” O’Brien said. “The advantages I see are that if Fairbanks wants to maintain itself as a modern city, these things could draw people with a similar attitude or businesses, or be a nice complement to some of the other changes happening downtown.”

Council skepticism

Many councilmembers, in general, agreed that the Morris Thompson Center was the ideal location to be nominated. However, a few were skeptical about the process.

Councilmember Jerry Cleworth cautioned about potential technological changes.

“We have a changing science behind all this,” Cleworth said. “EVs are kind of the ‘in’ thing now, but if [hydrogen] fuel cell technology takes over, then you’re cooked on that.”

He added a shift toward electric vehicles in Interior Alaska doesn’t make sense “because the cold robs so much of the juice from the batteries.”

However, he agreed with the preference toward installing Fast Chargers.

“If you’re going to do something, you need to do that because you’re trying to get the over-the-highway person who wants to get going,” Cleworth said. “If I had an EV, I wouldn’t want to sit there for five hours waiting to get a charge.”

He added that FAST Planning’s August 2024 survey of car dealerships found that most Fairbanks dealerships don’t carry a large inventory, if any at all. Ford Seekins reported selling five Ford Lightnings and a Mustang Mach-e, while Chevrolet GMC of Fairbanks said it had sold two or three a year and Kendall sold seven.

Kendall’s survey indicated that the “upfront sticker price is enough to stop the conversation before it starts” and recommended that customers purchase it as a second vehicle.

“My fear is that it’s a nice service, but that won’t make us any money for a long time, if at all,” Cleworth said. “If you think it’s a good public service, that’s one thing, but if you’re thinking it will make money, it’s not going to work.”

Councilmember Valerie Therrien had concerns that the project won’t pencil out, given the lack of data on how many vehicles would use them.

“It’s a neat idea but I don’t know how much more use we’re going to get,” Therrien said. “We’re not going to have an electric vehicle drive up from Seattle because there are no charging stations.”

Many of the council agreed if the city submits an application, it should be to provide the land and contract with a private third party.

Pristash noted the City Council could always choose not to accept the project funds if it's awarded. Alternatively, FAST Planning could score it lower than other applicants, and the city wouldn't receive the funding.

"Everybody is going to get a chance to score these things and there will be a discussion on it," Pristash said. "There's $2.4 million available and I'm not saying we should just spend money because it's free, but if we don't do it ... other groups might do it."

He noted that private groups such as Fred Meyer, Three Bears Alaska and hotels are pursuing their own projects. Pristash added that he will prepare an application and ask more questions of FAST Planning before submitting by the deadline.

Contact reporter Jack Barnwell at 907-459-7587 or jbarnwell@newsminer.com.

jbarnwell

View this email in your browser

ALASKA ENERGY AUTHORITY

Alaska Electric Vehicle Working Group Newsletter, November 12, 2025

Did you know? Alaska's Home to a Cold Weather Testing Site

It’s that time of year again, when it’s cold enough that even people with internal combustion vehicles need to plug their cars in for them to work. With areas around the state that easily drop to 40 degrees below zero, Alaska makes the perfect testing ground for manufacturers to test their products in one of the world’s harshest climates.

Fort Greely, near Delta Junction, is home to the Arctic Regions Test Center. Members of the Army first came to the area in 1949 when they arrived to start conducting cold weather testing of military operations and equipment. Now, almost 80 years later, they are still testing, but also opened the area to private manufacturers.

The director of the testing center says, “When we have low military workload, being able to do commercial testing allows us to maintain capabilities and upkeep equipment that is used for these types of tests, as well as the expertise for doing those things. That way, when a military test does come, we’re not scrambling to figure out how to support it. To me, the biggest benefit of the

Cybertruck at the Arctic Regions Test Center. Photo from U.S. Army.

The area boasts a 3.2-mile paved oval track, acceleration pads, skid pads, and grades as steep as 60 percent designed to test how a vehicle handles the ice and snow.

In an article published in 2019, journalist Tim Stevens writes about his adventure joining Tesla at the testing center. He describes his experience driving on the tracks and points out that Tesla not only tests how the electric vehicles (EVs) handle icy conditions, but also that they use the area to fine-tune some of the other aspects of their EVs, such as testing the heating and air system behavior.

A Tesla drifts around a track at the testing facility. Photo from Nick Miotke/Roadshow.

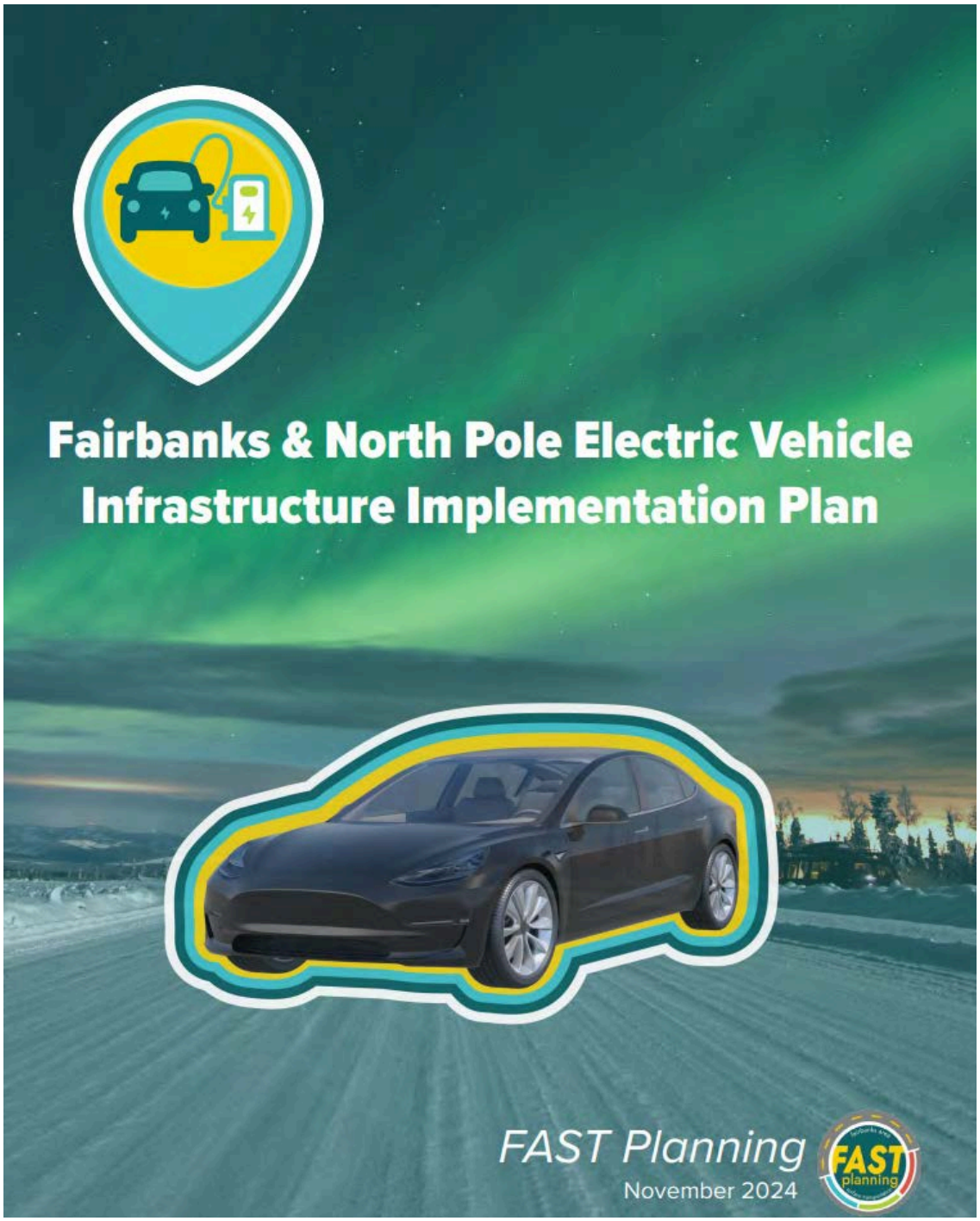
EV Site Host Funding Opportunity

The Fairbanks Area Surface Transportation (FAST) Planning has an open call for publicly accessible EV charging station project nominations. They will be awarding up to $2.4 million in Carbon Reduction Program (CRP) and Congestion Mitigation and Air Quality (CMAQ) funds to the successful applicants.

Here are a few things to know about project eligibility:

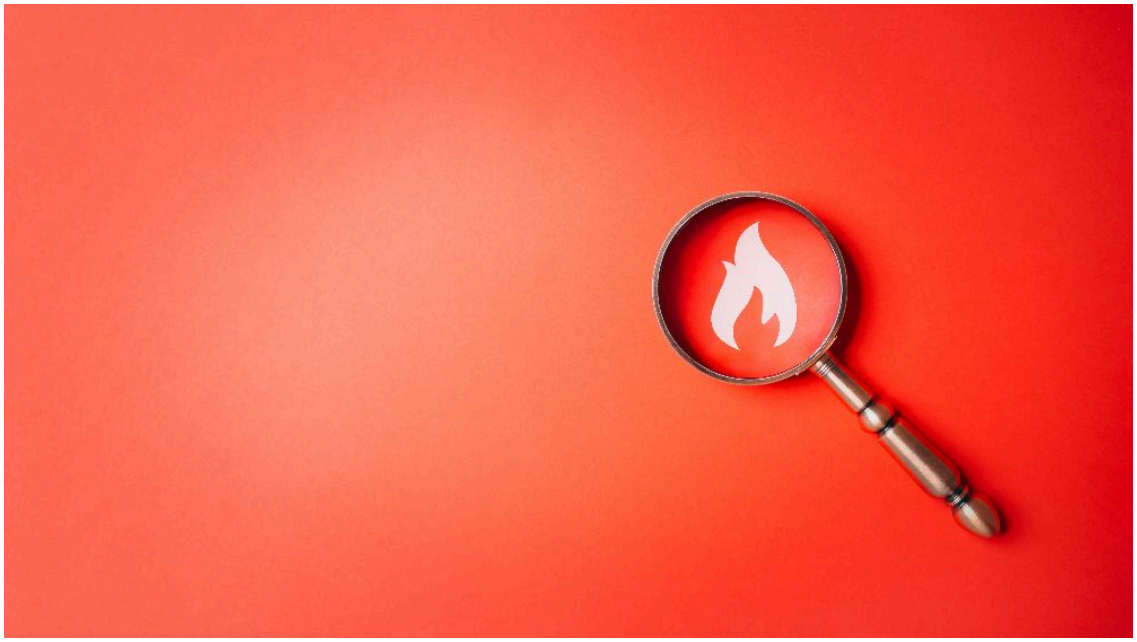
- Must be located within the FAST Planning boundary
- Can be on private property, but must be publicly available during site hours of operation
- Can be level 2 or level 3 (DC Fast) chargers with at least four ports
- One permanently attached J1772 connector for Level 2 or one permanently attached CCS Type 1 for DC Fast and then any other type of connector for the other three ports (such as NACS)
- Commit to remaining networked and operational for at least five years
- Adhere to the Build America, Buy America Act
- Pay a 9.03 percent match on total project cost
- ADA Accessible

This call for projects builds on previous EV planning efforts from FAST Planning. They drafted and adopted the Fairbanks and North Pole Electric Vehicle Infrastructure Implementation Plan in November 2024. Read more about the Fairbanks and North Pole EV plan in one of our previous newsletters.



Meeting – Fire Safety

🔥 **TOPIC:** Fire safety, prevention, and best practices for EVs
🗓️ **WHEN:** Tuesday, December 2 from 11 a.m. to 12:30 p.m.
📍 **WHERE:** Virtual! Join on Zoom with this link or meeting ID: 819 4350 2255
👩‍🚒 **WHO:** Join our panelists and presenters, including a firefighter, trainer from MITAGS, and a laboratory engineer involved with EV racing and safety.



Facebook LinkedIn Website

Why these Alaskans can't get EVs
Nov 11, 2025 View in browser

POLITICO
Power Switch

In this photo provided by the U.S. Coast Guard, smoke rises from cargo vessel Morning Midas after the crew could not control an EV fire and abandoned ship. | U.S. Coast Guard/Courtesy Air Station Kodiak via AP

The hardest place in America to get an electric vehicle these days is Juneau, Alaska.

Alaska's capital city is surrounded by steep, frigid and roadless mountains. Goods mostly arrive by barge — and the city's sole shipper has banned EV deliveries.

"The increased complexity and fire risk associated with shipping large lithium-ion batteries on vessels at sea has caused us to re-evaluate how to best keep our employees and equipment safe," Alaska Marine Lines announced in an August letter.

The company is among a wave of shippers that recently stopped carting EVs to Alaska and Hawaii.

The risks became apparent this summer when a cargo shop called the Morning Midas, en route from China to Mexico, went adrift off the Alaska coast. A fire had started among the 70 EVs on board and could not be extinguished. The crew evacuated, and after three weeks in flames, the ship and its cargo of more than 2,000 vehicles slipped beneath the waves.

Going to extremes

Why these Alaskans can't get EVs
Nov 11, 2025 View in browser

In the new no-ship era, Hawaii and some parts of Alaska have found workarounds.

When one principal shipper to Hawaii, Matson, declared its EV ban in July, transport company Pasha Hawaii picked up the slack, according to Noel Morin, president of the Hawaii EV Association. So Hawaiians were able to participate in the September surge of EV sales before the federal EV tax credit sunsetted.

The parts of Alaska that are accessible by road are now moving EVs on trucks from the Lower 48 via Canada. That can add time and expense.

"It makes it less convenient for Alaskans," said Mark Kelliher, who lives in Anchorage and runs a statewide, 1,600-member EV-interest group on Facebook.

But what about Juneau? With AML out of the picture, the only option is to drive a new EV onto a ferry from northern Washington state.

'Don't want to sit still'

That has limits, as Juneau resident Sally Saddler learned in August. The city's only car dealership didn't sell her desired ride, a Hyundai Ioniq 5. So she bought one in Portland, Oregon.

The ferry had a waitlist — not surprising, since it sails only on Fridays and takes only two EVs. It wasn't until mid-September that her daughter delivered the car to Bellingham, Washington, where Saddler's husband drove the Hyundai onboard for a fee of $1,400. Three days later, the car finally arrived in Juneau.

Juneau is a liberal outpost and is full of EV enthusiasts, with 1,100 EVs among its 31,000-person population. Electric power provided by hydro dams is cheap, and there's no range anxiety; the city has only about 50 miles of roads.

Since an aged and feeble battery isn't a liability, the most popular EV is an old Nissan Leaf. But the city continues to need new EVs, which is why Saddler, a local clean-energy activist, and others are encouraging AML to revise its policy.

"We don't want to sit still and be boxed out of the EV market because of shipping," Saddler said.

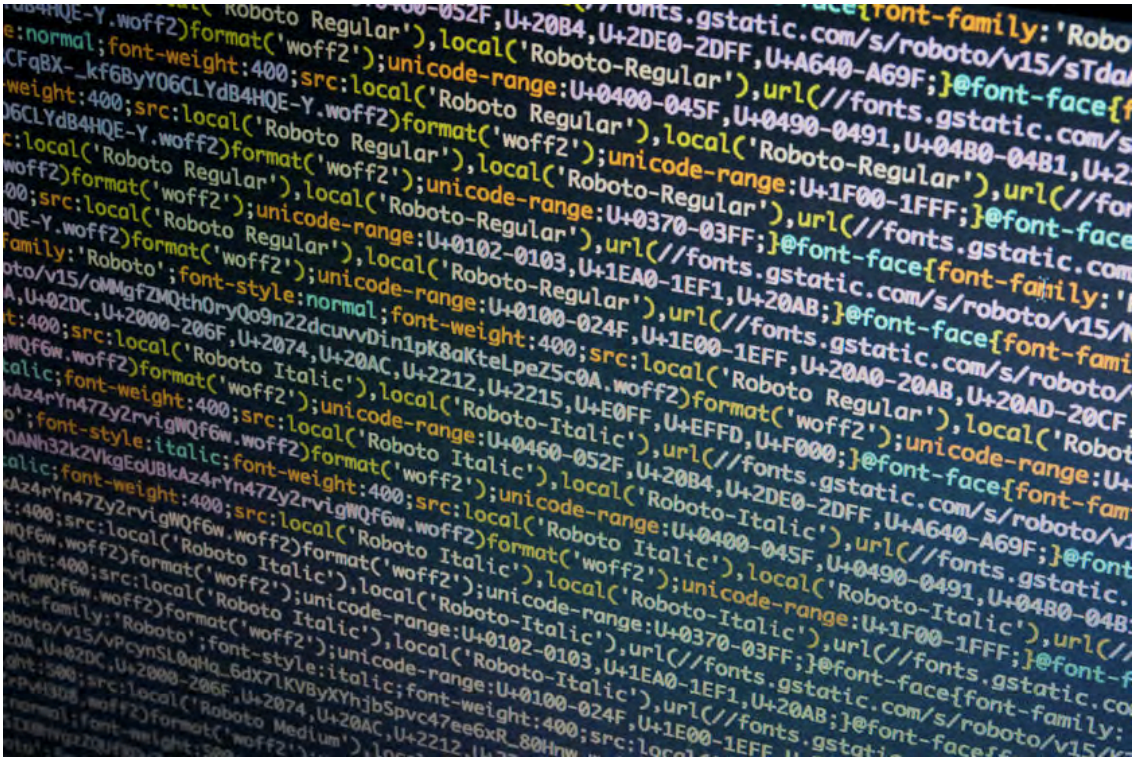
But today, AML President Don Reid stood by the ban, pointing to the risk of an EV fire.

"If the barge itself was damaged or lost, the impact on Alaskans could last for many months or years," he said in a statement to Power Switch.

MUST READ ALASKA

Keith Dobson: AI Datacenters in Alaska – A New Frontier for Economic Growth

By **GUEST CONTRIBUTOR** - November 10, 2025



By KEITH DOBSON

Alaska's Digital Opportunity

Alaska's economy has long depended on extracting resources and tourism, with over 90% of our food arriving by barge and truck from thousands of miles away—a precarious balance leaving communities vulnerable to boom-and-bust cycles.

What if Alaska could develop a tech sector reaching beyond Anchorage into rural communities? What if our cold climate, abundant energy, and strategic location between Asia and North America became advantages in the AI revolution? This is already happening. In Cordova, a small AI datacenter is online, expected to create high-paying jobs, reduce energy bills, and advance technology education.

Understanding AI Datacenters

Artificial intelligence requires massive computing power to process enormous amounts of data, learn patterns, and make predictions. Whether diagnosing diseases, optimizing shipping routes, or translating languages, AI does real work requiring significant computational resources.

Datacenters are warehouses filled with powerful computers working 24/7 to process this information. AI datacenters specifically use specialized chips called GPUs (Graphics Processing Units) designed for the intense mathematical calculations AI demands.

When people think "datacenter," they imagine football-field-sized buildings consuming electricity for a small city. Those are hyperscale facilities run by companies like Amazon, Google, and Microsoft. But there's another category perfect for Alaska: micro-datacenters, consuming 250 kilowatts to 1 megawatt —roughly equivalent to 200-800 homes. These can fit into existing buildings like closed schools or underutilized government facilities, requiring renovation rather than new construction.

Alaska's Competitive Advantages

Natural Cooling

Cooling costs represent 10-40% of datacenter operational expenses. Alaska's climate provides natural cooling most of the year. In Fairbanks at -40°F, you're not paying for air conditioning—you simply open the door (so to speak). Even in summer, our temperatures offer fundamental economic advantages over most locations.

Strategic Geography

Looking at a globe, Alaska sits between Asia and North America with fiber optic connections in multiple directions. As Asian economies boom and AI demand grows, Alaska could serve as a strategic hub—a bridge between East and West. Iceland leveraged similar advantages years ago, hosting major datacenters despite being a tiny island nation. Alaska has even more diverse energy sources and better positioning for the Asia-Pacific market.

Energy Resources

Alaska offers surprising energy diversity: hydroelectric power in Southeast communities like Juneau and Sitka, geothermal potential along the Ring of Fire, world-class wind resources in coastal areas, and excess generation capacity sitting idle in many communities. Companies like Greensparc build their model around finding communities with excess power and deploying datacenters that generate revenue while helping reduce electricity rates by sharing infrastructure costs.

Essential Requirements

Communities exploring micro-datacenters need four key ingredients:

Reliable Power: 250kW to 1MW of consistent electricity, 24/7/365. This is like adding a medium-sized commercial building to the grid—significant but manageable for most established communities.

Fiber Connectivity: Major carriers including GCI, MTA, ACS, Quintillion, and Far North Fiber serve Alaska. Connected communities span from Southeast (Juneau, Ketchikan, Sitka, Cordova) to Southcentral (Seward, Kenai, Homer, Anchorage, Palmer, Wasilla) to Interior (Fairbanks) to the Arctic Coast (Utqiagvik and beyond).

Physical Space: Existing buildings work fine—closed schools, vacant warehouses, unused government facilities. Spaces need security, climate control, maintenance access, and power/fiber connections. Many companies offer pre-built modular units for relatively quick installation.

Skilled Workforce: A micro-datacenter needs 2-10 people with electrical knowledge, HVAC skills, IT basics, and security expertise. If your community maintains a power plant, water treatment facility, or

modern school, you have baseline skills needed. Specialized AI work happens remotely. This creates good-paying technical jobs for reliable, technically-minded locals.

The Heat Opportunity

Datacenters generate tremendous heat, typically wasted by blowing it into the atmosphere. In Alaska, where food security concerns run deep and growing seasons are short, this "waste" heat becomes incredibly valuable.

Imagine a datacenter next to a greenhouse. Hot air and water from cooling computers keeps the greenhouse warm year-round, growing tomatoes, lettuce, and herbs in January. A community importing 90% of its food now grows its own, creating jobs, improving food security, and reducing shipping costs and environmental impact.

Other possibilities include fish hatcheries for Alaska's critical fishing industry, lumber drying operations, district heating for municipal buildings, aquaculture facilities, and recreation centers with year-round swimming pools. The datacenter transforms from a technology project into an integrated community asset.

Economic Benefits

Direct Employment: A 250kW facility employs 2-5 full-time workers; a 1MW facility needs 5-10. These are year-round positions paying $60,000-$120,000+ in communities where good jobs are scarce—stable careers supporting families without forcing young people to leave for Anchorage or the Lower 48.

Infrastructure Benefits: Adding a large, stable customer to the power grid can reduce rates for everyone by spreading fixed costs across more kilowatt-hours sold. In communities with prohibitively high electricity costs, this makes real differences for residents and businesses.

Training and Education: Datacenters create educational opportunities, showing students that technology careers are realistic options and providing immediate local application for technical training programs.

Native Corporation Partnerships: Alaska Native Regional and village corporations are natural partners, providing land or buildings, co-investing in development, employing shareholders, and ensuring economic benefits flow to historically underserved communities.

Real Challenges

Alaska doesn't need another overpromised economic scheme. Challenges include high electricity costs (requiring targeting communities with excess capacity or low-cost generation), incomplete fiber infrastructure and redundancy, the valid criticism that datacenters create relatively few jobs, and ensuring community fit and readiness. Success requires community engagement and leadership from local decision-makers—tribal councils, Native corporations, city councils, borough assemblies, and business leaders. This must be a community choice, not something imposed from outside.

Communities with Opportunity

Based on existing infrastructure, several Alaska communities are well-positioned: Southeast communities like Juneau, Ketchikan, Sitka, and Cordova have strong hydro power and fiber; Southcentral's Palmer/Wasilla corridor offers road access and agricultural integration potential; Fairbanks provides university partnerships and technical workforce; and Utqiagvik offers extreme cold climate advantages and Arctic research opportunities.

Looking Forward

Alaska has built prosperity on bold vision: the gold rush, oil pipeline, and fishing industry. The datacenter opportunity follows this tradition. Our cold climate, strategic location, and energy resources position us to participate in the digital revolution.

Micro-datacenters won't work everywhere or solve all challenges. But for communities with the right infrastructure and vision, they offer opportunities to create technical jobs, use excess energy productively, improve food security, upgrade infrastructure, partner with Native corporations, and diversify beyond boom-and-bust extraction.

The technology is proven. Companies are already investing. The question is whether Alaska communities will seize this opportunity—a chance to write Alaska's future with fiber optics, AI, and year-round tomatoes grown with datacenter heat.

We've thrived on the edge of the world before. We can do it again.

Keith Dobson is an Alaska-based IT leader with nearly 40 years in consulting, engineering, sales and management. At INVITE Networks, he advances responsible AI to strengthen private and public services. A Big Lake resident and active volunteer, Keith focuses on helping Alaska communities use technology for practical solutions delivering better outcomes for all Alaskans.

GUEST CONTRIBUTOR

ANCHORAGE DAILY NEWS

Chugach Electric moves ahead with plans to develop what could be Alaska's largest solar farm

By Alex DeMarban

Published: November 7, 2025

The electric utility for the Anchorage area has approved plans to build what could be largest solar farm in Alaska.

Chugach Electric Association is looking to build up to a 10-megawatt solar farm at its Beluga Power Plant across Cook Inlet west of Anchorage, near the village of Tyonek, chief executive Arthur Miller said in a public meeting this week.

The Beluga Solar Project should be operational in mid-2027, helping offset the utility's reliance on natural gas, he said.

The plans come after solar and wind projects in Southcentral Alaska have struggled as the administration of President Donald Trump and Republicans have moved to slash funding for renewable energy projects.

The utility's board last month authorized spending $26.4 million for the project, or $14.7 million for a smaller 5-megawatt option at the site.

The larger project would require an agreement with CIRI, the Alaska Native regional corporation in Anchorage that owns part of the land.

An 8.5-megawatt solar farm in Houston, owned by CleanCapital, is currently the largest in Alaska.

https://www.adn.com/business-economy/energy/2025/11/07/chugach-electric-moves-ahead-with-plans-to-develop-what-could-be-alaskas-largest-solar-farm/

The 8.5-megawatt Houston Solar Farm comprises 14,000 solar panels. (Loren Holmes / ADN file)

The Beluga solar plans could benefit from a roughly 40% reduction in costs from a tax credit that U.S. Sen. Lisa Murkowski kept alive for one year in the One Big Beautiful Bill Act, after other Republicans had sought to eliminate it.

The Beluga project will try to capture that tax benefit by meeting key deadlines, including beginning construction by July 4, 2026, people working on the project told the Chugach Electric board at its meeting.

“While we would hope to get the tax credits and our goal is to meet the deadline, the project was approved with or without the (tax credit),” said Julie Hasquet, a spokeswoman with Chugach Electric, on Friday.

Miller, speaking a recent community meeting organized by state Rep. Julie Coulombe, R-Anchorage, said the project is important in part because it’s expected to run for 30 years.

Miller said it will help reduce the need for natural gas that the utility largely relies on as an energy source.

https://www.adn.com/business-economy/energy/2025/11/07/chugach-electric-moves-ahead-with-plans-to-develop-what-could-be-alaskas-largest-solar-farm/

A looming shortage of natural gas from Cook Inlet is expected to force Chugach Electric and other utilities to import costly liquefied natural gas in the coming years.

The larger, 10-megawatt option would save 2.8 billion cubic feet in natural gas over its life, Miller said.

That's a tiny fraction of the utility's annual consumption of 12 billion cubic feet.

Still, Beluga solar would have important benefits, though it's not without risk, said Chugach Electric board member Jim Nordlund.

"There's great value in diversification in itself, in that we're moving forward and becoming less dependent on natural gas," Nordlund said at the board meeting.

Chugach Electric expects that Beluga solar would have a "negligible rate impact," the resolution says.

The utility would seek approval from the Regulatory Commission of Alaska to recover costs through electricity rates, the resolution says.

Other renewable projects struggling

The approval for the solar project comes after a much larger solar project on the Kenai Peninsula was canceled earlier this year amid concerns about federal funding cuts. Led by private developers, the farm in Nikiski would have provided 45 megawatts of power.

And Little Mount Susitna Wind, another privately led project proposed for construction across Cook Inlet, appears to be struggling.

That project would have served as an independent power producer providing large amounts of energy into the Alaska Railbelt, of at least 120 megawatts.

Chugach Electric had studied the wind project as a source of energy that the utility could buy, if its built.

But Chugach Electric is no longer "moving forward" with the project, Hasquet said.

"We have requested approval from the IPP (independent power producer) to publicly disclose their proposed pricing and, to date, they have not given us approval to disclose the information," Hasquet said Friday.

Alaska Renewables founded the project and remains the development partner after selling it to Boston-based Longroad Energy, which would serve as operator.

https://www.adn.com/business-economy/energy/2025/11/07/chugach-electric-moves-ahead-with-plans-to-develop-what-could-be-alaskas-largest-solar-farm/

Julie Estey — with Matanuska Electric Association, which serves the Palmer-Wasilla region — said that Little Mount Susitna Wind "has decided to put active development of project terms on pause."

"However, our understanding is that some engineering and environmental work on the project have continued," she said in a text.

The utility "looks forward to continuing discussions about the feasibility of the project when it is appropriate," she said.

Matt Perkins, with Alaska Renewables, declined to comment on the status of Little Mount Susitna Wind on Friday.

The company has also pursued other wind projects in Alaska, including Shovel Creek Wind outside Fairbanks.

"We continue to invest in projects across the Railbelt," he said.

https://www.adn.com/business-economy/energy/2025/11/07/chugach-electric-moves-ahead-with-plans-to-develop-what-could-be-alaskas-largest-solar-farm/

https://www.akbizmag.com/industry/energy/chugach-electric-approves-10-mw-beluga-solar-project/

AlaskaBusiness

Chugach Electric Approves 10 MW Beluga Solar Project

Oct 31, 2025 | Energy, News

Photo Credit: leungchopan

Solar power in Alaska is set to level up. The board of directors of Chugach Electric Association voted unanimously on October 22 to approve a $26.4 million investment for the state's largest solar array yet. The 10 MW project would be located next to the utility's 312 MW gas-fired power station at Beluga, near Tyonek.

Counting on Credits

The board was under a deadline to act before federal Investment Tax Credits are phased out. If the credits apply, the estimated cost to ratepayers drops to $16.4 million. The project would generate power for approximately $89/MWh, comparable to the anticipated cost of gas-powered electricity. Last year, Homer Electric Association contracted with Hilcorp Alaska for gas costing upwards of $85/MWh, and Chugach Electric's supply contract is up for renegotiation in 2028.

Currently, the largest utility-scale solar farm in Alaska is in Houston, an 8.5 MW array installed in 2023 by Renewable Independent Power Producers. The company was planning

https://www.akbizmag.com/industry/energy/chugach-electric-approves-10-mw-beluga-solar-project/

a 45 MW facility at Puppy Dog Lake on the Kenai Peninsula, covering about 300 acres in Nikiski, but uncertainty about financing halted that project indefinitely.

The solar farm would require clear-cutting about 80 acres north of the Beluga Lake power plant. According to the conservation group Cook Inletkeeper, solar panels could offset gas-powered electricity that would otherwise emit about twenty times the estimated 8,480 tons of carbon released by clearing the land.

Meanwhile, Chugach Electric is also working on an additional community solar project, following the success of its first installation south of Dimond Boulevard. That 500 kW array is already fully subscribed, so the utility is planning on an expansion to accommodate more interested co-op members.

Regulations for independent community solar projects are also in flux, with public comment closing this week on proposed changes. State regulators are considering whether to lift the 5 MW cap on independent community solar to enable more projects to be developed statewide.

Akiak's hopes of restoring power see further delays as cold sets in

KYUK | By Evan Erickson

Published October 30, 2025 at 12:51 PM AKDT

LISTEN • 3:02

Nelson Jasper

Boats are pulled up on the beach in front of the lower Kuskokwim River community of Akiak as the river begins to freeze on Oct. 29, 2025.

The lower Kuskokwim River community of Akiak has been without power for nearly six weeks, unrelated to the typhoon remnant that swept through the region.

Akiak tribal citizen Mike Williams Sr. said his community of roughly 450 people is stretched thin.

"It has been like almost 40 days and, and it has been a crazy month, but we're running out of resources," Williams Sr. said.

Williams Sr. said fuel costs run roughly $70 a day for dozens of homes that have relied on personal generators since the power went out in late September. He said cold weather is compounding the problems for families.

"Last night, it got like 19 degrees and some of those generators froze, and they had to work on their carburetors," Williams Sr. said.

Williams Sr. said he's already burned through his $1,000 Permanent Fund dividend check from expenses related to the outage.

likely been a significant loss of subsistence foods. He welcomes the recent move by the Alaska Department of Fish and Game to open an emergency moose hunt aimed at helping communities affected by ex-Typhoon Halong, which is open to all Akiak residents.

"Those that didn't catch need to go out and get their moose," Williams Sr. said.

The community has found support from a range of sources. Donlin Gold and the Association of Village Council Presidents have both provided financial relief for fuel costs. A community member recently launched a GoFundMe campaign to recoup some of the fuel costs for residents. And Calista Corporation, the regional Alaska Native corporation, says it has donated funds to Akiak's tribe to purchase additional home generators.

But when personal generators can go back into storage and homes can be plugged back into the grid is unclear. In an emailed statement on Oct. 24, the Alaska Energy Authority (AEA) — the state-run corporation assisting Akiak — wrote that it expected power to be restored on Oct. 29. But now, hopes for restoration have been pushed several days further, according to Akiak Mayor Olinka Jones.

In its statement, AEA cited an extensive record of mechanical failures due to poor maintenance and upkeep in Akiak. When Akiak's main generator went down in the early hours of Sept. 22, AEA wrote that three separate generators that could have served as backup options were inoperable due to "little to no preventative, scheduled maintenance."

In a meeting held in early October, AEA rural programs manager Chris McConnell explained that at least one additional generator will need to be operational to handle the increased load demands through the winter. Performing oil changes and other scheduled maintenance will also require that multiple generators are operational.

Now, Akiak is nearing a repeat of the summer outage in 2024 that lasted nearly two months. Williams Sr. referred to the power outages as a "man-made disaster."

"I hope, once the generators are are repaired and going, that we have personnel working on maintaining them, to do it in [a] professional way, instead of having to go through this once again," Williams Sr. said.

AEA said that it plans to meet with Akiak's utility management personnel to discuss training and best practices once power is restored. Mayor Olinka Jones said the city is already planning to take advantage of training opportunities this summer. But first, Akiak has a long winter ahead.

Tags Public Safety | Akiak | Electricity | Alaska State News

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Evan Erickson

Evan Erickson is a reporter at KYUK who has previously worked as a copy editor, audio engineer and

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Public Safety

Akiak sets timeline for restoring power, but clock is ticking on additional repairs

Evan Erickson, October 7, 2025

After more than two weeks without municipal power, a meeting held on Oct. 6 in the lower Kuskokwim River community highlighted a critical need to repair additional generators before winter sets in.

Public Safety

Akiak enters second week without power, Mertarvik restores power after 2-week outage

Evan Erickson, September 29, 2025

A contractor that helped to restore power in Mertarvik was en route to Akiak on Sept. 28 as many in the upriver community continue to rely on personal generators.

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Akiak residents say weeks without power have ruined frozen food stores, drained savings

Sage Smiley, June 30, 2024

The Kuskokwim River community of Akiak has been largely without power for more than two weeks. The outage appears to be part of a broader issue with the town's generators and has resulted in significant food loss and financial hardship for residents.

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Solar in Alaska? UVM Researchers Aim to Lower Energy Costs in Northern U.S.

Can renewable energy provide reliable power solutions for remote communities?

ENVIRONMENT SCIENCE & TECHNOLOGY

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October 29, 2025

By Lauren Milideo

Getting needed items to Alaska's remote Northwest Arctic Borough is a logistical feat. Keeping the lights and heat on in these communities is similarly challenging and expensive.

In some of Alaska's most far-flung villages, residents pay up to five times what other Americans pay for electricity. It's carbon-heavy at every point in the process: diesel fuel, flown or barged in, is largely what powers the lights and heat in the Northwest Arctic Borough, where each village relies on its own electrical microgrid, unconnected to any larger utility network.

"Energy affordability is a real problem—people spend thousands of dollars a month on energy in a pretty extreme natural environment," says Gund Faculty Fellow Mads Almassalkhi.

Almassalkhi is part of a team of UVM researchers who have for the past three years been working with local residents and organizations to investigate how to both bring down energy costs and reduce greenhouse gas emissions.

The project, which was originally funded with a Gund Institute Catalyst Award *url: (https://www.uvm.edu/gund/gund-catalyst-impact-awards)* , now has partners from the University of Alaska, the Alaska Center for Power and Energy, Alaska Village Electric Cooperative, and Deerstone Consulting. It has also received grants from the Sloan Foundation and, recently, from the Northwest Arctic Borough.

'Trifecta Solution'

In January 2024, the UVM team, which also includes Gund Faculty Fellow Bindu Panikkar, brought on postdoctoral researcher Jayashree Rajaram Yadav, who has worked closely with local residents on the project.

Almassalkhi is based at UVM's College of Engineering and Mathematical Sciences and leads the Center for Resilient Energy & Autonomous Technologies in Engineering (CREATE) *url: (https://www.uvm.edu/cems/create)* ; Panikkar of the Rubenstein School of Environment and Natural Resources is looking into how renewable energy transitions are building energy sovereignty in the Arctic.

Both co-advised Yadav, a combined approach that was one of the project's strengths, Almassalkhi says.

> **"We have a nice trifecta solution that combines social, economic and technical aspects," he says. "We have Jayashree as this Rosetta Stone who serves to really translate between social research and technical engineering research."**

The epicenter of the work has been in the village of Shungnak, where the team has modeled potential energy-saving strategies to see if renewable energy sources could do the job, given the extreme conditions in this part of Alaska.

The approximate location of the Village of Shungnak, Alaska. Map courtesy of USGS, public domain.

For example, heat pumps, often an alternative to fossil fuel heating systems, are highly efficient, but only up to a certain point, Yadav notes.

“Some technologies now available allow heat pumps to work down to -20 degrees C, and they are looking into those, but sometimes the temperature in this region goes below that as well,” she says.

“For now, they cannot go completely renewable; they need to have some diesel generation,” Yadav says.

Still, solar energy installation is easy, she adds, and in summer it provides enough energy that sometimes residents can turn off their diesel generators entirely. Wind energy remains an option through Alaska’s blustery winter nights, she adds.

The researchers say it was quickly clear that no single piece of this energy mix could meet the goals of keeping costs down, lowering carbon emissions, and remaining functional in Arctic winter conditions. The key was in looking at the tradeoffs, and combining several solutions. Could they work in concert?

Yadav’s models indicated that introducing a mix of energy-efficient heat pumps, solar photovoltaics, and wind energy into the village microgrid’s existing diesel-exclusive energy production would both lower costs and carbon emissions.

Solar panels are one piece of a greener and more affordable energy future in the Northwest Arctic Borough, the researchers found. Photo courtesy Jayashree Yadav.

What's Next

Now, with the Catalyst project complete, the team is ready to move to the next stage. Yadav recently began a new role at UVM as a research associate, and with the recent funding from the Northwest Arctic Borough and the Department of Energy, she will explore how applicable what they've learned in Shungnak may be to other Arctic communities.

Meanwhile, based on recommendations from Yadav's work on grid capacity, the local energy utility is in the process of purchasing transformers—covered by the federal grant—to accommodate the new heat pumps that will go to all the households in the region, Yadav says. She keeps an eye on real-time energy consumption in Shungnak, and the researchers anticipate receiving and sharing data as new systems go into use. Yadav is especially interested in gathering more data about the efficiency of combined solar and wind.

Yadav maintains her focus on the communities' needs, knowing they, too, want to create a sustainable energy future.

"The local residents are very much interested in these kinds of discussions, talking about how they themselves can generate cleaner energy locally," she says.

Media Contact

RECOMMENDED NEWS

Gund Institute Announces 2022 Catalyst Award Winners

url: (/gund/news/gund-institute-announces-2022-catalyst-award-winners)

View this email in your browser

ALASKA ENERGY AUTHORITY

Alaska Electric Vehicle Working Group Newsletter, October 16, 2025

Just In: FY26 NEVI Plan Approved!

The Federal Highway Administration (FHWA) Alaska Office has approved the latest version of Alaska's Electric Vehicle Infrastructure Implementation Plan. As a reminder, this year's National Electric Vehicle Infrastructure (NEVI) program plan was different; FHWA only evaluated three key components of the plan:

- A description of how the state plans to use each fiscal year's NEVI funds (2022-2026)
- A Community Engagement Outcomes Report
- A description of physical and cyber security strategies

We can now obligate funding to sites for construction now that the plan has been approved. This will bring us one step closer to achieving "fully built out" status along the alternative fuel corridor (AFC) so we can move on to Phase 2 of plan implementation.

can watch the recording here (passcode: 7rHih+Yr) or view the slides from the presentation here.

Road Trip! The Canadian EV Experience

Are you planning an electric vehicle (EV) road trip through Canada? If so, you're not alone! Now that the major marine shippers have paused EV shipments to Alaska, many EV drivers have been exploring alternative ways to transport their vehicles from the lower 48 to Alaska, including road-tripping through Canada. For some, a Canadian EV road trip might seem like no big deal, but to others, especially new EV drivers, the drive could be daunting. We wanted to hear first-hand what an EV road trip through Canada might look like, so we caught up with Landon McIntyre, a member of the Alaska EV community, to hear about his experience driving through Canada.

What type of car do you drive?
I drive a 2021 Tesla Model Y Long Range AWD.

Which route have you driven? Does weather make a difference?
I have always taken the Cassiar. I've done the drive six to seven times, two of which were in my EV and the other times were using either a gas vehicle or motorcycle. I've driven both directions; northbound in March and southbound in April. When I drove northbound, I was even towing a small trailer (like the type you'd tow behind a motorcycle). The April trip was much warmer than the March trip, so between that temperature change and lack of a trailer, I noticed improved range. But my northbound trip in March goes to show that the drive can be done in the winter, even pulling a trailer!

How long does the drive normally take?
It usually takes me three to four days, but I am a truck driver, so covering 600 miles in a day is nothing for me.

Did you have to get an RFID card to use chargers?
BC Hydro chargers do have an RFID card you can use to initiate a charge, but they are not necessarily “mandatory.” BC Hydro is partnered with FLO, so their RFID cards are interchangeable (BC Hydro cards work at FLO and FLO cards work at BC Hydro). Additionally, most charging stations in Canada that are run through BC Hydro have Starlink installed, meaning you can connect to the internet to use the BC Hydro app in place of the RFID card. Toad River and Swift River are the exceptions and didn’t have Starlink the last time I drove through, meaning you would need an RFID card for those chargers.

If you are planning a trip in advance, I suggest getting a card. They take three to four weeks to arrive. For my first trip I ordered my card three weeks in advance, and it didn’t get here in time. This was okay, because as I said, most BC Hydro chargers (except Toad River and Swift River) had Starlink which I could use to initiate charges, browse the internet, etc. You can also go into the store where the charger is at, if they’re open, and use their phone to contact BC Hydro to initiate a charge.

card because it was more convenient. Without the card you have to connect to the Starlink, open the app, wait for it to connect, so on and so forth. However, with the RFID, it was as simple as plugging the car in, tapping the card, and charging started.

To get further into “what if” scenarios, if a person had an iPhone with satellite texting, or an InReach-type device that works in Canada, they could even text someone back in the states who has access to their BC Hydro or FLO account and ask them to activate the charger on their behalf. You could also initiate the chargers without the RFID card if you had your own mobile internet (like a Starlink mini).

Which app do you use to see where chargers are located?
I am an avid user of PlugShare. PlugShare allows users to leave reviews for each charger, which I highly recommend people read so they can see the good and the bad.

What type of charger do you use? Mostly level 3 or level 2 overnight?
Most of the chargers I used were Level 3 (DC fast chargers). I noticed a few lodging places had Level 2 chargers, but I don’t stay at lodges because I camp in my car. If I wasn’t camping, I would definitely try to find lodging that has a Level 2 charger.

Do you carry any adapters with you?
As I mentioned, I drive a Tesla which has a NACS receptor. Beyond the last SuperCharger (NACS) in Prince George, British Colombia, most of the Level 3 chargers on the drive are CCS1 and CHAdeMO. My Tesla supports charging with a CCS1 to NACS adapter, but it’s important to note that some older models don’t support this adapter, so I always recommend any Tesla drivers verify that their vehicle supports this adapter before even getting into trip planning. I recommend buying two CCS1 to NACS adapters because if you are in the middle of Canada and one adapter dies or gets lost, you would be out of luck! I don’t have a CHAdeMO to NACS adapter because they are more expensive, and with CHAdeMO slowly being phased out, I haven’t found the need for one. I also carry a J1772 adapter.

For Tesla Drivers, I do use a Tesla Mobile Connector. For the Telsa Mobile Connector, I carry a NEMA 14-50 (same as a 50-amp RV plug), NEMA 6-50

there, I want to mention that you can't use an RV style 30-amp receptacle on the post to 50-amp plug on the charger (called a 50amp/30amp dog bone). There is an EV-specific type of 50amp/30amp dog bone you could buy, or you can use the TT30 plug which is what I do. The Mobile Connector was essential in Tok! There is currently no Level 3 EV charger in Tok, but I want to give a shoutout to Chris at Alaska Stoves Campground who is open year-round and has a NEMA 14-50 plug (Level 2). *[Editor's note: we called Chris, and he was happy to have this information shared in the newsletter. He said plugs can be accessed at campsites C-1, C-2, or at his welding shop which is close to the campground.]*

Do you carry a generator?

No, I don't. There is enough charging along the Cassiar and Alcan that I don't see the need to carry the extra weight. However, if someone wants to explore more rural areas, they might want to make that call after doing research using PlugShare.

What advice would you give someone driving an EV through Canada for the first time?

Roughly know your EV's range and where the chargers are at before you leave.

14-50 and TT30 plugs) work before you leave. As with any type of vehicle, be prepared for emergencies. Many EVs don't come with spare tires so I purchased one before I left.

Do you have any close calls of not being able to find chargers?
I almost ran into a problem between Watson Lake and Teslin. I drove this stretch at night, so it was cold. I left Watson Lake with 100 percent charge and averaged too fast of a speed and had the cab too warm (which are two ways to kill your range). I also took a 30-minute nap in Swift River with the cab heater on and didn't charge in Swift River because I didn't have an RFID card at the time. I arrived in Teslin with only two percent.

What's the hardest part of driving an EV through Canada?
I don't necessarily feel like it is more difficult than doing it in a gas vehicle, but I do feel like there are more things that could go wrong, like getting to an essential charger and it is out of service. Just like we use to "stop at every gas station" it now might be the case to "stop at every EV charger." As long as all the chargers are in service, I don't see too many challenges.

Is there anything drivers should do before they leave the US because it will be more difficult in Canada?
You might want to download certain apps like the PlugShare and BC Hydro apps. You could also do this in Canada, but it might be easier in the US.

Thank you, Landon, for sharing your experience with us! There are also resources available online that can help with trip planning:

- BC Hydro EV Public Charger Help Centre
- BC Hydro Fast Charging Network
- BC Hydro Trip Planning with Public EV Charging
- PlugShare

Facebook LinkedIn Website

City of Sitka urges state to update ferry EV policies

Posted by Katherine Rose | Oct 15, 2025

The City of Sitka is working toward electrifying as much of its vehicle fleet as possible by 2030, but a new barge policy may slow its efforts. In September, Alaska Marine Lines announced it would stop shipping electric vehicles on its barges to Southeast due to fire risk. Now the state ferry system is the only means of shipping those cars to Sitka.

Bri Gabel is the city's sustainability coordinator. She says the ferry's current limits of two electric vehicles per sailing may not be able to serve demand.

"We can now effectively move between 90 to 100 electric vehicles into Southeast entirely, in addition to between communities," Gabel says, considering the average number of ferry sailings in a given year. "Let's say

a vehicle in Bellingham is going to Juneau. Well, now that vehicle can't go to Sitka, right? Gotta wait for the next sailing. And so it is a pretty severe bottleneck."

There's a high demand for electric vehicles in Sitka and Southeast– the Alaska Energy Authority says there are nearly 1500 EVs and hybrid vehicles across the region already, and Gabel says Sitka has been bringing in around 75-80 EVs a year, on average.

In September, the municipal administrator, with support from the city's Sustainability Commission, submitted a letter to the state in response to a request for comments on changing regulations for the Alaska Marine Highway System.

In the letter, they asked the state to update its electric vehicle policy by making improvements to its reservation system and increasing the number of electric vehicles allowed per sailing.

"Right now it is pretty arduous to try and book an EV, because the system is not set up to kind of fill those spots as they come. It requires a lot of phone coordination and back and forth with the ferry themselves, which is kind of challenging," Gabel says.

Gabel says while Southeast Alaska may be feeling the squeeze right now, EV and battery technology is changing faster than policy can accommodate it, worldwide.

"It's not going away. We're increasingly seeing it as a more important thing in the way our grids are managed, and it is unfortunate that, in Sitka's case, we are limited in our ability to get things due to a private company getting most of the things here," Gabel says. "But it's not an isolated issue. It really is a global challenge."

The deadline to comment on changes to the state ferry system's policies is this Friday, October 17, at 4 p.m.