ALASKA ENERGY AUTHORITY

**Alaska Energy Authority**
**Board Meeting**
**July 21, 2026, 9:00 am**
**AGENDA**

*Dial 1 (888) 585-9008 and enter code 212-753-619#  Public comment guidelines are below.*

1. CALL TO ORDER
2. ROLL CALL BOARD MEMBERS
3. AGENDA APPROVAL
4. PRIOR MINUTES – April 16, 2026
5. PUBLIC COMMENTS (2 minutes per person) see call in number above
6. OLD BUSINESS –
   A. Project Financing Update
      i. EXECUTIVE SESSION (if necessary)- To discuss confidential financial matters the immediate knowledge of which would have an adverse impact on the Authority.
7. NEW BUSINESS -
   A. Election of Officers
   B. Resolution 2026-05-Dixon Diversion Reimbursement Resolution
   C. Budget Update
      i. FY26 Budget to Actuals
      ii. FY27 Budget
      iii. FY27 Budget Process
      iv. FY28 Budget Requests – Executive Session
   D. Audit Update
   E. Old Harbor Hydroelectric Project Power Project Fund (PPF) Loan
   F. AEA Travel Plan
8. DIRECTOR COMMENTS
   A. Owned Assets Update
   B. PCE Endowment Fund
   C. Planning Update / PPF Loan Dashboard
   D. Rural and Alternative Energy Update
   E. Railbelt Transmission Organization (RTO) Update
   F. HR Update
   G. IT Update
   H. IIJA Update – Federal Spending Tracker
   I. Community Outreach
   J. Articles of Interest
   K. Next Regularly Scheduled AEA Board Meeting – Thursday November 5, 2026.


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9. BOARD COMMENTS
10. 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.

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

Alaska Energy Authority
BOARD MEETING MINUTES
Thursday, April 16, 2026
Anchorage, Alaska

## 1. CALL TO ORDER

Chair Koplin called the meeting of the Alaska Energy Authority to order on April 16, 2026, at 9:01 am.

## 2. ROLL CALL BOARD MEMBERS

Members present: Clay Koplin (Public Member); Duff Mitchell (Public Member); Anna Latham (Deputy Commissioner DCCED); Ryan Williams (DOR); Ingemar Mathiasson (Public Member); Robert Siedman (Public Member); and Ted Leonard (Public Member). Members absent and excused: Tony Izzo (Public Member).

A quorum was established.

## 3. AGENDA APPROVAL

**MOTION: A motion was made by Vice Chair Mitchell to accept the agenda, as drafted. Motion seconded by Mr. Siedman.**

**A roll call was taken, and the agenda was approved unanimously.**

## 4. PRIOR MINUTES – January 30, 2026

**MOTION: A motion was made by Mr. Siedman to approve the Minutes of January 30, 2026. Motion seconded by Vice Chair Mitchell.**

**A roll call was taken, and the Minutes of January 30, 2026, were approved unanimously.**

## 5. PUBLIC COMMENTS (2 minutes per person)

Melis Coady, Susitna River Coalition Executive Director, noted that she is calling from Talkeetna. She is commenting on Item 6B. Strategic Plan, particularly the Susitna-Watana language under Goal 2. The Plan asks the AEA Board to approve today a commitment to pursue a Federal Energy Regulatory Commission (FERC) license tied to a 2032 tax credit deadline. This commits the outcome before the analysis. Ms. Coady urged the Board not to approve the language as written. The Plan describes a revised first stage-gate review to establish a "defensible baseline." In the same document, it commits to the pursuit of a FERC license. Both cannot be true. Either the stage-gate findings govern or the 2032 tax credit deadline governs. The Plan should say which. This matters because the record does not support the commitment.

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Ms. Coady discussed that the Alaska Energy Security Task Force did not endorse Susitna-Watana. A Task Force member stated plainly it was "not to endorse any or all of them." The Task Force's final matrix listed Susitna only as a long-term option requiring updated feasibility. This is the opposite of a green light to pursue FERC licensing now. Yet, utility executives signed a letter last year supporting licensing and financing without prior Board or member-owner approval, and without going through the Integrated Resource Plan (IRP) process. That letter misrepresents the Task Force's findings, and the Strategic Plan appears to build on that misrepresentation.

Ms. Coady noted that at the January AEA Board meeting, Executive Director Curtis Thayer confirmed that the statutorily required Susitna letter to the Speaker and Senate President received no reply. Legislative silence is not legislative endorsement. Ms. Coady stated that Mr. Thayer acknowledged in January that a hard dollar figure would "trigger interest." That interest is precisely what public process requires before the Board votes.
Ms. Coady respectfully asked the Board to defer the Susitna-Watana language in Goal 2 pending public cost analysis and clear sequencing.

Chair Koplin thanked Ms. Coady for her succinct comments, and encouraged her to submit them in writing, if possible. Ms. Coady agreed.

There were no other members of the public who wished to make a public comment.

## 6. OLD BUSINESS

### A. AEA/AIDEA Organizational Separation MOU

Mr. Thayer discussed that HB307 called for a separation between Alaska Industrial Development and Export Authority (AIDEA) and AEA in any of the joint functions. Part of the review was to determine which employees were to be assigned to AIDEA and which employees were to be assigned to AEA. Additionally, payroll separation occurred, and cross-organization payroll billing was resolved. The shared services finance department was evaluated and shrunk considerably. The shared services cost is split between the two agencies for Information Technology (IT) and Human Resources (HR). A cost share allocation method was established in which AEA pays 59% and AIDEA pays 41% for shared services employees. However, if the employee is working on a specific project for the agency, then that agency pays 100% of that time.

Mr. Thayer reviewed the status of the accounting system infrastructure and upgrade that is ongoing. AEA and AIDEA will no longer share the same financial platform, and the costs are being split 50/50. Additionally, each organization has its own audit and banking services. AEA has transitioned all bank services to First National Bank of Alaska. Likewise, there are no longer joint credit cards and travel card accounts. Mr. Thayer discussed that the separation of procurement has been formalized with two different procurement codes. The State of Alaska intergovernmental chargebacks will now be split out between AEA and AIDEA. The inventory of IT and furniture was treated based on the office location of the item.
Mr. Thayer reviewed the issue regarding office space and building costs, which remains

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unresolved. AEA has resided rent-free in the office. AEA requested funding from the Legislature last year to pay AIDEA rent or to move to a different location, and the Senate rejected the request. This year, the Governor did not put forth the request due to the fiscal constraints of the State. AEA remains in the office building rent-free. Mr. Thayer noted that he and the Executive Director of AIDEA, Randy Ruaro, have an understanding that AEA will not continue to pursue funding for another office or to pay rent because the situation is beyond AEA's control.

Mr. Thayer discussed that the line of credit issue has been resolved. AEA and AIDEA executed a memorandum of understanding (MOU) under which AEA is borrowing $3.5 million for working capital. AEA will pay AIDEA all interest that the account earns and will not owe AIDEA market rate interest. Mr. Thayer noted that the entire Memorandum of Agreement Between AIDEA and AEA was signed by both agencies this year. Also included in the Board packet is a list of the 70 employee positions that are housed solely in AEA.

Vice Chair Mitchell thanked Mr. Thayer and staff, and AIDEA staff for developing the well-organized and professional memorandum. He commended both agencies' staff for creating the fine workable document.

Mr. Thayer commented that it took a year to compose. He gave special thanks to Amy Adler who was AEA's former comptroller on contract to help navigate the process. There were no other comments or questions.

**B. AEA Strategic Plan – Approval**

Mr. Thayer discussed that a draft plan was given to the Board in July 2025. After which, the staff was involved in developing the strategic plan. The six-hour session in January with the Board regarding the strategic plan was moderated by Linda Leary. This final document is the result of those efforts. Mr. Thayer noted that Ms. Leary is present telephonically to answer any questions. The document before the Board today for approval has been reviewed by the senior staff.

Chair Koplin commented that there are new Board members present today, who will be introduced later in the meeting. He asked the Board if they would like a brief overview from Ms. Leary. There was no objection.

Ms. Leary congratulated the Board and the team on their efforts on the document. She asked Chair Koplin if he wanted her to review the goals. Chair Koplin commented that he wants to be as efficient as possible. He requested a motion to adopt the strategic plan as presented, after which, the Board has the option to go into executive session to discuss specific elements of the plan.

**MOTION: A motion was made by Vice Chair Mitchell to approve the AEA Strategic Plan, as presented, for purposes of discussion. Motion seconded by Deputy Commissioner Latham.**

Mr. Siedman commented about the public comment on Susitna-Watana. He discussed his understanding that there was a FERC process suspended in 2017. He noted there have been many

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technical environmental reviews since that time. Mr. Siedman asked if the intent of the Strategic Plan's language is to dust off the studies and refresh some of the numbers.

Mr. Thayer agreed that it is the intent. He commented that the State has spent $200 million on FERC permitting. Before any decision is made to move forward on Susitna-Watana, it must be determined a viable project, including review of the current permits, the needed permits, the construction, and the financing models. Mr. Thayer noted there has been much interest in the status of the project by many individuals and elected officials. The project was taken out of abatement by Governor Mike Dunleavy, but no money has been committed for the project. AEA is not asking for money for the project. AEA is suggesting how to reevaluate the project, if requested. Mr. Thayer explained that if the project is under construction, there are investment tax credits (ITC) that would pay for up to 50% of the project cost. AEA has identified the next steps to decide if this is still a viable project.

Chair Koplin commented that in the context of the Strategic Plan, the Susitna-Watana project is just one element. In addition to the opportunity for significant contributions for the cost of the project, there has been quite a change in resource availability on the Railbelt and increasing energy costs that factor into the value proposition.

Mr. Siedman requested to comment. There was no objection. He noted that the project has environmental, cultural, fisheries, transmission, financing, and rate payer impacts that occur with practically every hydro project. Those impacts will need a public review. He expressed his understanding that the FERC integrated licensing process and the National Environmental Policy Act (NEPA) process are built for public review. He noted that from his perspective, the Strategic Plan does not subvert the FERC integrated licensing process or the NEPA review. Therefore, those processes would still be evaluated, and public concerns would be heard. He asked if his understanding was correct.

Mr. Thayer agreed with Mr. Siedman's comments.

Vice Chair Mitchell commented that Susitna has always been argued that it is too expensive. He swears that with the probability that exists for 50% federal investment tax credits dynamically changes the concerns raised by the public of whether this is viable or not. Vice Chair Mitchell noted that the environmental process goes through a FERC NEPA process that is part of the licensing. He believes the federal investment tax credits have profoundly changed the likely viability of Susitna-Watana. Vice Chair Mitchell thinks this helps in the analysis begging to the questions raised earlier in the public comments.

Mr. Thayer added that it is important to note that even though Susitna-Watana is statutorily under the jurisdiction and the authority of AEA, nobody in the room is going to greenlight a billion-dollar project without the Governor, legislative, federal, and other people involved. Mr. Thayer indicated that AEA Board and staff are not the ones who will make the final decision.

Deputy Commissioner Latham commended the Board on developing the Strategic Plan at year eight of an administration. It is very good timing. She stated that the Department of Commerce

has urged all the core divisions to create strategic plans. As the corporate agencies approve the strategic plans through their Board process, they are being incorporated. Deputy Commissioner Latham thanked the Board for the work on the Strategic Plan.

Chair Koplin extended thanks to the AEA staff who completed most of the work and led the team effort.

Vice Chair Mitchell asked if this is the appropriate time to raise comments on the Strategic Plan. He noted that he has hard copies of his suggested changes for the Board and he also has an electronic version.

Chair Koplin requested Vice Chair Mitchell to share his comments publicly and on the record to provide context and consideration. The strategic planning document is a living document, and there will be opportunities, if the Board agrees, to incorporate some of his suggestions as the plan is revisited. Chair Koplin believes this course of action is efficient and effective.

Vice Chair Mitchell discussed that he is refreshing some of the comments he made in the strategic planning session. His first comment is after the vision statement. He likes the durable low-cost wording. Rather than debate the change in the mission statement and the vision statement, he added comments that would go under the vision statement. Affordable means pursuing energy solutions that reduce long-term costs, improve price stability, and expand access to reliable service for Alaskans.

Vice Chair Mitchell noted that he put a lot of thought into his comments, and he gave background on his process. In his hometown of Juneau, there is an affordable housing issue, but nobody can define the word affordable. He noted that affordable to a Chief Executive Officer (CEO) making $350,000 a year is a lot different than affordable to a clerk bagging groceries at the local Safeway. Vice Chair Mitchell wanted to add to the vision statement where it says resilient and reliable energy future for Alaska, enabled by strong infrastructure, innovation, and collaboration. The additional comments acknowledge the former durable mission statement to lower the cost of energy for Alaskans.

Vice Chair Mitchell discussed that his next comment relates to Goal 2. Tactics. He suggested the wording should be more forward-thinking and inclusive of the future by including the wording, "support community based economic infrastructure, support the development and deployment of generation, storage, and local grid infrastructure across all Alaska regions to support long-term community and regional economic growth, improve energy cost stability, and strengthen local resilience." Vice Chair Mitchell offered a shorter version as an option; "support statewide development of new updated and modern generation, transmission, energy storage, and smart grid technologies to strengthen resilience, reliability, and redundancy across Railbelt and non-Railbelt systems." Vice Chair Mitchell indicated he likes the first option better.

Vice Chair Mitchell discussed that his final comment relates to Goal 3. Tactics. He suggested to add another line after Rural Community Support; "Leverage Public and Private Investment: Structure AEA funding, financing, and technical support to derisk projects and attract private and

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federal investment, maximizing impact while limiting direct State financial exposure." He believes AEA already conducts this practice through pursuing federal grants and seeking community support. Vice Chair Mitchell believes it is important to include this in the Strategic Plan, and to acknowledge that AEA is providing the opportunity for private capital investment into the energy infrastructure in the state. Vice Chair Mitchell indicated that his value-added comments are given to the Board to consider.

Chair Koplin commented that since the Board is in discussion of the main motion, his preference is that the Board consider the plan as presented. He believes it is a little late in the process to incorporate the comments now, but he feels they are good comments that should be captured on the public record. Chair Koplin noted that it is the Board's decision if the Board wants to contemplate amendments today.

Mr. Siedman agreed with Chair Koplin that it is a little late in the game to add the comments. He recommended adopting the Strategic Plan as it is presented today. He reiterated that the plan is a living document, and the comments can be taken into consideration and evaluated in the future in a workshop environment, rather than at today's meeting.

Chair Koplin added that as a Board member, he appreciates the good comments. He believes there is merit to the comments and wanted to reiterate the discussion by the Board and the Legislature that AEA lifts rural Alaska and energy opportunities as AEA lifts the Railbelt. There were no other comments or questions.

**A roll call was taken, and the AEA Strategic Plan was approved unanimously.**

**i. EXECUTIVE SESSION – To discuss confidential information related to AEA Strategic Plan - NONE**

**C. Project Financing Update**

Mr. Thayer invited Mark Billingsley, AEA General Counsel, to discuss his efforts in spearheading a small team focused on the Department of Energy (DOE) application. Mr. Billingsley noted that the process is ongoing to narrow down the least expensive options for financing. Additional work needs to occur with the utilities. The next meeting with the utilities is May 1st. Mr. Billingsley indicated that the presentation he is going to review contains details that would be to the determinant of AEA to have in the public session. At some point during the presentation, the meeting will need to transition into executive session. Chair Koplin requested that Mr. Billingsley indicate when it is appropriate for executive session to begin. Mr. Billingsley agreed.

Mr. Billingsley discussed the progress since the last Board meeting. There is an updated cost estimate of $400 million for the Bradley Lake Expansion Project (Bradley project). He indicated that tax credits can be a big part of financing the Bradley project. Much time has been dedicated to tax credits, including meeting with the U.S. Treasury Assistant Secretary for tax policy in Washington, D.C. Mr. Billingsley noted that Ryan McLaughlin, AEA, is part of the finance team and will provide an additional update on the Bradley project later in the meeting.

Mr. Billingsley reviewed that the financing options that have been eliminated due to ineligibility or that are not feasible are shown in the presentation. He reported that the DOE application was submitted to the Energy Dominance Financing (EDF) Office, formerly known as the Loan Programming Office. The application is being updated to include the Soldotna-Sterling-Quartz Creek (SSQ) Transmission Line project. Mr. Billingsley discussed that an eligibility determination was received from the U.S. Department of Agriculture (USDA). He noted that AEA was previously a borrower in 1983-1984, and the letter received confirms eligibility. Mr. Billingsley reported that the updated cost estimates have increased for the SSQ project. There is a shortfall in funding for the SSQ project. The funding from Bond Series 11 is $90 million and the updated project cost is $173 million. Mr. Billingsley expressed that it makes sense to seek financing for the SSQ simultaneously to the Bradley project, and it is possible to combine the financing for an economic benefit. The financing deadline is June 2027.

Mr. Billingsley noted that the updated total project cost for the Bradley project is $420 million. Approximately $20 million of capital has been raised, and approximately $20 million has been expended. Approximately $400 million still needs to be financed. The financing target deadline is December 2026. He commented that this project is easily financeable and is the least expensive financing of all the projects. Many entities are interested in lending to AEA for this solid project.

Mr. Billingsley discussed that the Cook Inlet PowerLink (CIPLink) project has a total project cost of $412 million. Half of the financing is from a DOE grant, and additional funding is from the State Bond Series 11. The shortfall is approximately $140 million. In total, 67% of the financing cost is already funded. The cash in-hand is not needed until January 2028.

Mr. Billingsley reviewed the project benefits slide for each project, including jobs created, offset of natural gas, redundant power line, and improvements to allow more transmission and reduce line loss. He showed the slide illustrating the SSQ transmission project status of the route and substations. Mr. Billingsley explained that the Soldotna Substation is crucial for the CIPLink project.

Mr. Billingsley discussed the finance options. The tax-exempt bonds are an option only for the Bradley project. The USDA System Borrower program is an option for all three projects, Bradley Lake, CIPLink, and SSQ. The DOE Energy Dominance Financing is an option for the Bradley project and the SSQ. The taxable bonds are an option for all three projects. Mr. Billingsley reviewed the expert partners who are helping with the process, including two law firms, financial advisors, and engineering design firms. Mr. Billingsley noted that at this point in the presentation, it would be appropriate to enter into executive session.

Chair Koplin opened the floor to questions or comments from the Board before entering executive session.

Vice Chair Mitchell requested to return to Slide 2. He wanted to clarify for the public that the financing options that have been narrowed down and crossed out due to ineligibility and higher expense, DOE Energy Dominance Financing (EDF) Tribal Energy Finance Program and the USDA

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Rural Utilities Service (RUS) Electric Infrastructure Loan Program, are not the only financing programs being sought from these agencies. AEA is pursuing the best options and programs from the departments and has eliminated the ones listed. Mr. Billingsley agreed and explained that AEA is still pursuing DOE's EDF Title 17 program and the RUS System Borrower program. There were no other questions or comments.

**MOTION: A motion was made by Mr. Siedman to enter into executive session under AS 44.62.310 to discuss confidential and financial matters, the immediate knowledge of which would have an adverse impact on the Authority. Motion seconded by Vice Chair Mitchell.**

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

**i. EXECUTIVE SESSION 9:51 am – To discuss confidential financial matters the immediate knowledge of which would have an adverse impact on the Authority.**

The Board reconvened its regular meeting at 11:21 am. Chair Koplin advised that the Board did not take any formal action on the matters discussed while in Executive Session.

A brief at-ease was taken.

**ii. Resolution 2026-03 – Authorizing Submission of USDA Loan and IRS Tax Credit Applications for Capital Projects**

**MOTION: A motion was made by Vice Chair Mitchell to approve Resolution 2026-03, authorizing the Executive Director to submit applications and related materials for the U.S. Department of Agricultural Rural Utility Service Electric Infrastructure Loan Program, and the Internal Revenue Service Clean Electricity Tax Credits. Motion seconded by Mr. Siedman.**

**A roll call was taken, and Resolution 2026-03 was approved unanimously.**

**D. Resolution 2026-04 – Authorizing Expenditures of Interest Earnings on Proceeds of Alaska Energy Authority Power Revenue Bonds, Eleventh Series, in Connection with the Bradley Lake Expansion**

**MOTION: A motion was made by Mr. Siedman to adopt Resolution 2026-04 authorizing expenditures of interest earnings on proceeds of Alaska Energy Authority Power Revenue Bonds, Eleventh Series, in connection with the Bradley Lake Expansion Project. Motion seconded by Vice Chair Mitchell.**

Mr. Thayer explained that the Series 11 bonds in the amount of $166 million earn interest as the funds are being spent. Last year, the Board approved $6 million, the State gave AEA $4 million to continue the work on Bradley. One of the reasons that this authorization is being sought to use up to $12 million of interest earnings is to ensure there is enough equipment preordered this

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summer because the FERC application process looks to be completed a year sooner than expected. The funding would come out of the interest earned. Additionally, concurrence would be reached with the Bradley Lake Project Management Committee (BPMC). The total amount of current interest earned is approximately $25 million. Mr. Thayer discussed that the alternative to using up to $12 million from the interest earned is to request the $12 million from the utilities. He noted that the utilities support the option of using the $12 million from the interest earned. There were no other comments or questions.

**A roll call was taken, and Resolution 2026-04 was approved unanimously.**

## 7. NEW BUSINESS

Chair Koplin welcomed the new Board members, and requested they introduce themselves.

Mr. Leonard commented that he was the CEO of AIDEA for about eight years. He noted that he has worked with Mr. Thayer years ago when he was Commissioner of the Administration and an AIDEA Board member. Mr. Leonard discussed he has worked very closely with AEA and recognizes how important AEA is to energy in the state moving forward. He noted that he is retired and is a budget and financing consultant for municipalities and nonprofits.

Mr. Williams commented that he is the designee for the Department of Revenue Commissioner Janelle Earls. Mr. Williams stated that he is the State Debt Manager, and the Executive Director of the Alaska Municipal Bond Bank. He noted that Mr. Leonard was also on the Bond Bank Board. Mr. Williams noted that he is enjoying the meeting, and that energy efficiency is the top of many people's minds. He is happy to be serving on the Board.

Chair Koplin requested that staff briefly introduce themselves and describe their position. Staff introduced themselves; Jim Mendenhall, Director of Owned Assets; Josie Hartley, Director of Federal Programs; Tim Sandstrom, Chief Operating Officer; Mr. McLaughlin, Senior Infrastructure Engineer; Brandy Dixon, Chief Communications Officer; Karen Turner-Thern, HR Director for both AEA and AIDEA; Bill Price, Senior Infrastructure Engineer; Pam Ellis, Controller; Conner Erickson, Director of Planning; Mr. Billingsley, General Counsel; Jennifer Bertolini, Executive Assistant; and Vienna Vaden, Administrative Assistant to the Executive Assistant.

### A. Revised Organizational Chart - Approval

Mr. Thayer explained that there are two organizational charts in the Board packet. The newest draft is dated 3/31/26. He noted that Mr. Mendenhall is still responsible for Owned Assets, but positions have been moved over to establish back up. No new positions have been created; they are just being rearranged. Mr. Mendenhall will remain as a direct report to Mr. Thayer. Mr. Erickson will remain as a direct report to Mr. Thayer and is taking on additional responsibility for the GIS specialist and the PCE Department. Karen Bell, RTO Program Manager, and her direct report will now report to Mr. Billingsley. Additionally, Mr. Billingsley will have a support PCN. That position is

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currently vacant. Mr. Thayer explained that Mr. Billingsley is not an employee of Department of Law, rather he is an AEA employee and general counsel.

Mr. Thayer explained the changes to Mr. Sandstrom's direct reports. His first direct report position is Director of Implementation, which is currently vacant. That title may change. Much of the rural work and the alternative energy work will be combined. The new Director's direct reports are Chris McConnel, Rural Programs Manager, Audrey Alstrom, Director of Alternative Energy, who is taking leave for the summer, and Justin Tuomi, Rural Assistance Manager. Mr. Sandstrom's second direct report is procurement, and his third direct report is finance, Ms. Ellis, Controller. Mr. Thayer discussed that the new restructuring gives him five direct reports, including Ms. Dixon, rather than the previous nine direct reports.

Mr. Thayer commented on the challenges of filling the current vacancies and completing the hiring process with OMB and the Governor's Office. That process has gotten better, but the vacancy factor is over 30%.

Mr. Siedman asked what avenues are being pursued, beyond Indeed, to reduce the 30% vacancy rate. Mr. Thayer explained that the problem is not the ability to attract candidates. The issue is getting them through the hiring process and the bureaucracy. He explained that previously, corporations had the ability to primarily hire without the oversight from OMB or the Governor's Office. Approximately two years ago, that process changed and the corporations now must go through a different process. Mr. Thayer explained that even though the position is in the Governor's budget and approved by the Legislature, if the position becomes vacant, Mr. Thayer must make a request to recruit that requires seven signatures. Once a candidate is identified, then they go through the same process of seven signatures. For one employee, it takes 14 signatures to hire that person. This hiring process affects all the agencies. Mr. Thayer noted that he has had conversations with the Governor's Office, that even though the Governor's Office has never denied any of the candidates, the candidates may no longer be interested in the position because the process takes so long. He gave the example that one employee waited four-and-a-half months for an in-house promotion. There were no other questions.

**MOTION: A motion was made by Vice Chair Mitchell to approve the revised AEA organizational chart, as presented. Motion seconded by Mr. Siedman.**

Vice Chair Mitchell expressed appreciation to the staff and to Mr. Thayer for revising the organizational chart. He believes it is necessary to recalibrate and increase efficiency based on the current resources. He thanked staff for the effort.

Chair Koplin explained to Mr. Leonard and Mr. Williams that revising the organizational chart was a priority for the Board during the strategic planning process. He is glad to see the revised chart come forward. There were no other comments or questions.

**A roll call was taken, and the revised organizational chart was approved unanimously.**

## 8. DIRECTOR COMMENTS

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### A. Annual Report

Mr. Thayer indicated that the 2025 Annual Report is also linked to the agenda electronically. It is required to be provided to the Legislature by March 1, 2026. It was submitted on time. There were no comments or questions.

### B. Power Cost Equalization (PCE) Report

Mr. Thayer discussed that there is an internal deadline of early March to provide the PCE Report by community and by utility to the Legislature. The report has been provided. There were no comments or questions.

### C. Statewide Railbelt Energy Vision

Mr. Thayer explained that the Statewide Railbelt Energy Vision paper included in the Board packet was precipitated by Board comments to discuss how the projects interface with each other. The Legislature provided funding to AEA to study and update the Railbelt assets and to review the growth projects. This document is the result of those efforts and is for the Legislature and for the public. The information also identifies low and mid-priorities on ways to improve the Railbelt.

Mr. Thayer discussed that AEA will soon embark on a public relations campaign starting in Homer and going to Fairbanks, meeting with mayors and local communities. This document will be provided to those communities and business leaders. Mr. Thayer gave a special thank you to Ms. Dixon who spearheaded both the Annual Report and the Statewide Railbelt Energy Vision paper. There were no comments or questions.

### D. FY2026 Budget to Actual

Mr. Thayer noted that the Budget to Actuals is a one-page document shown under Tab 8D. The four components consist of Owned Facilities, Rural Energy Assistance, Power Cost Equalization, and Statewide Projects with the Infrastructure Investment and Jobs Act (IIJA) federal dollars. The budget is separated within those components. Currently, the Owned Facilities is about 40% of budget. The Rural Energy Assistance is about 51% of budget. The Power Cost Equalization is about 58% of budget. However, as the price of fuel increases, it is expected that this budget will reach 100%. The Statewide Projects is about 12% of budget. Mr. Thayer explained that the reason it is at 12% is that at the beginning of the year, staff were still in the Department of Government Efficiency (DOGE) process of reviewing the Cook Inlet Power Link, and no federal funds were spent during that time. Mr. Thayer reviewed that overall, the budget is below budget, but once the Statewide Projects move forward, the budget will better reflect the budgeted payroll.

Mr. Thayer commented on another issue that is not included in the Board packets, but that is important to note. The Legislature recently passed the supplemental budget that includes $250,000 for rural energy assistance related to the Railbelt Transmission Organization (RTO). Additionally, the bulk fuel upgrades statutory program receipt authority was requested and

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granted by the Legislature. Mr. Thayer discussed that while in Washington, D.C., AEA completed a high cost of energy grant. The initial amount was granted and the contact informed AEA there was discretionary funding available for an additional $5 million to which AEA accepted and received receipt authority.

Mr. Thayer noted that AEA spent $150,000 of electrical emergency budget before wintertime and asked for the budgeted amount to be replenished through the supplemental budget. There were no comments or questions.

**E. Owned Assets Update**

Mr. Mendenhall noted that he will provide the CIPLink update and Mr. McLaughlin will provide the Bradley Lake Expansion project update. The CIPLink project continues its environmental review process for the summer work in Cook Inlet. Work has been coordinated with HDR to conduct geophysical and floor mapping to determine the subsurface consistency. Stantec is acting as the owner's engineer and procuring additional services for the marine survey contractor. This work is conducted under the Corps of Engineer's nationwide permit with a NEPA approval. Marine mammal observers and other specifics still need to be scheduled over the course of the summer. Mr. Mendenhall commented that there might be a few seafloor samples, but no geotechnical boring is necessary.

Mr. Mendenhall discussed that Stantec continues to work on the development of the procurement for major items. They are working with AEA on strategies for procurement for cable and for HVDC. He noted that Mr. Thayer has a sample of the HVDC seafloor cable, which is about 30 pounds per foot. Stantec is preparing requests for information (RFI) and obtaining preliminary technical data, budget pricing, and delivery schedules. A staged procurement basis will be entered into for the entity who provides the best value.

Mr. Mendenhall explained that the negotiations are continuing with DOE for Budget Period 2, which started in January 2025. The revised budget was submitted in May 2025, then the DOGE process hit, and everything was up in the air. In September, AEA received clearance to move ahead. Then the government went into the shutdown period. In November, the project was back in operation. Mr. Mendenhall discussed that the Trump Administration eliminated a lot of the community benefits plans. AEA negotiated an agreement to retain some of those monies to go out and meet with all the communities to inform them of the projects. Approximately $400,000 of those funds had to be returned. Mr. Mendenhall is happy to report that the draft assistance agreement was received today for final review for Budget Period 2. The hope is it will be released next week.

Mr. Mendenhall discussed that the Owned Assets team continues to work on the project funding capital stack. For the CIPLink project, there is $64.2 million in State appropriation and the Bradley bonds. He noted that Mr. Billingsley's presentation provided a good update on the status of financing options. Mr. Mendenhall gave a staffing update, and introduced Casey Reeves, who will be working on the environmental reviews and agency consultations. Mr. Reeves previously

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installed subsea cable on the eastern seaboard. Mr. Mendenhall welcomed Mr. Reeves.

Mr. Mendenhall noted that Mr. Price and Owned Assets has spent much time supporting the Railbelt Transmission Plan, RTO, Railbelt Reliability Council, and the Integrated Resource Plan.

Vice Chair Mitchell asked Mr. Mendenhall and Mr. Reeves if it is accurate that the roughest spots for any cable are the shore landings, chaffing and tidal impacts. Vice Chair Mitchell noted that when he was working with J-Power, who laid submarine cable for the islands of Japan, they said 8% of all cables fail. The engineering for the shore landings is a big component of that failure. Vice Chair Mitchell commented that if he were a lender, he would request the data on this component. He stated that Cook Inlet is remarkably silty, which is a benefit.

Mr. Mendenhall explained that the preliminary alignment parallels the gas line placement. It comes down from Beluga. The plan is to conduct horizontal directional drilling (HDD) from the shore to get out from the shore and then get subsurface. The project will determine the best place to land and then will resolve the transition from subsea to land. He believes it will be obvious where to come up at Beluga, right next to the power station. Down south, a few sites have been reviewed next to the Bernice Lake Power Plant, further north of Nikiski at a dock facility, or another location to reduce the opportunity for mishaps and cable drags. Mr. Mendenhall noted the plan is to HDD offshore down underwater and then interconnect. Once the subsurface research is completed, there will be a better understanding of next steps. He explained that the cable manufacturers will review the alignment and will offer suggestions. Mr. Mendenhall expects that the following year there will be additional geotechnical research and sampling to determine the burial depth and other information. There were no other comments or questions.

Mr. McLaughlin gave a brief update on the Bradley Lake Expansion Project (Bradley Project). The big milestone for the project since the last meeting was the submittal of the draft amendment application to FERC, which occurred on February 13, 2026. Comments have been received from agencies, utilities, and the public. The comments are being reviewed, and discussions continue with the resource agencies, specifically Alaska Department of Fish and Game, and Fish and Wildlife Service. The hope is for a 120-day turnaround to the final amendment application to be submitted in mid-June. Mr. McLaughlin noted that Fish and Game requested an extension to the end of the month on the submittal of their comments.

Mr. McLaughlin reported that two large agency meetings were hosted in early March. The first day covered terrestrial resources and the second day covered aquatic resources. The meetings were well-attended, and much information was reviewed, including the results and conclusions from three years of environmental studies in the project area. Early next week, there is a follow-up meeting with the agencies to discuss further modeling of fish passage in the Martin River, and to get alignment on the minimum instream flow (MIF) requirements for the project.

Mr. McLaughlin discussed that the new cost estimate for the project totals $400 million. The increases are attributable to market concerns and to the full concrete lining of the Dixon-Bradley Tunnel. Staff are in the process of updating the probable maximum precipitation (PMP) studies,

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probable maximum flood (PMF) studies, and seismic studies, which were completed in the 1980's. New information has been revealed since then. The studies are not yet finalized, but the initial modeling suggests that the PMF is much larger than the 1982 study indicated. Initial results show that the current spillway does not have the capacity to pass what is expected to be the new PMF. Because of this, there may be FERC required modifications to the dam and spillway to pass the updated PMF.

Mr. McLaughlin outlined the major activities for this summer. It will be very busy for geotech activities. Mobilization will occur during May high tide window to move a barge with drilling equipment. The holes in front of the spillway will be drilled first while the lake level is low. Additional holes will be drilled at the toe of the dam, and logging will be completed for some of the holes that were drilled last year. The biggest effort will be the two large 1,000-foot bore holes midway along the tunnel alignment, which are expected to take about a month each to drill. Staff continue the logistical planning process to schedule barges, crews, helicopters, and everything lined up to make sure the summer work effort runs smoothly. Mr. McLaughlin indicated that a third Board of Consultants meeting is scheduled onsite in June and will overlap with the drilling activities.

Chair Koplin commented that it is fortunate that the FERC required modifications to the dam and spillway that would have needed to occur separate from this project are able to be included in this project. He noted that sometimes combining efficiencies and repair work is not always recognized by the Legislature and the rate payers as an added benefit of the project.

Vice Chair Mitchell indicated that he is not a big proponent of drilling bore holes in the tunnels because he is from southeast Alaska and his customer Kensington has more tunnel than twice the distance of the road to Skagway. They do not bore tunnels because they are trying to be cost effective. He noted that this is a different circumstance with the water project in trying to make sure there is reliable power. Vice Chair Mitchell stated that now that concrete will be placed throughout the tunnel, he wants to ensure that value is added with the 1,000-foot bore holes. Mr. McLaughlin explained that the bore holes are for logging and coring to establish the components of the underground.

Vice Chair Mitchell commented that when a FERC license is obtained, it is required to have a Board of Consultants. He asked Mr. McLaughlin who he is using for his project sounding board, and if AEA needs to provide resources for this area. Mr. McLaughlin noted that a five-member Board of Consultants has been contracted. They are hydro experts in their specific disciplines. Two Board of Consultants meetings have occurred, and the meeting in June will be the third meeting with the Board of Consultants. Mr. McLaughlin explained that FERC is involved with those meetings and participates. Vice Chair Mitchell asked if Mr. McLaughlin feels the Board of Consultants is doing a good job and adding value. Mr. McLaughlin agreed.

Mr. Thayer asked if Bryan Carey is a consultant. Mr. McLaughlin agreed that Mr. Carey has been consulted and is providing input and feedback. There were no other comments or questions.

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### F. PCE Endowment Fund

Mr. Thayer reviewed the PCE Endowment Fund that is managed by the Permanent Fund Corporation and has earnings of 8.6%. Mr. Thayer explained that the Governor originally included about $46 million for the PCE program. Since the spike in prices, staff have been working with the Governor's Office and the Legislature to successfully advocate for another $11.2 million using general funds. This would put the program at about $56 million and is the most amount of money ever put toward PCE in its history.

Mr. Thayer commented that normally, the communities in rural Alaska will place their orders in the spring and get a price for fall delivery. However, with the current high prices and price instability, none of the suppliers are willing to commit to fall prices. The longer this goes on, the more expensive it could become. There is an additional concern of a possible shortfall of fuel available to rural Alaska, especially since they need barges. This topic is top of mind for the Governor, the Legislature, and staff. Discussions are ongoing regarding the situation to ensure there is adequate funding and fuel availability. Mr. Thayer reiterated that AEA is not in the fuel supply business. However, AEA is putting forth efforts to help identify choke points for the situation.

Mr. Mathiasson noted that he attended an Energy Steering Committee in Kotzebue recently where Crowley Fuels expressed concern about not being able to supply enough fuel in the fall. He reported that pricing came in for Deering supply at about $7 versus $4 delivered. This was the lowest bid and significantly increased. The rates must be raised quickly to make up the difference in price of approximately $93,000 per month to even function.

Mr. Mathiasson reviewed that Ambler, Kobuk, Shungnak, and Noatak are fly-in communities. The price as of yesterday is between $13.50 and $14.00 per gallon. Those rates are $3 to $4 higher than normal. The concern is if the natural gas prices increase on the Railbelt, the rural communities will receive less PCE to balance out the equation. There are multiple considerations occurring simultaneously. The worry is that the expensive communities will go beyond a dollar per kWh, and at that point, they will start losing the PCE also. Mr. Mathiasson is glad the issue is being discussed at the Governor's Office. He commented there are no good solutions, except adjustments if the fuel prices continue to rise for the foreseeable future.

Mr. Thayer reiterated that the Governor is personally engaged in trying to figure out next steps, as well as the Speaker of the House, and the Legislature. They are all trying to work together to figure out what needs to be done. Mr. Thayer commented that not only is heating fuel needed, but also airplane fuel. He stated that Alaska has the second largest cargo haul in the country.

Vice Chair Mitchell commented that at the end of the day, it is some of the smallest communities with some of the highest cost that get the largest impact from policies. He understands that Governor Dunleavy is focusing acutely on this issue. Vice Chair Mitchell asked what, if anything, the AEA Board can do, given that AEA is not in fuel procurement and does not facilitate fuel procurement. He discussed that when a disaster or issue occurs, AEA is called to be part of finding

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a solution. Vice Chair Mitchell asked if there was anything that the Board can do proactively that is more than just monitoring the situation.

Mr. Thayer expressed his opinion that AEA is to monitor the situation because the Governor and the legislative leadership are in the process of determining what AEA needs to do and how to do it. There is no disagreement that there is a problem. The Governor will set the tone and set the direction, and AEA will follow that momentum.

Vice Chair Mitchell wants the public to know that we all share in this together on how to get resolution on the cost of energy in the outlying communities.

Mr. Mathiasson commented that there is money coming into the State from the high cost of oil. He suggested using some of that windfall to get to everyone that needs it. Mr. Mathiasson believes it is going to be a very hard winter if the communities cannot get enough fuel at those prices. Last winter was very cold, and almost everybody's supplies were lower than normal, which worsens the situation. He believes the Legislature should consider using the oil funding windfall as a one-time shot to allow time to settle to more normal positions on the cost of fuel. Mr. Mathiasson expressed that at this point, this is an emergency situation.

Chair Koplin noted that the high cost is inconvenient and has negative impacts, but if there is no fuel at all, that is an emergency. These are two separate issues. He commented that there is a National Petroleum Reserve. Chair Koplin reiterated the plan to monitor the situation and to provide any suggestions to Mr. Thayer so that he can pass the suggestions to the Governor and the Legislature. Chair Koplin indicated that a special meeting may occur prior to the next regular meeting to keep updated on the external fuel price and availability. There were no other comments or questions.

### G. Planning Update / PPF Loan Dashboard

Mr. Thayer invited Mr. Erickson to give the Planning Update. Mr. Erickson began with the review of Round 18 of the Renewable Energy Fund (REF) for FY 2027 funding. He noted that HB 263 that was passed out the House last week included funding for the top three projects, with an appropriation of $5.3 million from the unrestricted general funds (UGF) to the REF program. Mr. Erickson discussed that monitoring of existing pieces of legislation continues. HB 196 has not had additional movement.

Mr. Erickson discussed the Power Project Fund (PPF) update and noted that the loans remain steady. There have been no additions or any loans paid off since the previous meeting.
There are 15 outstanding loans, totaling approximately $28.9 million. Mr. Erickson informed that AEA has engaged in conversation with many prospective borrowers including projects of rural hydro, battery storage, rural solar, diesel upgrades, and a combined heat and power project. No formal applications have been received. Increasing amounts of interest have been expressed. The timing of the applications is unknown. The PPF tends to be utilized as part of a greater capital stack, and the timing of the application depends on those factors and interest rate factors.

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Mr. Erickson acknowledged the great news regarding the 40101(d) Grid Resilience Formula Grant Program and the DOE approval for all three projects selected under the Round 2 solicitation, totaling $17.7 million. The projects are across Southcentral Alaska and Southeast Alaska for grid resilience efforts. The funding was secured through past appropriations from the Legislature and the Governor of $2.6 million that made those federal funds eligible for distribution under AEA's program. Staff anticipates a third solicitation to be issued for approximately $20 million, which may require an additional State match. The DOE timing has not yet been made available. Mr. Erickson noted that the DOE was somewhat slow in the processing of the applications for the prior solicitation that was issued. He expects there will be time remaining before DOE issues information related to a new solicitation and allocation.

Mr. Erickson informed that the DOE issued a Notice of Funding Opportunity (NOFO) regarding another transmission resilience program entitled Speed to Power through Accelerated Reconductoring and Other Key Advanced Transmission Technology Upgrades (SPARK). In reviewing the opportunity, staff found that the work that is occurring on the Sterling to Quartz Creek (SQ) is within the programmatic intent of the SPARK program. AEA offered the opportunity to Chugach Electric to be a partner applicant in this effort to upgrade the southern Kenai tie and to deconstrain energy available from Bradley Lake. The concept paper was submitted on April 2, 2026. No feedback has been received. The final application deadline is May 20, 2026, and is dependent upon receipt of a letter of encouragement or discouragement from DOE.

Chair Koplin thanked Mr. Erickson for his report. He likes the graphics and the summaries that are shown by community and region. Chair Koplin noted for transparency that he serves on the Renewable Energy Fund Advisory Committee (REFAC). He understands there are frustrations for communities that did not make the list or did not get as much funding as they would have liked. It is a win that any REF funding was available. Chair Koplin commented that there may be a third tranche of the 40101(d) Grid Resilience Formula Grant Program funding. He asked if that will be accessible to communities across the state or if that is a state pass-through.

Mr. Erickson agreed. He noted that it is not designated, and projects will be selected and awarded funding on a competitive basis. A solicitation would be issued, and all program eligible projects can apply.

Chair Koplin asked if the SPARK program was allocated directly from the federal government. Mr. Erickson agreed. He noted the program is competitive, and AEA is competing against other applicants.

Vice Chair Mitchell commented on the continued great efforts on the Renewable Energy Program. He realizes the constraints of money with more demand than supply. He expressed appreciation to Mr. Erickson for his efforts in working with boards and others to try to advance the program. Vice Chair Mitchell reiterated the request to please let the Board know if there is anything they can do to help communities obtain lower fuel costs and alternatives. He asked what topic area did

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AEA and Chugach apply for within the SPARK program. Mr. Erickson indicated the application was under Topic Area 1.

Vice Chair Mitchell asked Mr. Erickson if there was anything the AEA Board needs to do for these efforts. Mr. Erickson noted that there is nothing formally needed from the Board currently. He will continue to review the progress and inform the Board of any developments. There were no other comments or questions.

### H. Rural and Alternative Energy Update

Mr. Thayer noted that Ms. Alstrom is on leave, and he will provide an overview of the Rural and Alternative Energy Update that is included in the packet. A new Circuit Rider was hired, which makes those positions fully hired. The specific updates on the Rural Energy Group, Bulk Fuel Infrastructure Partnerships, and Rural Powerhouses are included in the document. He reported that in early February, Alaska received formal notice that the original allocation of $52.4 million for the National Electric Vehicle Infrastructure (NEVI) Program was reduced and clawed back to $37.5 million. This is a nationwide percentage reduction to unobligated NEVI formula funding. Negotiations with Federal Highway Administration (FHWA) are ongoing regarding host agreements. The NEVI Program is in partnership with Department of Transportation (DOT).

Mr. Thayer discussed the hydroelectric update. AEA completed the statewide survey of utilities and their current use of renewable energy credits (RECs) that was requested by the Board. That information was provided prior to the last Board meeting. Out of all the utilities that were contacted regarding selling REC credits, only three responded, and were less than $50,000. The REC market under the Trump Administration is soft.

Mr. Thayer noted that the Fivemile Creek update is included in the report. He discussed that the Energy Efficiency Program had $37 million in a Home Efficiency Rebate Program and $37 million in the Home Electrification and Appliances Rebates Program that were awarded at the end of the Biden Administration, but the funds were not released to the states yet. Mr. Thayer reported that he was apprised this morning that the Home Efficiency Rebate Program will be releasing its $37 million funding. AEA has been working with Alaska Housing Finance Corporation (AHFC) and has an MOU with AHFC. Mr. Thayer explained that AHFC has a Home Energy Plan that was easier to modify rather than for AEA to create a standalone program. More information is forthcoming.

Mr. Thayer reviewed that the Biomass information is included in the report and reiterated that the Legislature funded the first three REF projects. The Legislature is having ongoing conversations about funding additional projects. There were no questions.

### I. Railbelt Transmission Organization (RTO) Update

Mr. Thayer noted that Karen Bell, RTO Program Manager, spent four weeks in a Regulatory Commission of Alaska (RCA) hearing and is now taking some time off. There are 14 intervenors. The RCA is expected to make a ruling by June 4, 2026. Mr. Izzo does not believe that everybody

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will be happy with their order. AEA is involved in many different ways, including the BPMC, the Intertie Management Committee (IMC), the RTO, and with Mr. Billingsley representing AEA. All these groups have different attorneys and different priorities. Mr. Thayer discussed that the RTO Governance Committee has been meeting twice a month to ensure that it is apprised of any developments. There were no comments or questions.

**J. IT Update**

Mr. Thayer noted that the IT Update memorandum from the Chief Information Officer is included in the packet. It reviews focus areas such as security and risk management and system modernization. The phone system is being updated to Zoom Phones. This provides cost savings. The main number will be changed and will no longer be shared with AIDEA. There were no comments or questions.

**K. IIJA Update – Federal Spending Tracker**

Mr. Thayer reported that the Federal Awards Tracker is included in the Board packet. It tracks all AEA's active federal grants, and includes information such as status, source, program name, award amount, required match percentage, requirement match amount, remaining match amount needed, conditional awards, pending review, application progress, paused programs, and non-selected programs. There were no comments or questions.

**L. Legislative**

**i. Legislative Submittals (Statutorily Required Reports)**

**1. Estimate of Withdraw from Capital Reserve**

**2. Project Status Report**

**ii. Legislative Presentations**

Mr. Thayer discussed that all the statutorily required reports are included in the Board packet. He noted that AEA has been asked to carry the Governor's Net Metering Bill. Another hearing is forthcoming. Mr. Thayer noted that staff met with 10 legislators last week, and a total of approximately 45 legislators throughout the process. The legislative presentations are also included in the Board packet. There were no comments or questions.

**M. Community Outreach**

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

**N. Articles of Interest**

The articles of interest are included in the Board packet.

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Mr. Thayer commented that AEA has a great team and deserves recognition. He reiterated that Mr. McLaughlin filed the draft amendment on time, and Mr. Price spent two-and-a-half years working on and creating the transmission report. Mr. Thayer noted that staff are working very hard and the employee vacancies need to be filled to help with the workload. Mr. Thayer advised that a new bill was introduced yesterday, SB 285. It gives AEA additional responsibilities regarding transmission and powerhouse needs, and it gives AEA an additional Board member. The bill is being sponsored by Senate Finance. Mr. Thayer stated that staff reviewed an early version of the bill, and Senate Finance worked closely with staff to shape the bill into its final product. Staff will share the bill analysis with the Board when that is completed. It will also focus on identifying funding sources that are already in legislation to fund through the natural gas line or through carbon credits.

Chair Koplin thanked Mr. Thayer and staff for the reports. There were no other comments or questions.

**O. Next Regularly Scheduled AEA Board Meeting – Annual Meeting and Election of Officers, Thursday, July 30, 2026, 9:00 am.**

Chair Koplin noted that a special meeting to review the financing is expected to be scheduled before the next regularly scheduled meeting. Mr. Thayer commented that he will keep the members apprised of potential dates in July for the special meeting.

**MOTION: A motion was made by Vice Chair Mitchell to enter into executive session to discuss confidential personnel matters that are supported by the Open Meetings Act, which allows a Board to consider confidential matters in executive session. In this case, the Board believes that there are subjects which would have an adverse effect upon the finances of AEA or are protected by law to rules protecting personal privacy, certain business information, and deliberative process. Motion seconded by Mr. Siedman.**

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

## 9. EXECUTIVE SESSION – 12:47 pm. Discuss confidential personnel matters.

The Board reconvened its regular meeting at 1:28 pm. Chair Koplin advised that the Board did not take any formal action on the matters discussed while in Executive Session.

## 10. BOARD COMMENTS

Vice Chair Mitchell welcomed Mr. Williams and Mr. Leonard to the AEA Board. He appreciated their comments, experience, and willingness to serve. He also thanked Deputy Commissioner Latham for her attendance and contributions to the meeting today. He wondered if she was permanently assigned to the AEA Board.

Deputy Commissioner Latham stated that Commissioner Sande is in Washington D.C. this week,

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and that she is covering for Commissioner Sande, as necessary.

Mr. Mathiasson welcomed the new Board members. He commented on the good meeting, and on Mr. Thayer's good work.

Mr. Siedman questioned whether the Board would need to have a motion after executive session for potential compensation. He stated that Mr. Thayer has done a great job. His performance review reflects that. AEA is doing a great job. He appreciates being on the Board. He welcomed the new Board members.

Chair Koplin asked Ms. Turner-Thern whether a motion would be required.

Ms. Turner-Thern agreed a motion would be appropriate to move forward on the agreement without including specific details.

Mr. Williams expressed appreciation for the warm welcome. He looks forward to working with everybody.

Mr. Leonard echoed Mr. Williams' comments of appreciation for the warm welcome and looks forward to working with this Board and with the Executive Director.

Chair Koplin noted that he will entertain a motion to have Human Resources submit a compensation increase for the Executive Director as agreed by the Board in Executive Session.

**MOTION: A motion was made by Vice Chair Mitchell to have Human Resources submit a compensation increase for the Executive Director as agreed by the Board in Executive Session. Motion seconded by Mr. Siedman.**

**A roll call vote was taken, and the motion passed unanimously.**

Chair Koplin commented that he hopes Mr. Izzo is feeling better, as he was missed today, especially during the Railbelt discussions.

## 11. ADJOURNMENT

There being no further business of the Board, the AEA meeting adjourned at 1:38 pm.

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Clay R. Koplin, Chair

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Curtis W. Thayer, Secretary

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ALASKA ENERGY AUTHORITY

# BADLEY LAKE EXPANSION PROJECT

# INTERIM FINANCE PACKAGE

Mark Billingsley
General Counsel

AEA Board Meeting
July 21, 2026

ALASKA ENERGY AUTHORITY

# Presentation Roadmap

- Project Costs
- Proposed financing mechanism
- Interim financing terms
- Financial analysis
- BPMC resolution

# PROJECT COSTS

# Project Costs by Category and Fiscal Year

| Category | FY25 | FY26 | FY27 | FY28 | FY29 | FY30 | FY31 | FY32 | Total |
|---|---|---|---|---|---|---|---|---|---|
| **Project Development Costs Through FY26** | $6.30M | $13.78M | | - | - | - | - | - | **$20.08M** |
| **Owner's Costs** | | | $4.52M | $2.25M | $1.95M | $3.80M | $1.40M | $0.35M | **$14.27M** |
| AEA Administration & Legal | | | $0.26M | $0.28M | $0.28M | $0.28M | $0.28M | $0.07M | $1.45M |
| Final Design / CA / BOC | | | $4.00M | $1.75M | $1.00M | $1.00M | $1.00M | $0.25M | $9.00M |
| Environmental & Licensing Support | | | $0.26M | $0.22M | $0.17M | $0.12M | $0.12M | $0.03M | $0.92M |
| TBM Power | | - | - | - | $0.50M | $2.40M | - | - | $2.90M |
| **Construction Estimate*** | | $0.60M | $14.00M | $75.00M | $118.00M | $141.90M | $52.11M | - | **$401.60M** |
| Three-Phase Power Upgrades | | $0.60M | $14.00M | $8.00M | - | - | - | - | $22.60M |
| Bradley Dam Crest Raise | | - | - | $14.00M | $38.00M | $21.90M | - | - | $73.90M |
| Tunnel & Diversion | | - | - | $53.00M | $80.00M | $120.00M | $52.11M | - | $305.11M |
| **Total** | **$6.30M** | **$14.38M** | **$18.52M** | **$77.25M** | **$119.95M** | **$145.70M** | **$53.51M** | **$0.35M** | **$435.95M** |

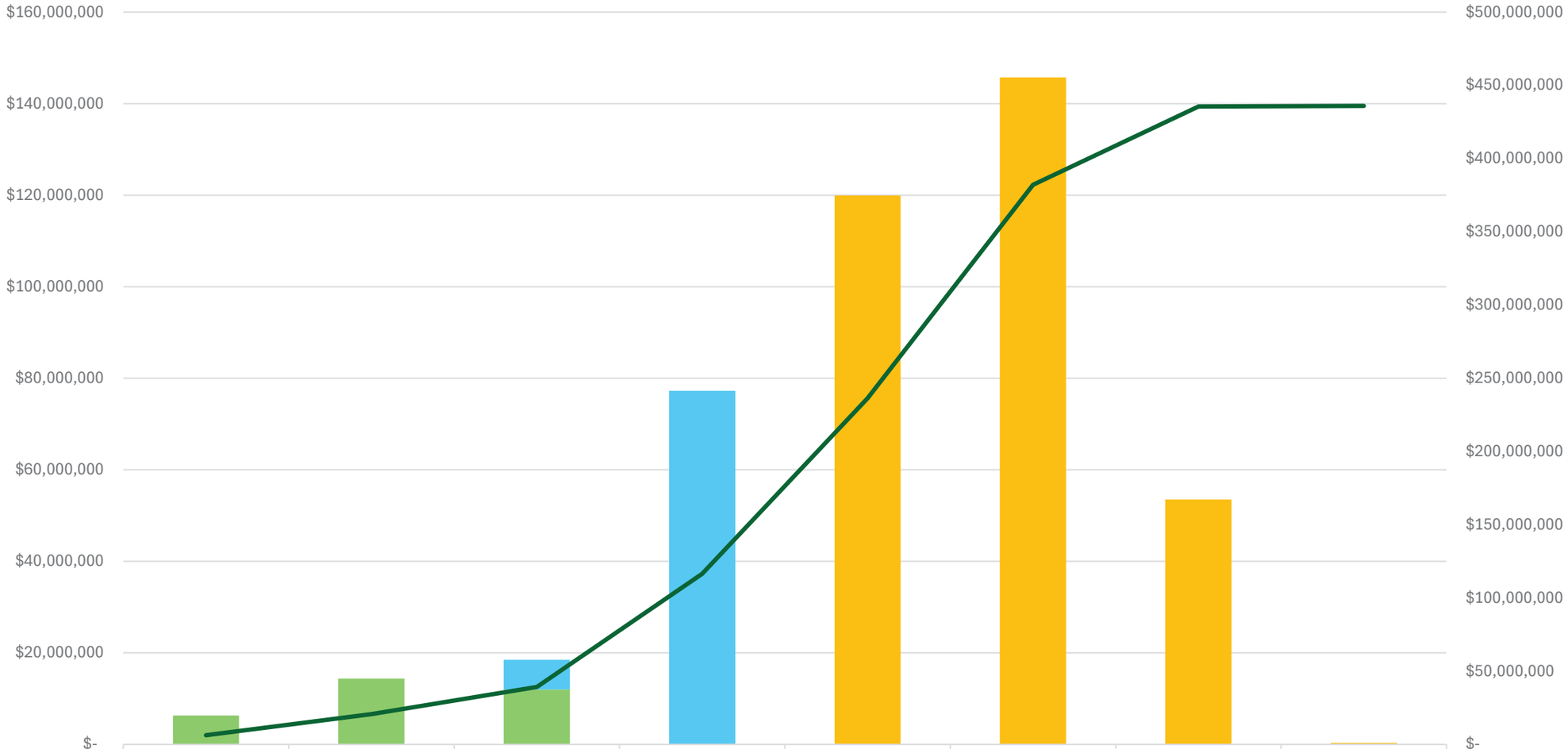
**Estimate as of February 2026*

# Sources of Secured Funding

| Funding Source | Budget | Remaining | Use of Funds |
|---|---|---|---|
| Bradley Renewal & Contingency Fund | $2.30M | - | Engineering, Permitting, Licensing, Geotechnical, Legal, AEA Admin |
| Bond Series 11 | $6.00M | - | |
| REF Grant: Dixon Diversion Feasibility | $2.00M | - | |
| FY24 State of Alaska Appropriation | $5.00M | - | |
| FY25 State of Alaska Reappropriation | $1.38M | - | |
| FY25 State of Alaska Appropriation | $4.00M | - | |
| 2026 AEA Bond Series 11 Interest | $12.00M | $12.00M | FY27 Engineering: $6.00M<br>3-Phase Power Materials: $5.00M<br>Admin/Environmental/Legal: $1.00M |
| **Total** | **$32.68M** | **$12.00M** | |

# Bradley Lake Expansion Project

## Spend by State Fiscal Year




| | FY 2025 | FY 2026 | FY 2027 | FY 2028 | FY 2029 | FY 2030 | FY 2031 | FY 2032 |
|---|---|---|---|---|---|---|---|---|
| Round 1 Financing | $- | $- | $6,520,000 | $77,250,000 | $- | $- | $- | $- |
| Round 2 Financing | $- | $- | $- | $- | $119,950,000 | $145,695,000 | $53,507,000 | $350,000 |
| Funding Secured | $6,300,000 | $14,379,700 | $12,000,000 | $- | $- | $- | $- | $- |
| Cumulative Spend | $6,300,000 | $20,679,700 | $39,199,700 | $116,449,700 | $236,399,700 | $382,094,700 | $435,601,700 | $435,951,700 |

# PROPOSED FINANCE MECHANISM

# Interim financing

- While long term financing is pursued, interim financing is appropriate due to
  - Cost uncertainty
  - Tax credit eligibility uncertainty
  - Interest rates and negative carry

- Additional benefits
  - Allows time for USDA to process AEA's loan application
  - If BLXP is eligible for tax credits, interim financing may be needed to bridge time until tax credits are received

# Interim Financing

- Type of interim financing: Commercial paper program, line of credit, or similar

- June 30, 2028
  - Maturity date of the interim debt
  - Deadline by which the interim debt must be refinanced
    - Will require approval by BPMC
  - Deadline to secure second round of financing in order to continue construction
    - Will require approval by BPMC

*Long term solutions being pursued: tax exempt bonds, USDA RUS, DOE EDF*

# INTERIM FINANCING TERMS

# Interim Finance Terms

- Amount: $100,000,000
  - $100,000,000 = FY27 + FY28 – funds already secured + buffer
- Term: June 30, 2028
  - June 30, 2028 = end of FY28
  - Before then: Refined cost estimates
  - Before then: Additional information regarding availability of tax credits

# Interim Finance Terms

- Commercial paper program, line of credit, or similar
- Taxable or tax exempt – select at time of draw based on development of tax credit eligibility
- Close date: December 31, 2026
- Interest rate: market
- Capitalize interest ???

# Interim Finance Terms

- Stage gates – multiple BPMC decision points
  1. 60% design and Class 3 cost estimate - anticipated in November 2026
  2. 95% design and Class 2 cost estimate - anticipated in March 2027
  3. Results of the License Amendment Application currently under review by FERC - anticipated in Summer 2027
  4. Summary of the financial structure and total costs of the final proposals received in response to the RFP for construction of the BLXP - anticipated in Fall 2027
  5. Updates regarding eligibility for IRC § 48E tax credits

# FINANCIAL ANALYSIS

# Financial Modeling of Bradley Expansion

Public Finance Advisory
& Capital Planning

# BPMC RESOLUTION

**BRADLEY LAKE PROJECT MANAGEMENT COMMITTEE**
**RESOLUTION NO. 26-XX**

**APPROVAL OF INITIAL ROUND OF FINANCING FOR THE BRADLEY LAKE EXPANSION PROJECT**

## PURPOSE OF RESOLUTION

This Resolution provides the formal support of the Bradley Lake Project Management Committee ("BPMC") for a finance package, described in the attached term sheet, to advance the Bradley Lake Expansion Project ("BLXP").

The BPMC is responsible for the management, operation, maintenance, and improvement of the Bradley Lake Hydroelectric Project ("Project"), subject to the non-delegable duties of the Alaska Energy Authority (the "Authority"). The BPMC receives its authority under the Bradley Lake Hydroelectric Project Agreement for the Sale and Purchase of Electric Power ("Power Sales Agreement"). Capitalized terms used but not defined herein shall have the meanings assigned to such terms in the Power Sales Agreement.

## BACKGROUND

The BLXP consists of two integrated improvements to the existing Project: (1) construction of the new Dixon Diversion dam, headworks, and conveyance system to capture flow from the Dixon Glacier area and divert that water into Bradley Lake; and (2) raising Bradley Lake's normal maximum operating elevation by 16 feet through modifications to the existing spillway and dam embankment. Together, these improvements are intended to increase the amount of renewable, dispatchable energy produced by the Project by approximately 38 percent, from about 436,000 megawatt-hours to about 601,000 megawatt-hours annually, while making use of the existing Project's infrastructure and continuing to serve the Railbelt electric system.

The BLXP is currently advancing through licensing, engineering, procurement planning, and financing development. The Authority submitted its Final Amendment Application to FERC in June 2026 and anticipates a FERC license amendment approximately 12 months after filing. The current Class 4 estimate includes approximately $401.6 million in direct construction costs. Including development and owner costs, the current total project budget is approximately $435.9 million. The Authority has secured approximately $32.7 million for development and early construction activities, including $12 million in Bond Series 11 interest earnings allocated to FY27 engineering, three-phase power upgrades, and related owner costs. Based on the current budget, approximately $403.2 million in additional financing will be required to complete the BLXP. Projected expenditures for FY27 and FY28 total approximately $95.8 million. After applying

currently secured funding, approximately $83.8 million in additional financing would be required, not including inflation as well as legal and finance costs, to support work through FY28. The Authority expects to complete 60 percent design and obtain an updated Class 3 estimate in fall 2026, followed by 95 percent design and a Class 2 estimate in spring 2027. Construction procurement may begin as early as summer 2027, with first water currently targeted for 2031. Because financing will be required before the BLXP proceeds beyond the currently funded work, the Authority anticipates issuing debt under the Master Resolution, for which BPMC concurrence is required.

The BPMC has previously taken several actions supporting advancement of the BLXP, including: In May 2022, the BPMC adopted Resolution No. 22-04, which included Dixon Diversion on its list of required projects. In March 2023, with BPMC support, Chugach Electric Association accepted a Renewable Energy Fund grant for the BLXP from the State of Alaska. In February 2025, the BPMC adopted Resolution No. 25-01, acknowledging the use of interest earnings on the proceeds of the Authority's Series 11 Bonds to support the BLXP. In September 2025, BPMC adopted Resolution No. 25-03, under which the Purchaser's agreed to share costs and output of the BLXP in accordance with their existing Percentage Shares.

In May 2026, the Authority's internal finance working group and the BPMC Finance Subcommittee began working together to identify the best finance option for BLXP. They were assisted by PFM Financial Advisors, LLC, the Authority's municipal advisor, and the Authority's bond counsel, Orrick, Herrington & Sutcliffe LLP. The Authority and the BPMC Finance Subcommittee now recommend the finance package described in Exhibit 1 of this Resolution.

Given uncertainty regarding tax credits and total construction cost, and based on current interest rates, the selected finance mechanism consists of an interim financing in the form of a commercial paper program that would provide access to enough funds to advance the BLXP through FY27 and FY28. The Authority expects to begin working in the summer of 2027 to secure additional funding for expenses in FY29 and beyond.

In October 2025, the State of Alaska Department of Law (the "Department of Law") issued its opinion that the BLXP meets the definition of Required Project Work under the Power Sales Agreement. To qualify as Required Project Work under the Project's Power Sales Agreement, an independent economic and engineering analysis must be conducted showing that a project is consistent with national standards and sound economics. The Authority hired an independent consultant to perform the economic and engineering analysis. In March 2026, GDS Associates, Inc. found BLXP to be consistent with national standards and sound economics.

In Resolution No. 25-03, the BPMC stated that the Purchasers would accept and pay for the increased energy output from the BLXP in accordance with their respective Percentage Shares under the Power Sales Agreement, subject to three conditions: (1) the Dixon Diversion being

determined to constitute Required Project Work under the Power Sales Agreement; (2) that determination being supported by any necessary engineering and economic opinions; and (3) each Purchaser's governing board authorizing the financing. All three conditions have been satisfied.

## RESOLUTION NO. 26-XX

**WHEREAS**, the BLXP has been reviewed by the Department of Law at the request of the Authority, and the Department of Law has determined that BLXP constitutes Required Project Work consistent with the Power Sales Agreement.

**WHEREAS**, the Authority retained an independent economic and engineering consultant to review the BLXP, and the consultant has issued its opinion determining that BLXP constitutes Required Project Work pursuant to the Power Sales Agreement.

**WHEREAS**, the BPMC has determined that the BLXP is Required Project Work in that it constitutes repairs, maintenance, renewals, replacements, improvements or betterments necessary to keep the Project in good and efficient operating condition, consistent with sound economics for the Project and the Purchasers, and national standards for the industry.

**WHEREAS**, the BPMC desires for the BLXP to be operational as soon as reasonably possible.

**WHEREAS**, the Authority requires financing to fund continued development, procurement, and construction of the BLXP.

**WHEREAS**, an initial round of interim financing is the best option at this stage, and additional financing to complete the BLXP will require another separate BPMC resolution to be considered in the future.

**WHEREAS**, any IRC § 48E tax credits received by the Authority in association with the BLXP should be used to pay down construction costs for the BLXP.

**WHEREAS**, the BPMC Finance Subcommittee has reviewed the term sheet, attached and incorporated herein by this reference as Exhibit 1, and recommends its approval.

**WHEREAS**, the BPMC supports the finance package and understands that the final terms will not exceed the terms listed in the term sheet attached as Exhibit 1.

**WHEREAS**, BPMC concurrence is required for the Authority to sell bonds under the Master Resolution.

**WHEREAS**, the BPMC wishes to formally recognize its right in the future to revoke this approval of the finance package up until the time of closing, and spending of finance proceeds, especially at milestones when new information becomes available.

**THEREFORE, BE IT RESOLVED THAT** the BPMC incorporates the above recitals into this resolution as if fully set forth herein.

**BE IT ALSO RESOLVED THAT**, consistent with the opinions and determinations of the Department of Law and the independent economic and engineering consultant retained by the Authority, the BLXP constitutes Required Project Work as that term is used in the Power Sales Agreement.

**BE IT ALSO RESOLVED THAT**, the BPMC approves the terms and conditions of the term sheet for the Proposed Transaction.

**BE IT ALSO RESOLVED THAT**, any IRC § 48E tax credits received by the Authority in association with the BLXP shall be used to pay down construction and finance costs for the BLXP.

**BE IT ALSO RESOLVED THAT** this Resolution in no way impairs the BPMC's right through future action to withdraw its approval of the financing package prior to closing and for the Authority to draw funds made available through that financing package. Further, the Authority shall submit for review to the BPMC, in a timely manner, the following:

- 60% design and Class 3 cost estimate - anticipated in November 2026
- 95% design and Class 2 cost estimate - anticipated in March 2027
- Results of the License Amendment Application currently under review by FERC - anticipated in Summer 2027
- Summary of the financial structure and total costs of the final proposals received in response to the RFP for construction of the BLXP - anticipated in Fall 2027
- Updates regarding eligibility for IRC § 48E tax credits

DATED at Anchorage Alaska, this _____ day of July, 2026.

**BRADLEY LAKE PROJECT**

**MANAGEMENT COMMITTEE**

_____

Chair, Tony Izzo

Attest: _____

Secretary, Curtis Thayer

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**EXHIBIT 1 TERM SHEET**

Alaska Energy Authority
Up to $100,000,000 in Interim Financing Program

**SUMMARY OF TERMS AND CONDITIONS**

| | |
|---|---|
| **Issuer** | Alaska Energy Authority ("AEA") |
| **Bradley Lake Project Power Purchasers** | Chugach Electric Association, Inc.<br>Golden Valley Electric Association, Inc.<br>Matanuska Electric Association, Inc.<br>Alaska Electric and Energy Cooperative, Inc., (acting on behalf of Homer Electric Association, Inc.)<br>City of Seward |
| **Purpose** | Note proceeds shall be used to finance the Bradley Lake Expansion Project determined by the State of Alaska Department of Law as qualified Required Project Work under the Power Sales Agreement which is the main agreement governing the Bradley Lake Project. The Bradley Lake Expansion Project will be competitively bid. |
| **Finance Mechanism** | Commercial paper program (the "Interim Financing Program") structured to permit draws to be issued on either a taxable or tax-exempt basis, as determined at the time of each draw |
| **Amount** | Not to exceed $100,000,000.00[1] |
| **Closing** | No later than November 30, 2026 ("Closing Date"). |
| **Term** | Term of the Interim Financing program: June 30, 2028 |
| **Security** | Secured under AEA's Power and Revenue Bond Resolution adopted September 7, 1989 (as supplemented, the "Bond Resolution") on a parity with all other outstanding bonds related to the Bradley Lake Hydroelectric Project by a pledge of (i) the revenues from the Bradley Lake Hydroelectric Project, including all payments made under the Agreement for the Sale and Purchase of Electric Power, dated as of December 8, 1987, by and among AEA, Chugach Electric Association, Inc., Golden Valley Electric Association, Inc., Matanuska Electric Association, Inc., Alaska Electric and Energy Cooperative, Inc., (acting on behalf of Homer Electric Association, Inc.), and the City of Seward; (ii) the assignment of the Power Contract to the trustee; and (iii) the Capital Reserve Fund (a debt service reserve fund, which the State |

[1] Funding for FY27 and FY28 BLXP costs.

| | |
|---|---|
| | Legislature is authorized to replenish in the event of draw on the Capital Reserve Fund to pay debt service).<br><br>AEA will obtain a direct-pay letter of credit to provide credit and liquidity support to the Commercial Paper program. |
| **Interest Rate and Payment Dates** | Each draw will bear interest at a fixed rate based on market rates at the time.<br><br>Interest shall be capitalized. |
| **Refinancing** | AEA shall refinance all funds drawn under the Interim Financing Program before the maturity date of said funds and under terms approved by the BPMC. |
| **Closing Costs** | Closing cost of the financing will be financed with the first draw on the Interim Financing program. AEA will pay all expenses associated with setting up the Interim Financing program, if any, regardless of closing. |

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# BPMC Approval of Finance Package

- AEA may not obtain financing secured by the PSA without the prior concurrence of BPMC

**EXHIBIT A**
**RULES FOR ELECTION OF CHAIR AND VICE CHAIR**

The procedures embodied in these rules have been adopted by the Alaska Energy Authority to facilitate the election of the Chair and Vice Chair as called for under Article II Section 8 of the Bylaws. These procedures may be amended at any time by a majority vote of the Board of Directors.

1. The Chair and Vice Chair shall be elected by an affirmative vote of at least five members of the Board of Directors. Each member of the Board of Directors shall have one vote in this election.

2. The Chair and Vice Chair shall serve for a term of two years or until his or her resignation or removal, if earlier. The Chair and Vice Chair shall be eligible for two consecutive terms but shall be eligible if they held the position of Chair or Vice Chair, respectively, other than during the immediately preceding term.

3. The bi-annual election of the Chair and Vice Chair shall occur each year at the first meeting held after the newly-appointed Board of Directors members take office (*i.e.*, the "Annual Meeting").

4. The election shall be supervised by the current Chair. If the Chair is not present or no member of the Board of Directors holds the Chair position, then the duty to supervise the election shall reside with the Vice Chair and failing that with the Executive Director.

5. The election shall be conducted by secret ballots which shall be delivered to the supervisor of the election by hand or other confidential communication in the case of members who are not attending the Annual Meeting in person. Voting by proxy is not allowed.

6. The elections of the Chair and the Vice Chair shall take place at the beginning of the Annual Meeting. The newly-elected Chair's term of service as Chair shall begin upon completion of the elections at the Annual Meeting.

7. Seven days prior to the Annual Meeting the supervisor of the election shall notify the members of the Board of Directors that nominations for Chair and Vice Chair of the Board of Directors will be open for 72 hours.

8. Members of the Board of Directors may nominate any member of the Board of Directors to serve as Chair. Self-nominations are allowed.

9. Nominations shall be communicated to the supervisor of the election. The supervisor of the election shall contact any nominee who is not self-nominated to confirm the

nominee's willingness to serve as Chair or Vice Chair, as applicable, if elected.

10. Upon conclusion of the nomination period and confirmation that all nominees are willing to serve, the supervisor of the election shall send the list of nominees to the members of the Board of Directors.

11. At the commencement of the Annual Meeting, each of the nominees shall be given an opportunity to address the Board of Directors if they so desire.

12. In the event that no candidate receives the requisite majority, the candidate receiving the lowest number of votes shall be removed from the ballot and a new vote taken.

13. In the event that there is a tie between two or more candidates receiving the lowest vote, then the supervisor of the election shall conduct a run-off election among those tied candidates in which all of the members of the Board of Directors shall have a vote. In the event that none of the tied nominees receives a majority of the votes cast, the nominee receiving the lowest number of votes shall be removed from the ballot and a new vote taken, until one of the nominees receives a majority of the votes cast. When one of the tied nominees receives a majority of the votes cast, then the other tied nominees shall be removed from the ballot for the position and a new vote taken for that position.

14. Step 12, and as necessary Step 13, shall be repeated until one candidate receives the requisite majority of the votes and so is elected Chair or Vice Chair of the Board of Directors.

**ALASKA ENERGY AUTHORITY**

**RESOLUTION NO. 2026-05**

**A RESOLUTION OF ALASKA ENERGY AUTHORITY DECLARING INTENTION TO REIMBURSE EXPENDITURES FROM THE PROCEEDS OF TAX-EXEMPT OBLIGATIONS**

**WHEREAS**, the ALASKA ENERGY AUTHORITY, a public corporation of the State of Alaska in the Department of Commerce, Community and Economic Development, with separate and independent legal existence, created and existing pursuant to Chapter 83, Title 44 of the Alaska Statutes (the "Issuer"), intends to issue tax-exempt obligations (the "Obligations") for the purpose, among other things, of financing an expansion of the Bradley Lake Hydroelectric Project, located near Homer, which will include a diversion dam and intake structure at Dixon Glacier; a 4.7-mile-long, 14-foot diameter tunnel conveying water from the Martin River to Bradley Lake; modifications to the existing Bradley Lake dam; and one mile of new road construction for access to the tunnel outlet (the "Project");

**WHEREAS**, the Issuer expects to pay certain expenditures in connection with the Project prior to the issuance of the Obligations;

**WHEREAS**, the Issuer reasonably expects that the Obligations will be issued in an aggregate principal amount not expected to exceed $400 million and that certain of the proceeds of such Obligations will be used to reimburse expenditures for the Project paid prior to the date of issuance of the Obligations;

**WHEREAS**, in order to use proceeds of the Obligations to reimburse expenditures paid prior to the date of issuance of the Obligations, Treasury Regulations Section 1.150-2 requires, with certain exceptions, that the Issuer declare its reasonable official intent to reimburse such expenditures from proceeds of the Obligations prior to, or no more than 60 days after the date of payment of any such expenditure; and

**WHEREAS**, it is in the public interest and for the public benefit that the Issuer declare its official intent to reimburse the expenditures referenced herein;

**NOW, THEREFORE**, BE IT RESOLVED that the Issuer declares as follows:

Section 1. The Issuer finds and determines that the foregoing recitals are true and correct.

Section 2. This declaration is made solely for purposes of establishing compliance with the requirements of Section 1.150-2 of the Treasury Regulations. This declaration does not bind the Issuer to make any expenditure, incur any indebtedness, or proceed with the Project.

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Section 3. The Issuer hereby declares its official intent to use proceeds of Obligations to reimburse itself for costs of the Project paid prior to the date of issuance of the Obligations.

Section 4. This declaration shall take effect from and after its adoption.

DATED at Anchorage, Alaska, this 24th day of July 2026.

ALASKA ENERGY AUTHORITY

_____

Clay Koplin, Chair

_____

Curtis W. Thayer, Secretary / Treasurer

*(Corporate Seal)*

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ALASKA ENERGY AUTHORITY

**Alaska Energy Authority**
**FY26 Operating Budget to Actuals**
***through 04/30/2026 with projections***

| 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 | $ 749.4 | $ 749.4 | $ 149.9 | $ 899.3 | $ 224.6 | 80% |
| Travel | $ 52.1 | $ 4.7 | $ 4.7 | $ 0.9 | $ 5.6 | $ 46.5 | 11% |
| Services | $ - | $ - | $ - | $ - | $ - | $ - | 0% |
| Commodities | $ 18.0 | $ - | $ - | $ - | $ - | $ 18.0 | 0% |
| Capital Outlay | $ 5.0 | $ - | $ - | $ - | $ - | $ 5.0 | 0% |
| Grants, Benefits | $ - | $ - | $ - | $ - | $ - | $ - | 0% |
| **Total Owned Facilities** | **$ 1,199.0** | **$ 754.1** | **$ 754.1** | **$ 150.8** | **$ 904.9** | **$ 294.1** | **75%** |
| | | | | | | | |
| **Rural Energy Assistance:** | | | | | | | |
| Personal Services | $ 8,923.9 | $ 4,710.5 | $ 4,710.5 | $ 942.1 | $ 5,652.6 | $ 3,271.3 | 63% |
| Travel | $ 252.3 | $ 69.7 | $ 69.7 | $ 13.9 | $ 83.6 | $ 168.6 | 33% |
| Services | $ 5,358.0 | $ 1,812.8 | $ 2,413.8 | $ 342.0 | $ 2,755.9 | $ 2,602.1 | 51% |
| Commodities | $ 168.0 | $ 53.6 | $ 53.6 | $ 10.7 | $ 64.3 | $ 103.7 | 38% |
| Capital Outlay | $ 10.0 | $ 9.4 | $ 9.4 | $ 1.9 | $ 11.3 | $ (1.3) | 113% |
| Grants, Benefits | $ 100.0 | $ - | $ - | $ - | $ - | $ 100.0 | 0% |
| **Total Rural Energy Assistance** | **$ 14,812.2** | **$ 6,656.0** | **$ 7,257.0** | **$ 1,310.6** | **$ 8,567.7** | **$ 6,244.4** | **58%** |
| | | | | | | | |
| **Power Cost Equalization:** | | | | | | | |
| Personal Services | $ 420.0 | $ 307.0 | $ 307.0 | $ 61.4 | $ 368.4 | $ 51.6 | 88% |
| Travel | $ 5.4 | $ 2.1 | $ 2.1 | $ 0.4 | $ 2.6 | $ 2.8 | 48% |
| Services | $ 163.5 | $ 140.3 | $ 164.7 | $ - | $ 164.7 | $ (1.2) | 101% |
| Commodities | $ - | $ - | $ - | $ - | $ - | $ - | 0% |
| Capital Outlay | $ - | $ - | $ - | $ - | $ - | $ - | 0% |
| Grants, Benefits | $ 47,694.8 | $ 29,601.4 | $ 47,844.2 | $ - | $ 47,844.2 | $ (149.4) | 100% |
| **Total Power Cost Equalization** | **$ 48,283.7** | **$ 30,050.8** | **$ 43,318.0** | **$ 61.8** | **$ 48,379.9** | **$ (96.2)** | **100%** |
| | | | | | | | |
| **Statewide Projects (IIJA including CIPLink)** | | | | | | | |
| Personal Services | $ 4,658.1 | $ 645.4 | $ 645.4 | $ 129.1 | $ 774.4 | $ 3,883.7 | 17% |
| 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** | **$ 645.4** | **$ 645.4** | **$ 129.1** | **$ 774.4** | **$ 5,436.8** | **12%** |
| | | | | | | | |
| **TOTAL ALL COMPONENTS** | **$ 70,506.1** | **$ 38,106.3** | **$ 56,974.5** | **$ 1,652.3** | **$ 58,626.9** | **$ 11,879.1** | **83%** |

ALASKA ENERGY AUTHORITY

**Alaska Energy Authority FY27 Operating Budget**
***In Thousands***

| Description | FY26 Authorized | FY27 Governor | FY27 Authorized |
|---|---|---|---|
| ***Expenditures:*** | | | |
| Personal Services | 13,582.0 | 13,706.3 | 13,706.3 |
| Travel | 388.3 | 425.0 | 425.0 |
| Services | 8,540.0 | 10,152.0 | 9,498.9 |
| Commodities | 186.0 | 186.0 | 186.0 |
| Capital Outlay | 15.0 | 15.0 | 15.0 |
| Grants, Benefits | 47,794.8 | 44,379.0 | 55,579.0 |
| **Total** | **70,506.1** | **68,863.3** | **79,410.2** |

| | | | |
|---|---|---|---|
| ***Funding Sources:*** | | | |
| AEA Receipts | 1,199.0 | 2,122.5 | 2,122.5 |
| Federal Receipts | 535.1 | 542.0 | 542.0 |
| General Fund (UGF) | 3,812.6 | 2,958.4 | 3,611.5 |
| GF/Program | 50.0 | 50.0 | 50.0 |
| I/A Receipts | 1,982.9 | 2,058.6 | 2,058.6 |
| CIP Receipts | 11,342.5 | 11,877.9 | 11,877.9 |
| Power Project Fund | 1,039.9 | 1,045.3 | 1,045.3 |
| Stat Design | 150.0 | 150.0 | 150.0 |
| PCE Endowment | 48,680.0 | 45,270.1 | 56,470.1 |
| Renewable Energy Fund | 1,464.1 | 1,482.3 | 1,482.3 |
| Engy Tech (Other) | 250.0 | - | - |
| **Total** | **70,506.1** | **67,557.1** | **79,410.2** |

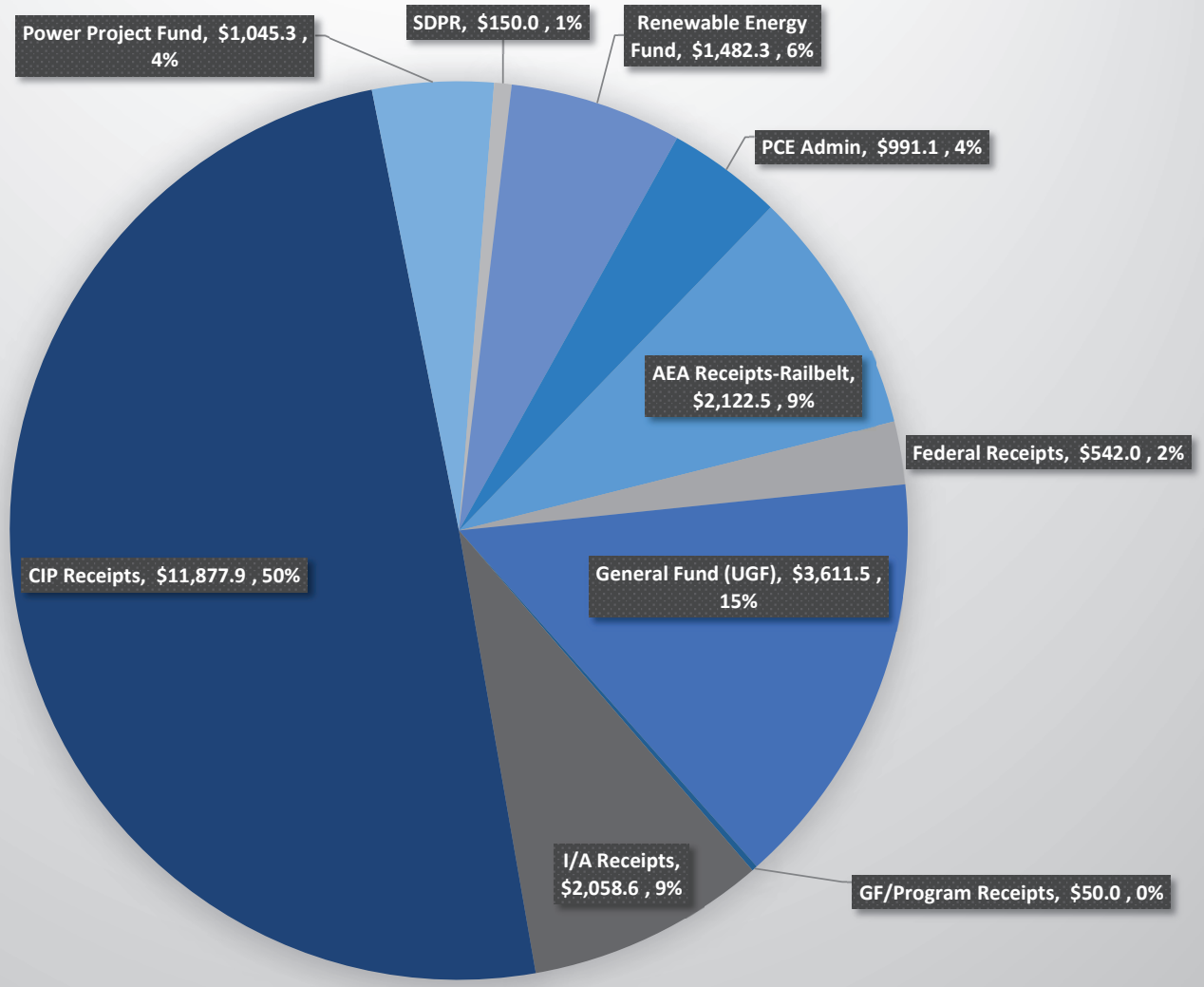
| | | | |
|---|---|---|---|
| **Positions:** | | | |
| Permanent Full Time | 58 | 58 | 58 |
| Permanent Part Time | - | 0 | 0 |
| Non Permanent | 12 | 12 | 12 |
| **Total** | **70** | **70** | **70** |

## Alaska Energy Authority FY27 Operating Budget

*In Thousands*

| Alaska Energy Authority - Budget Components | FY26 Authorized | FY27 Governor | Increment (Decrement) | FY27 Authorized | Notes |
|---|---|---|---|---|---|
| **Railbelt Transmission Organization (RTO)** | | | | | |
| Personal Services | - | - | - | - | |
| Travel | - | 30.0 | - | 30.0 | |
| Services | - | 2,199.7 | (653.1) | 1,546.6 | $(653.1) reduction by legislature. |
| Commodities | - | - | - | - | |
| Capital Outlay | - | - | - | - | |
| Grants, Benefits | - | - | - | - | |
| **Railbelt Transmission Organization (RTO)** | **-** | **2,229.7** | **(653.1)** | **1,576.6** | **New component in FY27.* |
| **Owned Facilities:** | | | | | |
| Personal Services | - | - | - | - | |
| Travel | 52.1 | 88.8 | - | 88.8 | |
| Services | 1,123.9 | 1,087.2 | - | 1,087.2 | |
| Commodities | 18.0 | 18.0 | - | 18.0 | |
| Capital Outlay | 5.0 | 5.0 | - | 5.0 | |
| Grants, Benefits | - | - | - | - | |
| **Total Owned Facilities** | **1,199.0** | **1,199.0** | **-** | **1,199.0** | |
| **Rural Energy Assistance:** | | | | | |
| Personal Services | 8,923.9 | 9,074.6 | - | 9,074.6 | |
| Travel | 252.3 | 222.3 | - | 222.3 | |
| Services | 5,358.0 | 4,603.6 | - | 4,603.6 | Moved to RTO component |
| Commodities | 168.0 | 168.0 | - | 168.0 | |
| Capital Outlay | 10.0 | 10.0 | - | 10.0 | |
| Grants, Benefits | 100.0 | 100.0 | - | 100.0 | |
| **Total Rural Energy Assistance** | **14,812.2** | **14,178.5** | **-** | **14,178.5** | |
| **Power Cost Equalization:** | | | | | |
| Personal Services | - | - | - | - | |
| Travel | 5.4 | 5.4 | - | 5.4 | |
| Services | 583.5 | 583.5 | - | 583.5 | |
| Commodities | - | - | - | - | |
| Capital Outlay | - | - | - | - | |
| Grants, Benefits | 47,694.8 | 44,279.0 | 11,200.0 | 55,479.0 | PCE Endow for expected fuel costs. |
| **Total Power Cost Equalization** | **48,283.7** | **44,867.9** | **11,200.0** | **56,067.9** | |
| **Statewide Project, AEE:** | | | | | |
| Personal Services | 4,658.1 | 4,631.7 | - | 4,631.7 | |
| Travel | 78.5 | 78.5 | - | 78.5 | |
| Services | 1,474.6 | 1,678.0 | - | 1,678.0 | |
| Commodities | - | - | - | - | |
| Capital Outlay | - | - | - | - | |
| Grants, Benefits | - | - | - | - | |
| **Total Statewide Project, AEE** | **6,211.2** | **6,388.2** | **-** | **6,388.2** | |
| **TOTAL ALL COMPONENTS** | **70,506.1** | **68,863.3** | **10,546.9** | **79,410.2** | |

# Alaska Energy Authority
## FY27 Operating Budget $79,410,200
(in thousands)
Chart excludes PCE Grants $55,479,000



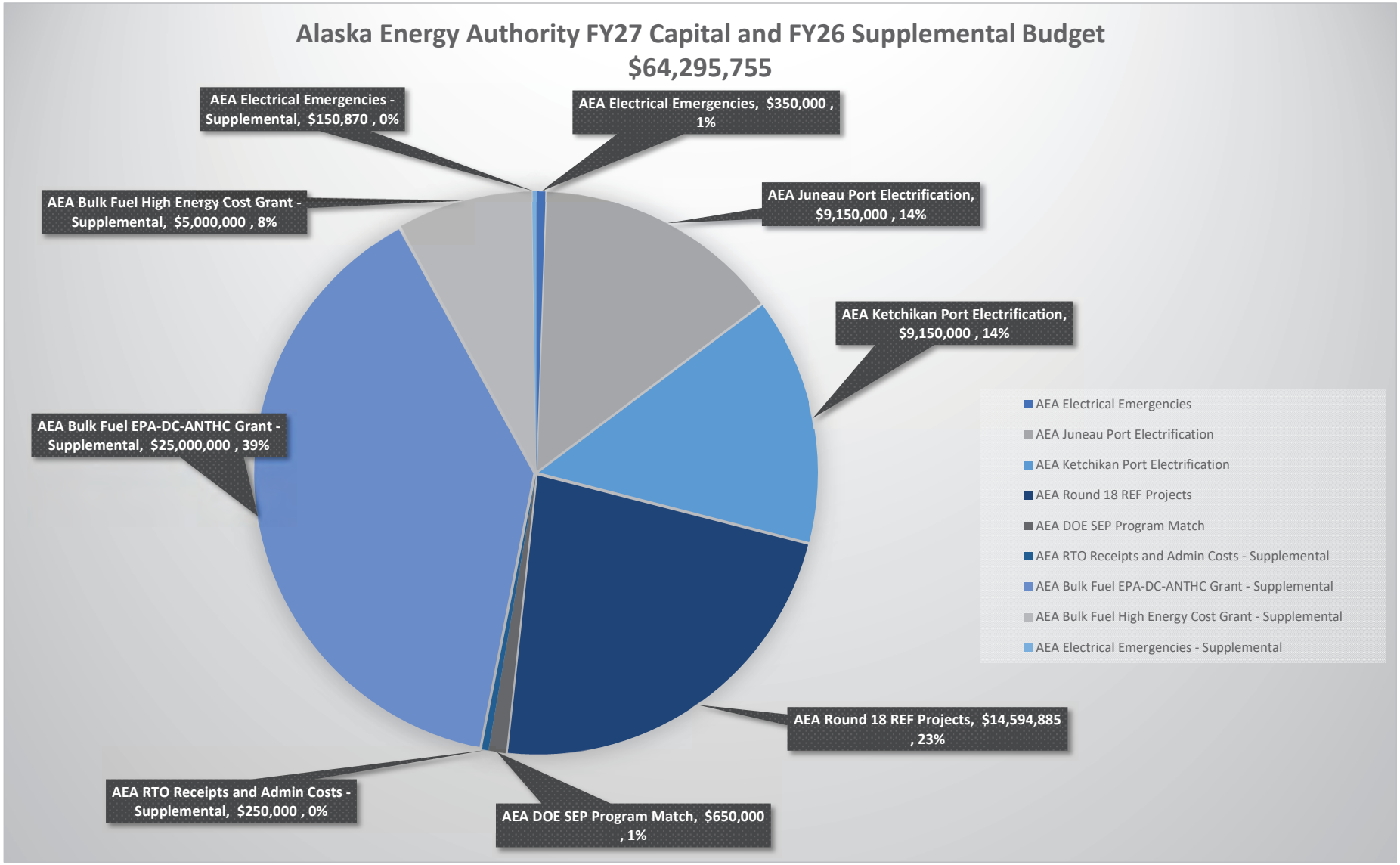
**ALASKA ENERGY AUTHORITY**
**FY 2027 Capital Budget - Governor Request Compare to Authorized**

| Project Name | FY27 Governor | CSSB 214 Final Authorized | Difference | Fund Code | Brief Summary |
|---|---|---|---|---|---|
| AEA Electrical Emergencies | $ 350,000 | $ 350,000 | $ - | 1169 PCE Endowment | The AEA Electrical Emergencies Program is critical to rural communities. Electrical emergencies can result in the loss of power to homes, communications, lights, refrigeration systems, water and sewer systems, and the use of other basic infrastructure and equipment. The program contributes to the mission of promoting a healthy economy and strong communities. |
| AEA Juneau Cruise Ship Terminal Port Electrification | $ 7,650,000 | $ 9,150,000 | $ 1,500,000 | 1205 Ocean Ranger Program Berth Fees | The AEA, in coordination with ADOT and Public Facilities, will work with communities, utilities, and other stakeholders to extend the transmission and other distribution infrastructure necessary to support the electrification of ports to directly serve large commercial passenger vessels. Electrification of ports will support large commercial passenger vessels operating within the state to meet emissions requirements promulgated by the International Maritime Organization and mitigate negative economic impacts on communities visited by the vessels. |
| AEA Ketchikan Cruise Ship Terminal Port Electrification | $ 7,650,000 | $ 9,150,000 | $ 1,500,000 | 1206 Ocean Ranger Program Berth Fees | The AEA, in coordination with ADOT and Public Facilities, will work with communities, utilities, and other stakeholders to extend the transmission and other distribution infrastructure necessary to support the electrification of ports to directly serve large commercial passenger vessels. Electrification of ports will support large commercial passenger vessels operating within the state to meet emissions requirements promulgated by the International Maritime Organization and mitigate negative economic impacts on communities visited by the vessels. |
| AEA Round 18 Renewable Energy Projects | $ - | $ 14,594,885 | $ 14,594,885 | 1210- Renewable Energy Grant Fund | Nine projects are funded in Round 18 from the Renewable Energy Fund. The program has proven to be instrumental in realizing cost savings through the displacement of 85 million gallons of diesel fuel, promoting energy independence and technological knowledge-transfer across all regions of Alaska. |
| AEA DOE State Energy Program Match | $ 650,000 | $ 650,000 | $ - | 1004-Gen Fund | Reappropriation of SLA2022 HB281 Ch 11 Sec 14 Pg 117 Lines 19-20 EV Infrastructure for federal matching of US Department of Energy (DOE) State Energy Program. AEA requires funding to match federal US DOE State Energy Program due to recent changes in a DOE policy for capping administrative costs and redefining indirect costs for this award. The reappropriation of State EV infrastructure funds will provide matching funds for five years in support of the federal program funds. |
| AEA Federal Tax Credits (Section 10 Language) | 0 | 0 | 0 | TBD | Federal tax credits are available through the Investment Recuction Act. These tax credits for clean electricity production and investment are available; eligible projects may receive either the production or investment tax credit. These tax credits are eligible for direct payment, which is a cash transfer to eligible organizations. AEA will apply for tax credits for projects funded by AEA and will apply revenue from tax credits received towards renewable energy projects or as matching funds for federal grants. |
| **Total FY27 Capital Requests:** | **$ 16,300,000** | **$ 33,894,885** | **$ 17,594,885** | | |

**FY2026 Supplemental - Request**

| Project Name | FY26 Governor | HB289 Final Authoirzed | Difference | Fund Code | Brief Summary |
|---|---|---|---|---|---|
| AEA RTO Receipts and Administrative Costs | $ 250,000 | $ 250,000 | $ - | 1012 Railbelt Energy & 1004 General Fund | Increased legal fees and studies are anticipated in FY26 for the investigation of the RTO tariff at the RCA. As an intervenor in the RTO docket, the AEA will be responsible for any legal and contractual costs. Additional authority is needed to support participation in the docket and the potential need to hire experts and/or outside legal counsel. 1004 General Fund = $98,700, 1012 Railbelt Energy Fund - $151,300. |
| AEA Bulk Fuel Projects EPA-DC-ANTHC pass thru | $ 25,000,000 | $ 25,000,000 | $ - | 1108 Statutory Designated | The AEA will receive %50 million in pass through grant funding for bulk fuel upgrades distributed from the EPA through the Denali Commission and the Alaska Native Tribal Health Consortium (ANTHC). The AEA requires additional authority to receive funding. |
| AEA Bulk Fuel Projects High Energy Cost Grant | $ 5,000,000 | $ 5,000,000 | | 1002 Federal Receipts | The USDA Rural Utilities Service has awarded AEA a high energy cost grant to support bulk fuel projects in rural Alaska. The program supports energy providers and other eligible entities in lowering energy costs for families and individuals in communities with extremely high per-household energy costs. Authority is needed to receive funding for these projects. |
| AEA Electrical Emergencies Program | $ 150,870 | $ 150,870 | $ - | 1169 PCE Endowment | As a result of two recent electrical emergencies in the communities of Metarvik and Akiak, the AEA incurred costs of approximately $150,870 to assist community response in addition to community funds. This request replenishes declining electrical emergency funds given the significant financial impact of these two emergencies. |
| **Total FY26 Supplemental Request** | **$ 30,400,870** | **$ 30,400,870** | **$ -** | | |

ALASKA ENERGY AUTHORITY



*The State's budget development process is a collaborative effort between Department staff and Agency level Administrative Services Director, Commissioner, Office of Management & Budget (OMB), and the Governor's office. OMB issues budget development instructions based on Governor's initiatives. Short turn around times and rapid response is a needed component of the budget process and changes to the proposed budgets may occur prior to the issuance of the Governor's budget with little or no agency input.*

## Budget Deliverables and Timeline (DRAFT)

| Estimated Due Date | Frequency | Deliverable |
|---|---|---|
| **MAY** | | |
| *Complete* | Annually | FY2027 Travel Plan |
| *Complete* | Annually | Capital Appropriations Term Year Extensions |
| **JUNE** | | |
| *Complete* | Annually | INTERNAL - FY27 Set up AR Structure (coordinate with Controllers) |
| | Annually | INTERNAL - FY27 Department Budget Planning |
| | Annually | INTERNAL - FY27 Post budgets (once internal approval) to Navision |
| | On-going | INTERNAL - Modify/Develop Jet Reports for monthly budget to actual reporting |
| Mid-month | Monthly | INTERNAL - Monthly meeting to report Operating budget to actual. |
| *Complete* | Annually | FY2027 Operating AutoAB - Division Review |
| **JULY** | | |
| 7/21/2026 | | Board Meeting (FY27 adopted) |
| 7/17/2026 | Annually | FY2027 Management Plan: Personal Services Module (ABS) |
| 7/17/2026 | Annually | FY2027 Management Plan: Change Records |
| | Annually | FY2027 Management Plan: Position Approval Forms |
| | Quarterly | Organization Charts - as of June 30 due July 15 |
| | Annually | FY2027 Legislative Proposals |
| **AUGUST** | | |
| Mid-month | Annually | FY2026 Unbudgeted RSA - if applicable |
| Mid-month | Annually | FY2026 Revised Program - if applicable |
| | Annually | FY2028 Budget Development (Operating & Capital budget proposals + Technical Deliverables) - includes Highlights and Challenges Document. Enter all budget proposals into ABS. |
| | Annually | FY2028 Budget Development Deliverable - PCE projections for FY2027 & FY2028 |
| **SEPTEMBER** | | |
| | Annually | FY2028 Budget Deliverable - Updated fund balances projected for all agency Funds. |
| | As Needed | FY2028 Budget Development Technical Deliverable - Review of Capital Appropriation Spending - **From 2018 and Prior** |
| | Annually | FY2026 Final Authorized & Actuals to DCCED |
| | Annually | Grant Awards - FY26 and FY27 |
| | Annually | FY2028 Budget Narrative |
| | Annually | FY2028 Performance Measures |
| | Annually | Fee Report |
| | Annually | AEA OMB Presentation due to DCCED |
| **OCTOBER** | | |
| | Annually | Report on Position Vacant more than 1 year |
| | Annually | CASR - All Active ARS - Status Update |
| | Annually | FY2028 Governor Briefing (Executive Directors) |
| | Annually | FY2028 Governor Scenario - Personal Services Module (ABS) |
| | Annually | FY2028 Governor Scenario - Position Approval Forms |
| | Annually | FY2028 Governor Scenario - Revenue & Expense Detail Review |
| | Annually | FY2028 Change Record Final Edits |
| | Annually | FY2028 Governor Scenario - Org Charts (tied to Personal Services Module) |
| | Annually | ?? Fall 2025 Revenue Sources Book Chapter 10 Narrative |
| **NOVEMBER** | | |
| 11/5/2026 | | Board Meeting - Executive Session budget update (FY28 prelim) |
| | Annually | 12-month Vacancy Exceptions & position Deletions |
| | Annually | FY2028 Governor Excess Authorization Review |
| **DECEMBER** | | |
| 12/15/2025 | **Annually** | **FY2028 Governor's Proposed Budget Officially Released** |
| **JANUARY** | | |
| TBD | **Annually** | **Legislative Session Begins** |
| | Annually | Send FY28 Mgmt Plan to Carmen/Payroll/Asst Controller |
| | Annually | Governor's Presentation submittals/Legislative Updates |
| | Annually | Statutory required reports due |

ALASKA ENERGY AUTHORITY

| FY26 Annual Audit<br>AEA Finance Internal Year-End Schedule<br>As of 6/30/2026 (In Progress) | | | | |
|---|---|---|---|---|
| **Month** | **Finance Area** | **Description of Task/Function to Perform** | **Target Date** | **Status** |
| April | SEFA/Audit | Preliminary SEFA due to SOA<br>(Have BDO Estimate Major Programs To Be Audited) | 4/25/26 | Done |
| June | A/P | Email to Vendors (copy PMs) notify of Deadline to Submit FY26 A/P Invoices | 6/11/26 | Done |
| June | General Ledger/ Bank | Process Draws with SOA for Estimated FY26 Remaining Project/Program Expenses | 6/26/26 | Done |
| July | Appropriation (Budget) | Letter from APFC for Prior Year Audited Investment Earnings of PCE Endowment<br>(Submit copy to Executive Director, ED Executive Assistant, and Chief Operating Officer) | 7/02/26 | In progress |
| July | A/P | Receipt of Final Core Services Billings - SOA | 7/12/26 | In progress |
| July | Travel | All Travel Authorizations to Finance Section - A/P<br>(To include all travel that occurred last week of June) | 7/13/26 | In progress |
| July | FNBA Credit Cards | Reconciled Credit Card Statements to Finance Section- A/P from Credit Cardholders | 7/13/26 | In progress |
| July | Reconciliations | Investment Account Reconciliations | 7/18/26 | In progress |
| July | Reconciliations | Bank Account Reconciliations | 7/18/26 | In progress |
| June thru August | Audit File | Update Controller Memorandums to Audit Files<br>(GASB's & Susitna Watana) | 8/31/26 | In progress |
| August | A/R & A/P to AIDEA | Coordinate with AIDEA on A/R and A/P<br>(Due to/from Component Unit) | 8/03/26 | Up coming August |
| August | A/P | A/P Cutoff - Last System Generated A/P Posting | 8/03/26 | Up coming August |
| August | Loans | Payable (Loan-default buffer) from Loans Department of AIDEA see Fund E2801 GL Account 31202 | 8/03/26 | Up coming August |
| August | Audit | BDO Starts Preliminary Audit of Cash, Bonds, A/P, and Other | 8/10/26 | Up coming August |
| August | General Ledger | Request Trial Balances from SOA (Division of Finance) and APFC | 8/12/26 | Up coming August |
| August | Payroll | Final FY26 SOA Payroll Post to GL<br>(Includes Accrual for end of Month-June (Split Payroll) Downloaded) | 8/17/26 | Up coming August |
| August | Notes | SOA PERS/OPEB/On-behalf Workpapers | 8/19/26 | Up coming August |
| August | Audit | Second Preliminary SEFA to BDO | 8/26/26 | Up coming August |
| August | Capital Assets | Depreciation Run (Posting to GL) Final for FY26 | 8/28/26 | Up coming August |
| August | Balance Sheet | Balance Sheet Reconciliation Finalized<br>(Except Manual A/P, Capital Assets, and Owned Assets A/R or A/P from Surplus Calculation) | 8/28/26 | Up coming August |
| August | Capital Assets | Final review of Capital Asset Additions/Retirements/Impairments<br>(To include from CWIP) | 8/31/26 | Up coming August |
| August | ICAP/NICRA | Calculate the Estimated Final Indirect Rate and Fringe for FY26 for NICRA and record a A/P if Rates are less | 8/31/26 | Up coming August |

ALASKA ENERGY AUTHORITY

**FY26 Annual Audit**
**AEA Finance Internal Year-End Schedule**
**As of 6/30/2026 (In Progress)**

| Month | Finance Area | Description of Task/Function to Perform | Target Date | Status |
|---|---|---|---|---|
| August | General Ledger | Final Day for GL Accruals & GL Adjusting Entries | 8/31/26 | Up coming August |
| September | General Ledger | Create PCE Year-End Program Expense GL Accrual (Run reports from AEA PCE Portal) | 9/02/26 | Up coming September |
| September | General Ledger | Draft Advances Schedule due to SOA (Per SOA ACFR letter) | 9/04/26 | Up coming September |
| September | Audit | Deliver to BDO GL Transactions, Payroll, and Final Draft Trial Balances through 6/30 | 9/21/26 | Up coming September |
| September | Audit | BDO-Proceed with Audit Fieldwork (Remote) | 9/21-9/28/26 | Up coming September |
| September | Financial Statements | All Fund Workpapers completed (To include support for MD&A, Footnotes, PERS & OPEB, and Schedules) | 9/25/26 (Estimate may change) | Up coming September |
| September | SEFA | Second Draft SEFA & Subrecipient Pass-Through Report due to SOA | 9/29/26 (Estimate - need letter SOA) | Up coming September |
| October | Financial Statements | Provide Last Draft of Financial Statements to BDO with Updated GL Transactions, Trial Balances, Workpapers, MD&A, Footnotes, and Schedules | 10/01/26 | Up coming October |
| October | Audit | BDO On-Site Audit Fieldwork | 10/05/26 | Up coming September |
| October | Audit | Final Audit Fieldwork weeks (BDO remote) | TBD Late Sept/ October thru Opinion Date/ Single Audit Publishing | Up coming October |
| October | SEFA | Final SEFA due to SOA | 10/16/26 (Estimate - need letter SOA) | Up coming October |
| October | Financial Statements | Draft Financial Statements in Shells submitted to SOA - Division of Finance (SOA Requirement must have BDO review of Shells) | 10/01/26 | Up coming October |
| November | Financial Statements | Board Meeting Review of Final Draft of Financial Statements | 11/05/26 | Up coming November |
| November | Financial Statements | Issued (with BDO Opinion) Financial Statements Submit to SOA & NCSC (Bond Covenant Compliance) | 11/06/26 | Up coming November |
| December | Bradley - Financial Statements | BPMC Committee Meeting - Review of Final Draft of Bradley Lake Financial Statements (This is with the Special Audit of Bradley Lake done in November) | 12/04/26 | Up coming December |

**Acronym listing:**

| | |
|---|---|
| A/R | Accounts Receivable |
| A/P | Accounts Payable |
| ACFR | Annual Comprehensive Financial Report (of the State of Alaska) |
| AEA | Alaska Energy Authority |
| AIDEA | Alaska Industrial Development Export Authority |
| APFC | Alaska Permanent Fund Corporation |
| BPMC | Bradley Lake Project Management Committee |
| CWIP | Construction Work In Progress |
| ED | Executive Director |
| FNBA | First National Bank of Alaska |
| FY | Fiscal Year |
| GAD | General and Administrative |
| GASB | Governmental Accounting Standards Board |
| GL | General Ledger |

ALASKA ENERGY AUTHORITY

**FY26 Annual Audit**
**AEA Finance Internal Year-End Schedule**
**As of 6/30/2026 (In Progress)**

## Acronym listing (continued):

| | |
|---|---|
| ICAP | Indirect Cost Allocation Plan |
| MD&A | Management Discussion and Analysis (Section of the Financial Statements) |
| NCSC | National Rural Utilities Cooperative Finance Corporation |
| NICRA | Negotiated Indirect Cost Rate Agreement |
| PCE | Power Cost Equalization |
| PM | Project Manager |
| SEFA | Schedule of Expenditures of Federal Awards |
| SOA | State of Alaska |
| PERS | Public Employees Retirement System |
| OPEB | Other Post Employment Benefits (i.e. Medical or Life Insurance Benefits) |
| TBD | To Be Determined |

# Old Harbor Power Project Fund (PPF) Loan

## (Documents pending)

ALASKA ENERGY AUTHORITY

**MEMORANDUM**

**TO:** **AEA Staff**

**FROM:** **Curtis Thayer**

**DATE:** **July 21, 2026**

**RE:** **Travel Planning, Travel Requests and Travel Authorizations**

*The Alaska Energy Authority (AEA) Board adopted the following revised travel authorization guidance at the AEA Board meeting on July 21, 2026 by a vote of _____.*

**Travel Plan Consideration:**

1. AEA shall continue to use the same essential purpose criteria when evaluating travel requests and all travel should meet one or more for the following criteria:
    a. Federal Mandate
    b. State Mandate
    c. Promoting Governor's Priority
    d. Promoting or supporting Authorities' core mission(s)
    e. Life/Safety/Health/Emergency
    f. Third-party payer with benefit to the State – identify the specific Governor priority/agency core mission(s) benefit
    g. Compliance Requirement(s)
2. AEA primarily identifies the National Association of State Energy Officials (NASEO) as the primary membership organization for conferences, trainings and opportunities to inform AEA on management and policy priorities, interface with peers on public policy ideas and share best practices, to the benefit of the State.
3. All travel shall be subject to the same requirements and criteria regardless of the source of the funds.

**Travel Adjustments and Waivers:**

Following the approval of AEA's travel plan, modifications for in state and out of state travel will be approved by the Executive Director, with the following exceptions outlined below:

1. All international travel must be submitted to Board Chair and to gov.cos.travel@alaska.gov for consideration with a justification on how it benefits the State, even if listed on the approved travel plan.
2. Travel waiver requests must include the specific criteria evaluated and met, and a justification regarding the benefit to the State; travel waiver requests received with no justification will not be considered.

**Travel Planning and Processing:**

AEA will use the updated travel plan development and approval process as outlined below:

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

1. AEA will develop the annual travel plan using the revised Office of Management and Budget (OMB) template.
2. AEA travel plan will be submitted to OMB as required for OMB and Governor's Office review and approval prior to the start of the new fiscal year.
3. AEA Travel coordinator(s) will assign a unique Travel Authorization number for all travel.
4. AEA travel will process all travel through the established AEA Travel Request / Travel Authorization / Travel Reconciliation process, which adheres to the State of Alaska Travel Policy. *(AEA does not use IRIS for expenditures and revenues or use the TRQS/TAPO process)*.
    a. AEA staff travel will be approved by Department Director and AEA Executive Director. (In State / Out of State).
    b. AEA Executive Director is responsible for all AEA travel.
    c. AEA Board Chair will approve AEA Executive Director out of state travel.
    d. All out of state travel not on the travel plan will be reviewed and approved by the Executive Director and the Board Chair.
    e. All international travel (for all employees) will be approved by Executive Director, Board Chair and Governor's Office. (See above *"Travel Adjustments and Waivers"*).
    f. AEA Board travel will be reviewed by the Executive Director for budget purpose and approved by Board Chair.
    g. All travel not on the approved travel plan requires justification and approval by AEA Executive Director.
    h. Travel requests must be submitted at least 7 days in advance of travel.
    i. The following changes to in-state trips on the travel plan do not require re-approval:
        - Traveler name unless it is changing to a director from a staff member.
        - Trip dates if the length of the trip does not change by more than 1 day. (NOTE: Rural travel may require a travel window for weather considerations).
        - Destination for in –state trips.
        - Cost difference of $500 or less.
        - Purpose of trip as long as the general purpose remains consistent with the travel plan.
        - Changes to the travel plan are managed on a per trip basis. Any travel request that deviates from the approved travel plan must be noted and addressed in the travel request.
4. Travel in support of and funded by capital projects follows the same process as travel funded from the operating budget.
5. Department Directors will need to monitor their travel costs against their approved travel budget.

**Travel Budget:**
AEA is responsible for tracking the travel budget and staying within its annual budget submitted to and approved by the Office of Management and Budget (OMB).

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1. AEA will monitor its annual travel plan to ensure it is staying within the approved plan and is exercising all cost saving measures possible. Examples are: (a) limiting the number of employee to a conference; (b) attending events remotely; (c) taking advantage of early registration; (d) purchasing transportation tickets in advance; (e) third party reimbursements.
2. Expenditures in excess of the AEA's travel budget require Office of Management and Budget (OMB) and Board Chair approval. A justification memo directed to the OMB Director is required, along with the appropriate transaction to adjust their travel.
3. AEA is expected to track travel and to provide per trip reports on the travel upon request.

Cc: AEA Board of Directors

DRAFT

***Department of Commerce, Community, and Economic Development - FY2027 Travel Plan***

| Line # | Component | Employee Name (First and Last) | Job Title *(80 characters)* | Trip Purpose *(why is travel critical? Include destination* | Trip Justification *(If 3rd party reimbursement, include all details for trip cost - 1000 characters)* **(Yellow highlighted need description updated)** | Begin Date *(mm/dd/yyyy)* | End Date *(mm/dd/yyyy)* | Travel State | Travel City | Budget for Trip |
|---|---|---|---|---|---|---|---|---|---|---|
| **87** | Alaska Energy Authority Owned Facilities | | Funder | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 08/01/2026 | 08/01/2026 | AK | Homer | **$875** |
| ~~**89**~~ | ~~Alaska Energy Authority Owned Facilities~~ | ~~THAYER, CURTIS, W~~ | ~~Executive Director / Designee~~ | ~~Travel With Governor~~ | ~~Placeholder for travel at the request of the GOA. (In FY 2025 AEA Executive Director was asked by GOA to accompany him on three trips.~~ | ~~07/01/2026~~ | ~~07/08/2026~~ | ~~DC~~ | | ~~**$5,000**~~ |
| **90** | Alaska Energy Authority Owned Facilities | | Funder | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 08/01/2026 | 08/01/2026 | AK | Homer | **$875** |
| **91** | Alaska Energy Authority Owned Facilities | | Funder | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 08/01/2026 | 08/01/2026 | AK | Homer | **$875** |
| **94** | Alaska Energy Authority Owned Facilities | | Funder | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 08/01/2026 | 08/01/2026 | AK | Homer | **$875** |
| **96** | Alaska Energy Authority Owned Facilities | | Board Member | Attend AEA Board Meeting | Travel for Board Members to attend Board Meetings - 1st Quarter | 07/29/2026 | 07/31/2026 | AK | Anchorage | **$850** |
| **97** | Alaska Energy Authority Owned Facilities | | Board Member | Attend AEA Board Meeting | Travel for Board Members to attend Board Meetings - 1st Quarter | 07/29/2026 | 07/31/2026 | AK | Anchorage | **$850** |
| **98** | Alaska Energy Authority Owned Facilities | | Board Member | Attend AEA Board Meeting | Travel for Board Members to attend Board Meetings -1st quarter | 07/29/2026 | 07/31/2026 | AK | Anchorage | **$850** |
| **99** | Alaska Energy Authority Owned Facilities | | Board Member | Attend AEA Board Meeting | Travel for Board Members to attend Board Meetings -1st quarter | 07/29/2026 | 07/31/2026 | AK | Anchorage | **$850** |
| **100** | Alaska Energy Authority Owned Facilities | | Board Member | Attend AEA Board Meeting | Travel for Board Members to attend Board Meetings - 1st Quarter | 07/29/2026 | 07/31/2026 | AK | Anchorage | **$850** |
| **101** | Alaska Energy Authority Owned Facilities | MCLAUGHLIN, RYAN, T | Sr. Infrastructure Engineer | Dam Inspection w FERC. Bradley | Dam inspection with FERC Dam Safety Engineer | 07/10/2026 | 07/31/2026 | AK | Homer | **$750** |
| **102** | Alaska Energy Authority Owned Facilities | MCLAUGHLIN, RYAN, T | Sr. Infrastructure Engineer | Board of Consultants | Inspection of Dixon with FERC and FERC required Board of Consultants | 07/15/2026 | 08/31/2026 | AK | Homer | **$750** |
| **103** | Alaska Energy Authority Owned Facilities | MCLAUGHLIN, RYAN, T | Sr. Infrastructure Engineer | Oversee drillers at and through dam pool raise | Drillers will be drilling around and trhough dam. Chief Dam Safety Officer must oversee critical parts of work. | 07/15/2026 | 07/25/2026 | AK | Homer | **$1,000** |

| Line # | Component | Employee Name (First and Last) | Job Title *(80 characters)* | Trip Purpose *(why is travel critical? Include destination* | Trip Justification *(If 3rd party reimbursement, include all details for trip cost - 1000 characters)* **(Yellow highlighted need description updated)** | Begin Date *(mm/dd/yyyy)* | End Date *(mm/dd/yyyy)* | Travel State | Travel City | Budget for Trip |
|---|---|---|---|---|---|---|---|---|---|---|
| **104** | Alaska Energy Authority Owned Facilities | MCLAUGHLIN, RYAN, T | Sr. Infrastructure Engineer | Operating & Dispatch Committee Meeting, Bradley-Homer | Operating & Dispatch (O&D) Committee Meeting. Meeting participants are the Utility Engineers. Purpose of trip is to inspect and discuss on-going & future projects to improve energy or reliability. | 07/15/2026 | 07/25/2026 | AK | Homer | **$750** |
| **105** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director | Community Outreach | AEA Annual Outreach Presentations | 07/15/2026 | 07/16/2026 | AK | Homer | **$1,200** |
| **106** | Alaska Energy Authority Owned Facilities | | Infrastructure Engineer | GRIP | Property Inspection, Community Outreach, Site Inspections and Environmental Permitting | 07/20/2026 | 07/21/2026 | AK | Beluga | **$675** |
| **107** | Alaska Energy Authority Owned Facilities | | Infrastructure Engineer | GRIP | Property Inspection, Community Outreach, Site Inspections and Environmental Permitting | 07/25/2026 | 07/26/2026 | AK | Kenai | **$675** |
| **108** | Alaska Energy Authority Owned Facilities | | Project Manager | GRIP | Property Inspection, Community Outreach, Site Inspections and Environmental Permitting | 07/25/2026 | 07/26/2026 | AK | Kenai | **$675** |
| **109** | Alaska Energy Authority Owned Facilities | BILLINGSLEY, MARK, C, JR | General Counsel | Inspection, Outreach, and Permitting | Property Inspection, Community Outreach, Site Inspections and Environmental Permitting | 07/25/2026 | 07/26/2026 | AK | Kenai | **$675** |
| **110** | Alaska Energy Authority Owned Facilities | MCLAUGHLIN, RYAN, T | Sr. Infrastructure Engineer | National Hydropower Association Regional Meeting | National Hydropower Alaska Regional Meeting. Meet with licensing and construction contractors for Bradley Expansion. | 08/01/2026 | 08/10/2026 | AK | Hamilton | **$500** |
| **111** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director | Community Outreach | AEA Annual Outreach Presentations | 08/04/2026 | 08/05/2026 | AK | Fairbanks | **$1,200** |
| **112** | Alaska Energy Authority Owned Facilities | BILLINGSLEY, MARK, C, JR | General Counsel | GRIP | Negotiations for funding | 08/10/2026 | 08/13/2026 | DC | | **$3,000** |
| **113** | Alaska Energy Authority Owned Facilities | | Infrastructure Engineer | GRIP | Negotiations | 08/10/2026 | 08/13/2026 | DC | | **$3,000** |
| **114** | Alaska Energy Authority Owned Facilities | | Funder | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 08/01/2026 | 08/01/2026 | AK | Homer | **$875** |
| **115** | Alaska Energy Authority Owned Facilities | | Federal Official | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 09/01/2026 | 09/02/2026 | AK | Homer | **$875** |
| **116** | Alaska Energy Authority Owned Facilities | | Funder | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 09/01/2026 | 09/02/2026 | AK | Homer | **$875** |

| Line # | Component | Employee Name (First and Last) | Job Title *(80 characters)* | Trip Purpose *(why is travel critical? Include destination* | Trip Justification *(If 3rd party reimbursement, include all details for trip cost - 1000 characters)* **(Yellow highlighted need description updated)** | Begin Date *(mm/dd/yyyy)* | End Date *(mm/dd/yyyy)* | Travel State | Travel City | Budget for Trip |
|---|---|---|---|---|---|---|---|---|---|---|
| **117** | Alaska Energy Authority Owned Facilities | MCLAUGHLIN, RYAN, T | Sr. Infrastructure Engineer | Licensing Trip | Bradley Dixon Inspection. Licensing trip with contractors and agency personnel. Trips planned with fed agencies, dam raise, Geotech, environmental. | 09/01/2026 | 09/30/2026 | AK | Homer | **$750** |
| **118** | Alaska Energy Authority Owned Facilities | DOMITROVICH, PATRICK, F | Infrastructure Engineer | Inspect transmission #P2 Sterling to Quartz with contractors | Transmission rebuild of Sterling to Quartz to occur in following year. Trip to inspect with contractors. | 09/01/2026 | 09/30/2026 | AK | Sterling | **$300** |
| **119** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director | Community Outreach | AEA Annual Outreach Presentations | 09/01/2026 | 09/02/2026 | AK | Kenai | **$1,200** |
| **120** | Alaska Energy Authority Owned Facilities | | Federal Official | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 09/01/2026 | 09/02/2026 | AK | Homer | **$875** |
| **121** | Alaska Energy Authority Owned Facilities | | Funder | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 09/01/2026 | 09/02/2026 | AK | Homer | **$875** |
| **122** | Alaska Energy Authority Owned Facilities | | Funder | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 09/01/2026 | 09/02/2026 | AK | Homer | **$875** |
| **123** | Alaska Energy Authority Owned Facilities | | Federal Official | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 09/01/2026 | 09/02/2026 | AK | Homer | **$875** |
| **124** | Alaska Energy Authority Owned Facilities | | Federal Official | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 09/01/2026 | 09/02/2026 | AK | Homer | **$875** |
| **125** | Alaska Energy Authority Owned Facilities | | Infrastructure Engineer | GRIP | Property Inspection, Community Outreach, Site Inspections and Environmental Permitting | 09/15/2026 | 09/16/2026 | AK | Hamilton | **$675** |
| **130** | Alaska Energy Authority Owned Facilities | | Project Manager | GRIP | Property Inspection, Community Outreach, Site Inspections and Environmental Permitting | 09/15/2026 | 09/16/2026 | AK | Hamilton | **$675** |
| **133** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director / Designee | Southeast Conference | Attend Southeast Conference | 09/15/2026 | 09/18/2026 | AK | Sitka | **$1,800** |
| **134** | Alaska Energy Authority Owned Facilities | | Federal Official | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/01/2027 | 06/01/2027 | AK | Homer | **$875** |
| **137** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director | NASEO Board of Directors Summer Meeting | As a member of the NASEO Board of Directors, attend the BOD Summer Meeting | 07/27/2026 | 07/30/2026 | VA | Hamilton | **$1,000** |

| Line # | Component | Employee Name (First and Last) | Job Title *(80 characters)* | Trip Purpose *(why is travel critical? Include destination* | Trip Justification *(If 3rd party reimbursement, include all details for trip cost - 1000 characters)* **(Yellow highlighted need description updated)** | Begin Date *(mm/dd/yyyy)* | End Date *(mm/dd/yyyy)* | Travel State | Travel City | Budget for Trip |
|---|---|---|---|---|---|---|---|---|---|---|
| **139** | Alaska Energy Authority Owned Facilities | MCLAUGHLIN, RYAN, T | Sr. Infrastructure Engineer | Oversee drillers drilling at & through dam for pool raise | Drillers will be drilling around and through dam. Chief Dam Safety Officer must oversee critical parts of work. | 10/01/2026 | 10/31/2026 | AK | Homer | **$1,000** |
| **141** | Alaska Energy Authority Owned Facilities | PRICE, WILLIAM, J | Sr. Infrastructure Engineer | Intertie Inspection | Inspect problems with project & discuss solutions with utilities. | 10/01/2026 | 12/31/2026 | AK | Talkeetna | **$500** |
| **142** | Alaska Energy Authority Owned Facilities | | Board Member | Attend AEA Board Meeting | Travel for Board Members to attend Board Meetings - 2nd Quarter | 11/04/2026 | 11/06/2026 | AK | Anchorage | **$850** |
| **143** | Alaska Energy Authority Owned Facilities | | Board Member | Attend AEA Board Meeting | Travel for Board Members to attend Board Meetings - 2nd Quarter | 11/04/2026 | 11/06/2026 | AK | Anchorage | **$850** |
| **144** | Alaska Energy Authority Owned Facilities | | Board Member | Attend AEA Board Meeting | Travel for Board Members to attend Board Meetings - 2nd Quarter | 11/04/2026 | 11/06/2026 | AK | Anchorage | **$850** |
| **145** | Alaska Energy Authority Owned Facilities | | Board Member | Attend AEA Board Meeting | Travel for Board Members to attend Board Meetings - 2nd Quarter | 11/04/2026 | 11/06/2026 | AK | Anchorage | **$850** |
| **146** | Alaska Energy Authority Owned Facilities | | Board Member | Attend AEA Board Meeting | Travel for Board Members to attend Board Meetings - 2nd Quarter | 11/04/2026 | 11/06/2026 | AK | Anchorage | **$850** |
| **147** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director | GRIP | Negotiations- Converters for HVDC | 06/20/2027 | 06/23/2027 | DC | | **$3,000** |
| **149** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director / Designee | NASEO Annual Meeting | Attend National Association of State Energy Officials Annual Meeting. NASEO reimburse travel expenses. | 10/26/2026 | 10/30/2026 | TN | | **$1,500** |
| **150** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director | Community Outreach | AEA Annual Outreach Presentations | 11/04/2026 | 11/05/2026 | AK | Hamilton | **$1,200** |
| **151** | Alaska Energy Authority Owned Facilities | | Infrastructure Engineer | GRIP | Property Inspection, Community Outreach, Site Inspections and Environmental Permitting | 11/15/2026 | 11/16/2026 | AK | Fairbanks | **$675** |
| **152** | Alaska Energy Authority Owned Facilities | | Project Manager | GRIP | Property Inspection, Community Outreach, Site Inspections and Environmental Permitting | 11/15/2026 | 11/16/2026 | AK | Fairbanks | **$675** |
| **153** | Alaska Energy Authority Owned Facilities | | Board Member | Attend AEA Board Meeting | Travel for Board Members to attend Board Meetings - 3rd Quarter | 01/28/2027 | 01/30/2027 | AK | Anchorage | **$850** |

| Line # | Component | Employee Name (First and Last) | Job Title *(80 characters)* | Trip Purpose *(why is travel critical? Include destination* | Trip Justification *(If 3rd party reimbursement, include all details for trip cost - 1000 characters)* **(Yellow highlighted need description updated)** | Begin Date *(mm/dd/yyyy)* | End Date *(mm/dd/yyyy)* | Travel State | Travel City | Budget for Trip |
|---|---|---|---|---|---|---|---|---|---|---|
| **154** | Alaska Energy Authority Owned Facilities | | Board Member | Attend AEA Board Meeting | Travel for Board Members to attend Board Meetings - 3rd Quarter | 01/28/2027 | 01/30/2027 | AK | Anchorage | **$850** |
| **155** | Alaska Energy Authority Owned Facilities | | Board Member | Attend AEA Board Meeting | Travel for Board Members to attend Board Meetings - 3rd Quarter | 01/28/2027 | 01/30/2027 | AK | Anchorage | **$850** |
| **156** | Alaska Energy Authority Owned Facilities | | Board Member | Attend AEA Board Meeting | Travel for Board Members to attend Board Meetings - 3rd Quarter | 01/28/2027 | 01/30/2027 | AK | Anchorage | **$850** |
| **157** | Alaska Energy Authority Owned Facilities | | Board Member | Attend AEA Board Meeting | Travel for Board Members to attend Board Meetings - 3rd Quarter | 01/28/2027 | 01/30/2027 | AK | Anchorage | **$850** |
| **158** | Alaska Energy Authority Owned Facilities | | Project Manager | GRIP | Cable & Converter Negotiations | 01/30/2027 | 02/02/2027 | DC | | **$3,000** |
| **160** | Alaska Energy Authority Owned Facilities | MCLAUGHLIN, RYAN, T | Sr. Infrastructure Engineer | FERC DAM Safety, Portland, OR | FERC Dam Safety has a meeting for Alaska licensee's every year for FERC to pass on information and for licensees to meet with FERC staff to discuss project specific issues. Paid by utilities. | 02/01/2027 | 02/28/2027 | OR | | **$2,000** |
| **161** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director / Designee | 2026 NASEO Energy Policy Outlook Conference | Attend the National Association of State Energy Officials Energy Policy conference w/ Updates from key stakeholders; Trip is also combined with Congressional Delegation meetings and DOE meetings. NASEO | 02/02/2027 | 02/06/2027 | DC | | **$1,500** |
| **162** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director | 2026 Legislative Session | Attend meetings and hearings during 2026 Legislative Session | 02/02/2027 | 02/05/2027 | AK | Juneau | **$1,800** |
| **163** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director / Designee | 2026 Legislative Session | Attend meetings and hearings during 2026 Legislative Session | 02/02/2027 | 02/05/2027 | AK | Juneau | **$1,800** |
| **164** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director / Designee | Southeast Conference Mid-Session Summit | Attend Southeast Conference Mid Session Summit | 02/09/2027 | 02/12/2027 | AK | Juneau | **$1,800** |
| **165** | Alaska Energy Authority Owned Facilities | | Infrastructure Engineer | GRIP | Property Inspection, Community Outreach, Site Inspections and Environmental Permitting | 02/15/2027 | 02/16/2027 | AK | Kenai | **$675** |
| **166** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director | 2026 Legislative Session | Attend meetings and hearings during 2026 Legislative Session | 02/16/2027 | 02/19/2027 | AK | Juneau | **$1,800** |
| **167** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director / Designee | 2026 Legislative Session | Attend meetings and hearings during 2026 Legislative Session | 02/16/2027 | 02/19/2027 | AK | Juneau | **$1,800** |

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|---|---|---|---|---|---|---|---|---|---|---|
| **168** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director | 2026 Legislative Session | Attend meetings and hearings during 2026 Legislative Session | 02/24/2027 | 02/26/2027 | AK | Juneau | **$1,800** |
| **169** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director / Designee | 2026 Legislative Session | Attend meetings and hearings during 2026 Legislative Session | 02/24/2027 | 02/26/2027 | AK | Juneau | **$1,800** |
| **170** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director | 2026 Legislative Session | Attend meetings and hearings during 2026 Legislative Session | 03/01/2027 | 03/05/2027 | AK | Juneau | **$1,800** |
| **171** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director / Designee | 2026 Legislative Session | Attend meetings and hearings during 2026 Legislative Session | 03/01/2027 | 03/05/2027 | AK | Juneau | **$1,800** |
| **172** | Alaska Energy Authority Owned Facilities | | Infrastructure Engineer | GRIP | Property Inspection, Community Outreach, Site Inspections and Environmental Permitting | 03/01/2027 | 03/02/2027 | AK | Beluga | **$675** |
| **173** | Alaska Energy Authority Owned Facilities | DOMITROVICH, PATRICK, F | Infrastructure Engineer | Inspect transmission #P2 Sterling to Quartz with contractors | Transmission rebuild of Sterling to Quartz to occur in following year. Trip to inspect with contractors. | 03/01/2027 | 03/31/2027 | AK | Sterling | **$300** |
| **174** | Alaska Energy Authority Owned Facilities | PRICE, WILLIAM, J | Sr. Infrastructure Engineer | Intertie Inspection | Inspect problems with project & discuss solutions with utilities. | 03/01/2027 | 06/15/2027 | AK | Cantwell | **$500** |
| **175** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director / Designee | 2026 Legislative Session | Attend meetings and hearings during 2026 Legislative Session | 03/10/2027 | 03/12/2027 | AK | Juneau | **$1,800** |
| **176** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director | 2026 Legislative Session | Attend meetings and hearings during 2026 Legislative Session | 03/10/2027 | 03/12/2027 | AK | Juneau | **$1,800** |
| **177** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director | 2026 Legislative Session | Attend meetings and hearings during 2026 Legislative Session | 03/16/2027 | 03/19/2027 | AK | Juneau | **$1,800** |
| **178** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director / Designee | 2026 Legislative Session | Attend meetings and hearings during 2026 Legislative Session | 03/16/2027 | 03/19/2027 | AK | Juneau | **$1,800** |
| **179** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director | 2026 Legislative Session | Attend meetings and hearings during 2026 Legislative Session | 03/23/2027 | 03/25/2027 | AK | Juneau | **$1,800** |
| **180** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director / Designee | 2026 Legislative Session | Attend meetings and hearings during 2026 Legislative Session | 03/23/2027 | 03/25/2027 | AK | Juneau | **$1,800** |

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|---|---|---|---|---|---|---|---|---|---|---|
| **181** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director | 2026 Legislative Session | Attend meetings and hearings during 2026 Legislative Session | 03/31/2027 | 04/03/2027 | AK | Juneau | **$1,800** |
| **182** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director | 2026 Legislative Session | Attend meetings and hearings during 2026 Legislative Session | 03/31/2027 | 04/03/2027 | AK | Juneau | **$1,800** |
| **183** | Alaska Energy Authority Owned Facilities | DOMITROVICH, PATRICK, F | Infrastructure Engineer | Inspect construction Sterling to Soldotna transmission | Transmission rebuild of Sterling to Soldotna to occur. Trip to inspect with contractors. | 04/01/2027 | 04/30/2027 | AK | Soldotna | **$300** |
| **184** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director | 2026 Legislative Session | Attend meetings and hearings during 2026 Legislative Session | 04/07/2027 | 04/09/2027 | AK | Juneau | **$1,800** |
| **185** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director | 2026 Legislative Session | Attend meetings and hearings during 2026 Legislative Session | 04/13/2027 | 04/16/2027 | AK | Juneau | **$1,800** |
| **186** | Alaska Energy Authority Owned Facilities | | Board Member | Attend AEA Board Meeting | Travel for Board Members to attend Board Meetings - 4th Quarter | 04/15/2027 | 04/17/2027 | AK | Anchorage | **$850** |
| **187** | Alaska Energy Authority Owned Facilities | | Board Member | Attend AEA Board Meeting | Travel for Board Members to attend Board Meetings - 4th Quarter | 04/15/2027 | 04/17/2027 | AK | Anchorage | **$850** |
| **188** | Alaska Energy Authority Owned Facilities | | Board Member | Attend AEA Board Meeting | Travel for Board Members to attend Board Meetings - 4th Quarter | 04/15/2027 | 04/17/2027 | AK | Anchorage | **$850** |
| **189** | Alaska Energy Authority Owned Facilities | | Board Member | Attend AEA Board Meeting | Travel for Board Members to attend Board Meetings - 4th Quarter | 04/15/2027 | 04/17/2027 | AK | Anchorage | **$850** |
| **190** | Alaska Energy Authority Owned Facilities | | Board Member | Attend AEA Board Meeting | Travel for Board Members to attend Board Meetings - 4th Quarter | 04/15/2027 | 04/17/2027 | AK | Anchorage | **$850** |
| **191** | Alaska Energy Authority Owned Facilities | | Project Manager | GRIP | Property Inspection, Community Outreach, Site Inspections and Environmental Permitting | 05/01/2027 | 05/02/2027 | AK | Kenai | **$675** |
| **192** | Alaska Energy Authority Owned Facilities | DOMITROVICH, PATRICK, F | Infrastructure Engineer | Public/agency meeting transmission #P2 SQ | Meeting with agency and public. | 05/01/2027 | 05/31/2027 | AK | Sterling | **$200** |
| **193** | Alaska Energy Authority Owned Facilities | MCLAUGHLIN, RYAN, T | Sr. Infrastructure Engineer | Licensing Trip | Bradley Dixon Inspection. Licensing trip with contractors and agency personnel. Trips planned with fed agencies, dam raise, Geotech, environmental. | 05/01/2027 | 05/31/2027 | AK | Homer | **$750** |

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|---|---|---|---|---|---|---|---|---|---|---|
| **194** | Alaska Energy Authority Owned Facilities | | Infrastructure Engineer | GRIP | Property Inspection, Community Outreach, Site Inspections and Environmental Permitting | 05/15/2027 | 05/16/2027 | AK | Kenai | **$675** |
| ~~**195**~~ | ~~Alaska Energy Authority Owned Facilities~~ | ~~THAYER, CURTIS, W~~ | ~~Executive Director~~ | ~~Alaska Power Association Federal Legislative Conference~~ | ~~Attend the Alaska Power Association Legislative Conf. and meet with Congressional Delegation and DOE Officials~~ | ~~06/01/2027~~ | ~~06/05/2027~~ | ~~DC~~ | | ~~**$3,000**~~ |
| **196** | Alaska Energy Authority Owned Facilities | MCLAUGHLIN, RYAN, T | Sr. Infrastructure Engineer | FERC Dam Safety Part 12 Comprehensive Insp | FERC Dam Safety Part 12 inspection required 2026 with FERC and consultants. | 06/01/2027 | 06/30/2027 | AK | Homer | **$1,500** |
| **197** | Alaska Energy Authority Owned Facilities | MCLAUGHLIN, RYAN, T | Sr. Infrastructure Engineer | Licensing Trip | Bradley Dixon Inspection. Licensing trip with contractors and agency personnel. Trips planned with fed agencies, dam raise, Geotech, environmental. | 06/01/2027 | 06/15/2027 | AK | Homer | **$750** |
| **198** | Alaska Energy Authority Owned Facilities | | Federal Official | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/05/2027 | 06/06/2027 | AK | Homer | **$875** |
| **199** | Alaska Energy Authority Owned Facilities | | Federal Official | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/05/2027 | 06/06/2027 | AK | Homer | **$875** |
| **200** | Alaska Energy Authority Owned Facilities | | Federal Official | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/05/2027 | 06/06/2027 | AK | Homer | **$875** |
| **201** | Alaska Energy Authority Owned Facilities | | Federal Official | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/05/2027 | 06/06/2027 | AK | Homer | **$875** |
| **202** | Alaska Energy Authority Owned Facilities | | Funder | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/05/2027 | 06/06/2027 | AK | Homer | **$875** |
| **203** | Alaska Energy Authority Owned Facilities | | Funder | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/05/2027 | 06/06/2027 | AK | Homer | **$875** |
| **204** | Alaska Energy Authority Owned Facilities | | Funder | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/05/2027 | 06/06/2027 | AK | Homer | **$875** |
| **205** | Alaska Energy Authority Owned Facilities | | Funder | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/05/2027 | 06/06/2027 | AK | Homer | **$875** |
| **206** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director / Designee | NASEO Western Regional Meeting | Attend National Association of State Energy Officials Western Regional Meeting (Location TBD). Travel Expenses Reimbursable by NASEO. | 06/09/2027 | 06/12/2027 | AZ | Hamilton | **$1,500** |

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|---|---|---|---|---|---|---|---|---|---|---|
| **207** | Alaska Energy Authority Owned Facilities | BILLINGSLEY, MARK, C, JR | General Counsel | GRIP | Property Inspection, Community Outreach, Site Inspections and Environmental Permitting | 06/10/2027 | 06/11/2027 | AK | Beluga | **$675** |
| **208** | Alaska Energy Authority Owned Facilities | | Infrastructure Engineer | GRIP | Property Inspection, Community Outreach, Site Inspections and Environmental Permitting | 06/10/2027 | 06/11/2027 | AK | Beluga | **$675** |
| **209** | Alaska Energy Authority Owned Facilities | | Regulatory | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/17/2027 | 06/18/2027 | AK | Homer | **$875** |
| **210** | Alaska Energy Authority Owned Facilities | | Regulatory | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/17/2027 | 06/18/2027 | AK | Homer | **$875** |
| **211** | Alaska Energy Authority Owned Facilities | | Regulatory | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/17/2027 | 06/18/2027 | AK | Homer | **$875** |
| **212** | Alaska Energy Authority Owned Facilities | | Federal Official | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/17/2027 | 06/18/2027 | AK | Homer | **$875** |
| **214** | Alaska Energy Authority Owned Facilities | | Federal Official | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/17/2027 | 06/18/2027 | AK | Homer | **$875** |
| **215** | Alaska Energy Authority Owned Facilities | | Federal Official | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/17/2027 | 06/18/2027 | AK | Homer | **$875** |
| **216** | Alaska Energy Authority Owned Facilities | | Federal Official | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/17/2027 | 06/18/2027 | AK | Homer | **$875** |
| **217** | Alaska Energy Authority Owned Facilities | | Federal Official | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/19/2027 | 06/20/2027 | AK | Homer | **$875** |
| **218** | Alaska Energy Authority Owned Facilities | | Federal Official | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/19/2027 | 06/20/2027 | AK | Homer | **$875** |
| **219** | Alaska Energy Authority Owned Facilities | | Funder | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/19/2027 | 06/20/2027 | AK | Homer | **$875** |
| **220** | Alaska Energy Authority Owned Facilities | | Federal Official | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/19/2027 | 06/20/2027 | AK | Homer | **$875** |

| Line # | Component | Employee Name (First and Last) | Job Title *(80 characters)* | Trip Purpose *(why is travel critical? Include destination* | Trip Justification *(If 3rd party reimbursement, include all details for trip cost - 1000 characters)* **(Yellow highlighted need description updated)** | Begin Date *(mm/dd/yyyy)* | End Date *(mm/dd/yyyy)* | Travel State | Travel City | Budget for Trip |
|---|---|---|---|---|---|---|---|---|---|---|
| **221** | Alaska Energy Authority Owned Facilities | | Funder | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/19/2027 | 06/20/2027 | AK | Homer | **$875** |
| **222** | Alaska Energy Authority Owned Facilities | | Federal Official | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/19/2027 | 06/20/2027 | AK | Homer | **$875** |
| **223** | Alaska Energy Authority Owned Facilities | | Funder | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/19/2027 | 06/20/2027 | AK | Homer | **$875** |
| **224** | Alaska Energy Authority Owned Facilities | | Funder | Permitting, funding, regulatory, design, Bradley / Dixon | This trip is required for funding, permitting and preliminary design. In addition trips are anticipated to meet high level funders and FERC regulatory personnel onsite. | 06/19/2027 | 06/20/2027 | AK | Homer | **$875** |
| **225** | Alaska Energy Authority Owned Facilities | | Project Manager | BRADLEY LAKE Expansion | Negotiations & Update regarding Bradley Lake Expansion Project | 06/20/2027 | 06/23/2027 | DC | | **$3,000** |
| **226** | Alaska Energy Authority Rural Energy Assistance | | Project Manager | Bulk Fuel Site Construction Inspection | Bulk Fuel Upgrade - Projects on site construction inspection - Denali Commission Award / Rural Powerhouse Infrastructure Projects. | 10/27/2026 | 10/29/2026 | AK | Hamilton | **$1,350** |
| **227** | Alaska Energy Authority Rural Energy Assistance | MCCONNELL, CHRISTOPHER, J | RURAL PROGRAMS MANAGER | Alaska Rural Energy Conference | Provide training at the Alaska Rural Energy Conference | 07/01/2026 | 07/04/2026 | AK | Hamilton | **$1,350** |
| **229** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 07/01/2026 | 07/02/2026 | AK | Hamilton | **$1,350** |
| **230** | Alaska Energy Authority Rural Energy Assistance | | Project Manager/CR or REUW | Rural Power Systems Construction Inspection | Rural Power System Upgrades (RPSU) - Projects on site construction inspection - Denali Commission Award / EPA/Rural Powerhouse Infrastructure projects. | 07/01/2026 | 07/03/2026 | AK | Hamilton | **$1,350** |
| **231** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 07/08/2026 | 07/09/2026 | AK | Hamilton | **$1,350** |
| **232** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 07/15/2026 | 07/16/2026 | AK | Hamilton | **$1,350** |
| **233** | Alaska Energy Authority Rural Energy Assistance | | Project Manager | Chitina Hydro | Attend meetings and/or construction administration with utility and corporate representatives about the Chitina Hydro project. | 07/15/2026 | 07/16/2026 | AK | Hamilton | **$500** |
| **234** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Itinerant Utility Operator Training | Itinerant Utility Operator Training - Federal Denali Commission Award - Power House Utility Operator Training - trips are required and funded by the Denali Commission award. | 07/15/2026 | 07/16/2026 | AK | Hamilton | **$1,350** |

| Line # | Component | Employee Name (First and Last) | Job Title *(80 characters)* | Trip Purpose *(why is travel critical? Include destination* | Trip Justification *(If 3rd party reimbursement, include all details for trip cost - 1000 characters)* **(Yellow highlighted need description updated)** | Begin Date *(mm/dd/yyyy)* | End Date *(mm/dd/yyyy)* | Travel State | Travel City | Budget for Trip |
|---|---|---|---|---|---|---|---|---|---|---|
| **235** | Alaska Energy Authority Rural Energy Assistance | | Project Manager | GRIP | Property Inspection, Community Outreach, Site Inspections and Environmental Permitting | 07/20/2026 | 07/21/2026 | AK | Beluga | **$675** |
| **236** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 07/22/2026 | 07/23/2026 | AK | Hamilton | **$1,350** |
| **237** | Alaska Energy Authority Rural Energy Assistance | | Project Manager | Bulk Fuel Site Construction Inspection | Bulk Fuel Upgrade - Projects on site construction inspection - Denali Commission Award / Rural Powerhouse Infrastructure Projects. | 07/28/2026 | 07/30/2026 | AK | Hamilton | **$1,350** |
| **238** | Alaska Energy Authority Rural Energy Assistance | | Project Manager/CR or REUW | Rural Power Systems Construction Inspection | Rural Power System Upgrades (RPSU) - Projects on site construction inspection - Denali Commission Award / EPA/Rural Powerhouse Infrastructure projects. | 07/28/2026 | 07/30/2026 | AK | Hamilton | **$1,350** |
| **239** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 07/29/2026 | 07/30/2026 | AK | Hamilton | **$1,350** |
| **240** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Itinerant Utility Operator Training | Itinerant Utility Operator Training - Federal Denali Commission Award - Power House Utility Operator Training - trips are required and funded by the Denali Commission award. | 08/01/2026 | 08/02/2026 | AK | Hamilton | **$1,350** |
| **241** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 08/05/2026 | 08/06/2026 | AK | Hamilton | **$1,350** |
| **242** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 08/12/2026 | 08/13/2026 | AK | Hamilton | **$1,350** |
| **243** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Itinerant Utility Operator Training | Itinerant Utility Operator Training - Federal Denali Commission Award - Power House Utility Operator Training - trips are required and funded by the Denali Commission award. | 08/15/2026 | 08/16/2026 | AK | Hamilton | **$1,350** |
| **244** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 08/26/2026 | 08/27/2026 | AK | Hamilton | **$1,350** |
| **245** | Alaska Energy Authority Rural Energy Assistance | ERICKSON, CONNER, T | Planning Director | Renewable Energy Fund (REF) Project Site Visit | Renewable Energy Fund (REF) project site visit | 09/01/2026 | 09/03/2026 | AK | Hamilton | **$1,350** |
| **246** | Alaska Energy Authority Rural Energy Assistance | | Project Manager/CR or REUW | Rural Power Systems Construction Inspection | Rural Power System Upgrades (RPSU) - Projects on site construction inspection - Denali Commission Award / EPA/Rural Powerhouse Infrastructure projects. | 09/01/2026 | 09/03/2026 | AK | Hamilton | **$1,350** |
| **247** | Alaska Energy Authority Rural Energy Assistance | | Project Manager | Bulk Fuel Site Construction Inspection | Bulk Fuel Upgrade - Projects on site construction inspection - Denali Commission Award / Rural Powerhouse Infrastructure Projects. | 09/01/2026 | 09/03/2026 | AK | Hamilton | **$1,350** |

| Line # | Component | Employee Name (First and Last) | Job Title *(80 characters)* | Trip Purpose *(why is travel critical? Include destination* | Trip Justification *(If 3rd party reimbursement, include all details for trip cost - 1000 characters)* **(Yellow highlighted need description updated)** | Begin Date *(mm/dd/yyyy)* | End Date *(mm/dd/yyyy)* | Travel State | Travel City | Budget for Trip |
|---|---|---|---|---|---|---|---|---|---|---|
| **248** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 09/09/2026 | 09/10/2026 | AK | Hamilton | **$1,350** |
| ~~**249**~~ | ~~Alaska Energy Authority Rural Energy Assistance~~ | ~~BILLINGSLEY, MARK, C, JR~~ | ~~General Counsel~~ | ~~Attend Legal Conference /Continuing Education~~ | ~~Energy Bar Association Mid-Year Energy Forum~~ | ~~09/14/2026~~ | ~~09/16/2026~~ | ~~DC~~ | | ~~**$3,000**~~ |
| **250** | Alaska Energy Authority Rural Energy Assistance | | Project Manager | Chitina Hydro | Attend meetings and/or construction administration with utility and corporate representatives about the Chitina Hydro project. | 09/15/2026 | 09/16/2026 | AK | Hamilton | **$500** |
| **251** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Itinerant Utility Operator Training | Itinerant Utility Operator Training - Federal Denali Commission Award - Power House Utility Operator Training - trips are required and funded by the Denali Commission award. | 09/15/2026 | 09/16/2026 | AK | Hamilton | **$1,350** |
| **252** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 09/16/2026 | 09/17/2026 | AK | Hamilton | **$1,350** |
| **253** | Alaska Energy Authority Rural Energy Assistance | | Project Manager | Bulk Fuel Site Construction Inspection | Bulk Fuel Upgrade - Projects on site construction inspection - Denali Commission Award / Rural Powerhouse Infrastructure Projects. | 09/30/2026 | 10/02/2026 | AK | Hamilton | **$1,350** |
| **254** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 09/30/2026 | 10/01/2026 | AK | Hamilton | **$1,350** |
| **255** | Alaska Energy Authority Rural Energy Assistance | | Project Manager/CR or REUW | Rural Power Systems Construction Inspection | Rural Power System Upgrades (RPSU) - Projects on site construction inspection - Denali Commission Award / EPA/Rural Powerhouse Infrastructure projects. | 09/30/2026 | 10/02/2026 | AK | Hamilton | **$1,350** |
| **256** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Itinerant Utility Operator Training | Itinerant Utility Operator Training - Federal Denali Commission Award - Power House Utility Operator Training - trips are required and funded by the Denali Commission award. | 10/01/2026 | 10/02/2026 | AK | Hamilton | **$1,350** |
| **257** | AEA Power Cost Equalization | AUBRY, KATHERINE, C | PCE Manager | Train on PCE Reporting Statewide | Train Rural Utility Managers and Clerks on Power Cost Equalization (PCE) reporting | 10/01/2026 | 10/02/2026 | AK | Hamilton | **$1,500** |
| **258** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 10/14/2026 | 10/15/2026 | AK | Hamilton | **$1,350** |
| **259** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Itinerant Utility Operator Training | Itinerant Utility Operator Training - Federal Denali Commission Award - Power House Utility Operator Training - trips are required and funded by the Denali Commission award. | 10/15/2026 | 10/16/2026 | AK | Hamilton | **$1,350** |
| **260** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 10/21/2026 | 10/22/2026 | AK | Hamilton | **$1,350** |

| Line # | Component | Employee Name (First and Last) | Job Title *(80 characters)* | Trip Purpose *(why is travel critical? Include destination* | Trip Justification *(If 3rd party reimbursement, include all details for trip cost - 1000 characters)* **(Yellow highlighted need description updated)** | Begin Date *(mm/dd/yyyy)* | End Date *(mm/dd/yyyy)* | Travel State | Travel City | Budget for Trip |
|---|---|---|---|---|---|---|---|---|---|---|
| **261** | Alaska Energy Authority Rural Energy Assistance | | Project Manager/CR or REUW | Rural Power Systems Construction Inspection | Rural Power System Upgrades (RPSU) - Projects on site construction inspection - Denali Commission Award / EPA/Rural Powerhouse Infrastructure projects. | 10/27/2026 | 10/29/2026 | AK | Hamilton | **$1,350** |
| **262** | Alaska Energy Authority Rural Energy Assistance | | Project Manager | Bulk Fuel Site Construction Inspection | Bulk Fuel Upgrade - Projects on site construction inspection - Denali Commission Award / Rural Powerhouse Infrastructure Projects. | 10/27/2026 | 10/29/2026 | AK | Hamilton | **$1,350** |
| **263** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 10/28/2026 | 10/29/2026 | AK | Hamilton | **$1,350** |
| **264** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Itinerant Utility Operator Training | Itinerant Utility Operator Training - Federal Denali Commission Award - Power House Utility Operator Training - trips are required and funded by the Denali Commission award. | 11/01/2026 | 11/02/2026 | AK | Hamilton | **$1,350** |
| **265** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Itinerant Utility Operator Training | Itinerant Utility Operator Training - Federal Denali Commission Award - Power House Utility Operator Training - trips are required and funded by the Denali Commission award. | 11/15/2026 | 11/16/2026 | AK | Hamilton | **$1,350** |
| **266** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 11/18/2026 | 11/19/2026 | AK | Hamilton | **$1,350** |
| **267** | Alaska Energy Authority Rural Energy Assistance | | Project Manager/CR or REUW | Rural Power Systems Construction Inspection | Rural Power System Upgrades (RPSU) - Projects on site construction inspection - Denali Commission Award / EPA/Rural Powerhouse Infrastructure projects. | 12/01/2026 | 12/03/2026 | AK | Hamilton | **$1,350** |
| **268** | Alaska Energy Authority Rural Energy Assistance | | Project Manager | Bulk Fuel Site Construction Inspection | Bulk Fuel Upgrade - Projects on site construction inspection - Denali Commission Award / Rural Powerhouse Infrastructure Projects. | 12/01/2026 | 12/03/2026 | AK | Hamilton | **$1,350** |
| **269** | Alaska Energy Authority Rural Energy Assistance | ERICKSON, CONNER, T | Planning Director | Power Project Fund (PPF) site visit | Power Project Fund (PPF) site visit | 12/01/2026 | 12/03/2026 | AK | Hamilton | **$1,350** |
| **270** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Itinerant Utility Operator Training | Itinerant Utility Operator Training - Federal Denali Commission Award - Power House Utility Operator Training - trips are required and funded by the Denali Commission award. | 12/01/2026 | 12/02/2026 | AK | Hamilton | **$1,350** |
| **271** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Itinerant Utility Operator Training | Itinerant Utility Operator Training - Federal Denali Commission Award - Power House Utility Operator Training - trips are required and funded by the Denali Commission award. | 12/15/2026 | 12/16/2026 | AK | Hamilton | **$1,350** |
| **272** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 12/16/2026 | 12/17/2026 | AK | Hamilton | **$1,350** |
| **273** | Alaska Energy Authority Rural Energy Assistance | | Project Manager/CR or REUW | Rural Power Systems Construction Inspection | Rural Power System Upgrades (RPSU) - Projects on site construction inspection - Denali Commission Award / EPA/Rural Powerhouse Infrastructure projects. | 01/05/2027 | 01/07/2027 | AK | Hamilton | **$1,350** |

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|---|---|---|---|---|---|---|---|---|---|---|
| **274** | Alaska Energy Authority Rural Energy Assistance | | Project Manager | Bulk Fuel Site Construction Inspection | Bulk Fuel Upgrade - Projects on site construction inspection - Denali Commission Award / Rural Powerhouse Infrastructure Projects. | 01/05/2027 | 01/07/2027 | AK | Hamilton | **$1,350** |
| **275** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 01/06/2027 | 01/07/2027 | AK | Hamilton | **$1,350** |
| **276** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Itinerant Utility Operator Training | Itinerant Utility Operator Training - Federal Denali Commission Award - Power House Utility Operator Training - trips are required and funded by the Denali Commission award. | 01/15/2027 | 01/16/2027 | AK | Hamilton | **$1,350** |
| **277** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 01/20/2027 | 01/21/2027 | AK | Hamilton | **$1,350** |
| **278** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 01/27/2027 | 01/28/2027 | AK | Hamilton | **$1,350** |
| **279** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Itinerant Utility Operator Training | Itinerant Utility Operator Training - Federal Denali Commission Award - Power House Utility Operator Training - trips are required and funded by the Denali Commission award. | 02/01/2027 | 02/02/2027 | AK | Hamilton | **$1,350** |
| **280** | Alaska Energy Authority Rural Energy Assistance | | Project Manager | Bulk Fuel Site Construction Inspection | Bulk Fuel Upgrade - Projects on site construction inspection - Denali Commission Award / Rural Powerhouse Infrastructure Projects. | 02/02/2027 | 02/04/2027 | AK | Hamilton | **$1,350** |
| **281** | Alaska Energy Authority Rural Energy Assistance | | Project Manager/CR or REUW | Rural Power Systems Construction Inspection | Rural Power System Upgrades (RPSU) - Projects on site construction inspection - Denali Commission Award / EPA/Rural Powerhouse Infrastructure projects. | 02/02/2027 | 02/04/2027 | AK | Hamilton | **$1,350** |
| **282** | AEA Power Cost Equalization | AUBRY, KATHERINE, C | PCE Manager | Train on PCE Reporting Statewide | Train Rural Utility Managers and Clerks on Power Cost Equalization (PCE) reporting | 02/03/2027 | 02/04/2027 | AK | Hamilton | **$1,500** |
| **283** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Itinerant Utility Operator Training | Itinerant Utility Operator Training - Federal Denali Commission Award - Power House Utility Operator Training - trips are required and funded by the Denali Commission award. | 02/15/2027 | 02/16/2027 | AK | Hamilton | **$1,350** |
| **284** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 02/17/2027 | 02/18/2027 | AK | Hamilton | **$1,350** |
| **285** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Itinerant Utility Operator Training | Itinerant Utility Operator Training - Federal Denali Commission Award - Power House Utility Operator Training - trips are required and funded by the Denali Commission award. | 03/01/2027 | 03/02/2027 | AK | Hamilton | **$1,350** |
| **286** | Alaska Energy Authority Rural Energy Assistance | ERICKSON, CONNER, T | Planning Director | Renewable Energy Fund (REF) Project Site Visit | Power Project Fund (PPF) site visit | 03/02/2027 | 03/04/2027 | AK | Hamilton | **$1,350** |

| Line # | Component | Employee Name (First and Last) | Job Title *(80 characters)* | Trip Purpose *(why is travel critical? Include destination* | Trip Justification *(If 3rd party reimbursement, include all details for trip cost - 1000 characters)* **(Yellow highlighted need description updated)** | Begin Date *(mm/dd/yyyy)* | End Date *(mm/dd/yyyy)* | Travel State | Travel City | Budget for Trip |
|---|---|---|---|---|---|---|---|---|---|---|
| **287** | Alaska Energy Authority Rural Energy Assistance | | Project Manager | Bulk Fuel Site Construction Inspection | Bulk Fuel Upgrade - Projects on site construction inspection - Denali Commission Award / Rural Powerhouse Infrastructure Projects. | 03/02/2027 | 03/04/2027 | AK | Hamilton | **$1,350** |
| **288** | Alaska Energy Authority Rural Energy Assistance | | Project Manager/CR or REUW | Rural Power Systems Construction Inspection | Rural Power System Upgrades (RPSU) - Projects on site construction inspection - Denali Commission Award / EPA/Rural Powerhouse Infrastructure projects. | 03/02/2027 | 03/04/2027 | AK | Hamilton | **$1,350** |
| **289** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 03/03/2027 | 03/04/2027 | AK | Hamilton | **$1,350** |
| **290** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 03/24/2027 | 03/25/2027 | AK | Hamilton | **$1,350** |
| **291** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 03/31/2027 | 04/01/2027 | AK | Hamilton | **$1,350** |
| **292** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Itinerant Utility Operator Training | Itinerant Utility Operator Training - Federal Denali Commission Award - Power House Utility Operator Training - trips are required and funded by the Denali Commission award. | 04/01/2027 | 04/02/2027 | AK | Hamilton | **$1,350** |
| **293** | AEA Power Cost Equalization | AUBRY, KATHERINE, C | PCE Manager | Train on PCE Reporting Statewide | Train Rural Utility Managers and Clerks on Power Cost Equalization (PCE) reporting | 04/01/2027 | 04/02/2027 | AK | Hamilton | **$1,500** |
| **294** | Alaska Energy Authority Rural Energy Assistance | | Project Manager | Bulk Fuel Site Construction Inspection | Bulk Fuel Upgrade - Projects on site construction inspection - Denali Commission Award / Rural Powerhouse Infrastructure Projects. | 04/06/2027 | 04/08/2027 | AK | Hamilton | **$1,350** |
| **295** | Alaska Energy Authority Rural Energy Assistance | | Project Manager/CR or REUW | Rural Power Systems Construction Inspection | Rural Power System Upgrades (RPSU) - Projects on site construction inspection - Denali Commission Award / EPA/Rural Powerhouse Infrastructure projects. | 04/06/2027 | 04/08/2027 | AK | Hamilton | **$1,350** |
| **296** | Alaska Energy Authority Rural Energy Assistance | | Project Manager | Bulk Fuel Site Construction Inspection | Bulk Fuel Upgrade - Projects on site construction inspection - Denali Commission Award / Rural Powerhouse Infrastructure Projects. | 04/27/2027 | 04/29/2027 | AK | Hamilton | **$1,350** |
| **297** | Alaska Energy Authority Rural Energy Assistance | | Project Manager/CR or REUW | Rural Power Systems Construction Inspection | Rural Power System Upgrades (RPSU) - Projects on site construction inspection - Denali Commission Award / EPA/Rural Powerhouse Infrastructure projects. | 04/27/2027 | 04/29/2027 | AK | Hamilton | **$1,350** |
| **298** | Alaska Energy Authority Rural Energy Assistance | | Circuit Rider / Rural Electric Utility Worker | Train Powerhouse Operators | Train Powerhouse Operators - Federal Denali Commission Award (Sites selected through Circuit Rider Eligibility requirements AS 42.45.900 (Assistance to Rural Communities) 3AAC 108.220 (Circuit | 05/05/2027 | 05/06/2027 | AK | Hamilton | **$1,350** |
| **299** | Alaska Energy Authority Rural Energy Assistance | | Project Manager | Bulk Fuel Site Construction Inspection | Bulk Fuel Upgrade - Projects on site construction inspection - Denali Commission Award / Rural Powerhouse Infrastructure Projects. | 05/18/2027 | 05/20/2027 | AK | Hamilton | **$1,350** |

| Line # | Component | Employee Name (First and Last) | Job Title *(80 characters)* | Trip Purpose *(why is travel critical? Include destination* | Trip Justification *(If 3rd party reimbursement, include all details for trip cost - 1000 characters)* **(Yellow highlighted need description updated)** | Begin Date *(mm/dd/yyyy)* | End Date *(mm/dd/yyyy)* | Travel State | Travel City | Budget for Trip |
|---|---|---|---|---|---|---|---|---|---|---|
| **300** | Alaska Energy Authority Rural Energy Assistance | | Project Manager/CR or REUW | Rural Power Systems Construction Inspection | Rural Power System Upgrades (RPSU) - Projects on site construction inspection - Denali Commission Award / EPA/Rural Powerhouse Infrastructure projects. | 05/18/2027 | 05/20/2027 | AK | Hamilton | **$1,350** |
| **301** | Alaska Energy Authority Rural Energy Assistance | | Project Manager/CR or REUW | Rural Power Systems Construction Inspection | Rural Power System Upgrades (RPSU) - Projects on site construction inspection - Denali Commission Award / EPA/Rural Powerhouse Infrastructure projects. | 06/08/2027 | 06/10/2027 | AK | Hamilton | **$1,350** |
| **302** | Alaska Energy Authority Rural Energy Assistance | | Project Manager | Bulk Fuel Site Construction Inspection | Bulk Fuel Upgrade - Projects on site construction inspection - Denali Commission Award / Rural Powerhouse Infrastructure Projects. | 06/08/2027 | 06/10/2027 | AK | Hamilton | **$1,350** |
| **303** | Alaska Energy Authority Rural Energy Assistance | | Project Manager | Port Electrification Meeting | Attend meetings and/or construction administration with utility and corporate representatives about the Port Electrification project. | 06/15/2027 | 06/15/2027 | AK | Whittier | **$150** |
| **304** | Alaska Energy Authority Rural Energy Assistance | | Project Manager | Bulk Fuel Site Construction Inspection | Bulk Fuel Upgrade - Projects on site construction inspection - Denali Commission Award / Rural Powerhouse Infrastructure Projects. | 06/15/2027 | 06/17/2027 | AK | Hamilton | **$1,350** |
| **305** | Alaska Energy Authority Rural Energy Assistance | | Project Manager | Chitina Hydro | Attend meetings and/or construction administration with utility and corporate representatives about the Chitina Hydro project. | 06/20/2027 | 06/21/2027 | AK | Chitina | **$500** |
| **306** | Alaska Energy Authority Rural Energy Assistance | | Project Manager | Bulk Fuel Site Construction Inspection | Bulk Fuel Upgrade - Projects on site construction inspection - Denali Commission Award / Rural Powerhouse Infrastructure Projects. | 06/20/2027 | 06/22/2027 | AK | Hamilton | **$1,350** |
| **307** | Alaska Energy Authority Rural Energy Assistance | | Project Manager | Bulk Fuel Site Construction Inspection | Bulk Fuel Upgrade - Projects on site construction inspection - Denali Commission Award / Rural Powerhouse Infrastructure Projects. | 06/24/2027 | 06/27/2027 | AK | Hamilton | **$1,350** |
| **308** | Alaska Energy Authority Rural Energy Assistance | TURNER-THERN, KAREN, L | Human Resources Director | Attend SHRM Annual Conference | HR continuing education credits and updates on HR policies. | 06/27/2027 | 06/30/2027 | PA | | **$2,500** |
| **2043** | Statewide Project Development, Alternative Energy and | | Project Manager - Program Manager | Project management and progress check ins | Site host visits for ARED project. Funded by DOE FY22 VTO grant. | 07/08/2026 | 07/09/2026 | AK | Galena | **$1,000** |
| **2044** | Statewide Project Development, Alternative Energy and | BROWN, MEGAN, A | Project Manager | Wood Innovation Design | Attend meetings and / or construction administration with stakeholders about the Galena biomass project. Travel Funded through USDA-FS-FY25 grant. | 08/01/2026 | 08/30/2026 | AK | Galena | **$1,500** |
| **2046** | Statewide Project Development, Alternative Energy and | | Project Manager - Program Manager | Project management and progress check ins | Site host visits for ARED project. Funded by DOE FY22 VTO grant. | 08/11/2026 | 08/13/2026 | AK | Cordova | **$1,000** |
| **2048** | Statewide Project Development, Alternative Energy and | | Project Manager - Program Manager | Grant Budget travel for training & technical assistance | Biomass Chip Operator Training in Tok/Mentasta/NVKK. Travel funded through USDA-FS FY 22 grant. | 09/02/2026 | 09/05/2026 | AK | Mentasta Lake | **$800** |

| Line # | Component | Employee Name (First and Last) | Job Title *(80 characters)* | Trip Purpose *(why is travel critical? Include destination* | Trip Justification *(If 3rd party reimbursement, include all details for trip cost - 1000 characters)* **(Yellow highlighted need description updated)** | Begin Date *(mm/dd/yyyy)* | End Date *(mm/dd/yyyy)* | Travel State | Travel City | Budget for Trip |
|---|---|---|---|---|---|---|---|---|---|---|
| **2050** | Statewide Project Development, Alternative Energy and | | Planning Director | NASEO Transmission Grid Resilience Conference Electric Infrastructure Conference | Conference hosted by NASEO regarding GRID Resilience . Costs of attendance and other ancillary costs are coverable using 40101(d) federal funds. | 09/21/2026 | 09/23/2026 | VA | | **$2,500** |
| **2051** | Statewide Project Development, Alternative Energy and | | Project Manager - Program Manager | Regional Stakeholder Engagement for NEVI | Regional stakeholder engagement and site host visits. Funded by NEVI award. | 10/06/2026 | 10/10/2026 | AK | Tok / Valdez | **$1,920** |
| **2052** | Statewide Project Development, Alternative Energy and | | Project Manager - Program Manager | Regional Stakeholder Engagement for NEVI | Regional stakeholder engagement and site host visits. Funded by NEVI award. | 10/15/2026 | 10/17/2026 | AK | Kenai / Homer | **$1,920** |
| **2054** | Statewide Project Development, Alternative Energy and | | Project Manager - Program Manager | Attend 2025 Alaska-Canada Wood Energy Conference | Attend Alaska-Canada Wood Energy Conference in Fairbanks. This conference promotes all biomass systems and offers critical knowledge sharing opportunities between communities and latest | 10/27/2026 | 10/31/2026 | AK | Fairbanks | **$2,000** |
| **2055** | Statewide Project Development, Alternative Energy and | | Project Manager - Program Manager | Project management and progress check ins | Chignik RE-VEEP Project site inspection. | 12/01/2026 | 12/02/2026 | AK | Chignik | **$1,500** |
| **2056** | Statewide Project Development, Alternative Energy and | | Project Manager - Program Manager | Regional Transportation Summit | Regional Stakeholder engagement. Funded by FHWA NEVI award. | 03/09/2027 | 03/11/2027 | AK | Bethel | **$2,000** |
| **2058** | Statewide Project Development, Alternative Energy and | | Project Manager - Program Manager | Project management and progress check ins | Kachemak RE-VEEP Project site inspection. | 04/01/2027 | 04/02/2027 | AK | Homer | **$1,000** |
| **2059** | Statewide Project Development, Alternative Energy and | | Project Manager - Program Manager | Project management and progress check ins | Unalaska RE-VEEP Project Site Inspectin. Funded by DOE RE-VEEP | 04/08/2027 | 04/09/2027 | AK | Unalaska | **$1,000** |
| **2060** | Statewide Project Development, Alternative Energy and | | Project Manager - Program Manager | Project management and progress check ins | Lake and Peninsula Borough RE-VEEP Project site inspection. | 04/15/2027 | 04/16/2027 | AK | King Salmon | **$1,500** |
| **2062** | Statewide Project Development, Alternative Energy and | | Project Manager - Program Manager | Project management and progress check ins | Biomass boiler design and installation in Thorne Bay. Biomass boiler design and installation in City of Craig. Both projects are funded by the Denali Commission. | 05/04/2027 | 05/08/2027 | AK | Kasaan | **$1,500** |
| **2063** | Alaska Energy Authority Owned Facilities | THAYER, CURTIS, W | Executive Director | NASEO Board of Directors Winter Meeting | Executive Direoctor in onon NASEO Board. Participationin Winter Meeting is required. | 11/01/2026 | 11/05/2026 | VA | | **$2,500** |
| **2064** | Alaska Energy Authority Owned Facilities | | Federal Prgrams Director | CIPLink Cable Trip | | 09/08/2026 | 09/10/2026 | SC | | **$2,000** |
| **2065** | Alaska Energy Authority Owned Facilities | | Federal Programs Director | HVDC Convertor Trip | Support convertor procurement | | | | | **$3,000** |

| Line # | Component | Employee Name (First and Last) | Job Title *(80 characters)* | Trip Purpose *(why is travel critical? Include destination* | Trip Justification *(If 3rd party reimbursement, include all details for trip cost - 1000 characters)* **(Yellow highlighted need description updated)** | Begin Date *(mm/dd/yyyy)* | End Date *(mm/dd/yyyy)* | Travel State | Travel City | Budget for Trip |
|---|---|---|---|---|---|---|---|---|---|---|
| **2066** | Alaska Energy Authority Owned Facilities | MCLAUGHLIN, RYAN, T | Sr. Infrastructure Engineer | FERC Dam Safety Part 12 Comprehensive Insp | FERC Dam Safety Part 12 inspection required 2026 with FERC and consultants. Bradley Expansion Project | 10/01/2026 | 10/31/2026 | AK | Homer | **$1,500** |
| **2067** | Alaska Energy Authority Owned Facilities | MCLAUGHLIN, RYAN, T | Sr. Infrastructure Engineer | Oversee drillers drilling at & through dam for pool raise | Drillers will be drilling around and through dam. Chief Dam Safety Officer must oversee critical parts of work. Bradley Expansion Project | 06/01/2027 | 06/05/2027 | AK | HOMER | **$1,000** |
| **2068** | Alaska Energy Authority Owned Facilities | MCLAUGHLIN, RYAN, T | Sr. Infrastructure Engineer | CIPLink Cable Trip | | 09/08/2026 | 09/10/2026 | SC | | **$2,000** |
| **2069** | Alaska Energy Authority Rural Energy Assistance | JURY, LUCAS, M | Circuit Rider | Out of State Training - To Be Determined | To acquire skills to further assist rural utilities | 04/01/2027 | 04/04/2027 | TX | | **$2,500** |
| ~~**2070**~~ | ~~Alaska Energy Authority Rural Energy Assistance~~ | ~~DIXON, BRANDY, M~~ | ~~Communications Director~~ | ~~Select USA Investment Summit~~ | | ~~05/01/2027~~ | ~~05/06/2027~~ | ~~DC~~ | | ~~**$3,500**~~ |
| ~~**2071**~~ | ~~Alaska Energy Authority Rural Energy Assistance~~ | ~~THAYER, CURTIS, W~~ | ~~Executive Director~~ | ~~Select USA Investment Summit~~ | | ~~5/1/2027~~ | ~~5/6/2027~~ | ~~DC~~ | | ~~**$3,500**~~ |
| **2072** | Alaska Energy Authority Rural Energy Assistance | THAYER, CURTIS, W | Executive Director | CIPLink Cable Trip - | | 09/08/2026 | 09/10/2026 | SC | | **$2,000** |
| **2073** | Alaska Energy Authority Rural Energy Assistance | | Owend Assets Director | HVDC Convertor Trip | Support convertor procurement | | | | | **$3,000** |
| **2074** | Railbelt Transmission Organization | BELL, KAREN, M | RTO Manager | Travel associted with RTO pending RCA ruling | | 09/01/2026 | 09/03/2026 | AK | Hamilton | **$1,000** |
| **2075** | Railbelt Transmission Organization | BELL, KAREN, M | RTO Manager | Travel associted with RTO pending RCA ruling | | | | AK | Hamilton | **$1,000** |
| **2076** | Railbelt Transmission Organization | BELL, KAREN, M | RTO Manager | Travel associted with RTO pending RCA ruling | | | | AK | Hamilton | **$1,000** |
| **2077** | Alaska Energy Authority Rural Energy Assistance | ELLIS, STEPHEN, M | Rural Electric Utility Worker | Out of State Training - To Be Determined | To acquire skills to further assist rural utilities | 05/01/2027 | 05/04/2027 | TX | | **$2,500** |
| **2078** | Statewide Project Development, Alternative Energy and | BROWN, MEGAN, A | Project Manager | Wood Innovations Design | Attend meetings and/or construction administration with stakeholders about the Elim biomass project. Travel funded through USDA-FS FY25 grant. | 01/02/2027 | | AK | Elim | **$1,500** |
| **Total** | | | | | | | | | | ~~**$304,015**~~ |
| | | | | | | | | | **REVISED TOTAL** | **$286,015** |

ALASKA ENERGY AUTHORITY

**MEMORANDUM**

**TO:** **AEA Board of Directors**

**THROUGH:** **Curtis Thayer, Executive Director**

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

**DATE:** **July 7, 2026**

**SUBJECT:** **Cook Inlet PowerLink (CIPLINK) Update**

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## 1. Environmental Permitting and 2026 Marine Survey Planning

AEA continues to advance environmental permitting, procurement, and planning for the CIPLink marine survey program. AEA and Stantec have agreed upon the scope and cost of Stantec's marine survey task order. AEA has provided Stantec with notice to proceed with acquisition of a marine survey contractor through a request for quotation process.

- **Intent:** The marine survey program is intended to reduce uncertainty regarding the Cook Inlet marine environment for cable suppliers. The resulting data will be provided to suppliers during the upcoming cable RFQ/RFI process to inform industry response.
- **Environmental:** HDR is supporting AEA with permitting and agency coordination for the marine survey program. USACE initiated Section 106 consultation with SHPO on June 5, 2026; no additional requests have been received. HDR also submitted the Biological Evaluation to NMFS that day for ESA Section 7 consultation, including measures to minimize potential impacts to Cook Inlet beluga whales. NMFS issued an information request on June 16 and is continuing its review. Formal consultation has not yet begun, but AEA is seeking expedited informal consultation.
- **Survey scope:** The survey results will be used to identify existing infrastructure and potential hazards, refine the cable route, and inform cable design. The proposed survey will cover an approximately 35-mile marine corridor and is expected to include:
    - Multibeam bathymetry to map water depths and general seafloor topography;
    - Single-beam bathymetry in shallow nearshore and intertidal areas where multibeam equipment may not be practical;
    - Side-scan sonar to image the seafloor and identify features and hazards;
    - Shallow sub-bottom profiling to characterize near-surface stratigraphy;
    - Magnetometer surveying to locate existing subsea utilities and ferrous objects;
    - Acoustic Doppler current profiling to measure water speed and direction;



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    - Limited, targeted grab sampling of surficial sediments to assist with interpretation of the geophysical data; and
    - Terrestrial and nearshore LiDAR surveying at potential landfall locations.
- **Terrestrial and nearshore LiDAR**: Terrestrial and nearshore LiDAR was recently added to the program scope to collect topographic information at potential landfall and onshore routing locations.
- **Schedule:** Stantec's proposed schedule anticipates completing the survey contractor solicitation and subcontracting process during summer and early fall 2026, followed by approximately three to four weeks of marine fieldwork. Data processing, mapping, and final survey deliverables are expected to continue into early 2027. The field schedule will be finalized following contractor selection and will be dependent on weather and marine conditions.
- **Geotechnical investigations:** Geotechnical drilling is not included in the current marine survey campaign. Future offshore or onshore geotechnical investigations will be developed separately based on the results of the initial survey work and design requirements.

## 2. HVDC Equipment Procurement Documents

AEA and Stantec are continuing to develop the procurement strategy and solicitation documents for the project's long-lead equipment. The submarine cable and HVDC converter stations are expected to have multiyear manufacturing lead times and will be critical to the overall project schedule. Near-term procurement activities will focus on the submarine cable and converter stations. Procurement of the associated AC transmission upgrades, substations, landfall facilities, and other supporting infrastructure will follow as the project design advances. Current work includes development of the following documents:

a. **HVDC Submarine Cable Request for Qualifications and Information (RFQ/RFI)**: Stantec provided AEA with a draft Submarine Cable RFQ/RFI, which AEA has reviewed and returned with comments. Marine survey data will be provided to respondents to support responses.
    - **Prequalification (RFQ):**
        - Relevant project, delivery and installation experience; and
        - Manufacturing capacity and availability, including domestic product compliance.
    - **Technical and Budgetary Information Request (RFI):**
        - Cable technologies and design considerations;
        - Technical capabilities;
        - Budgetary pricing and assumptions;

- Manufacturing availability and lead times; and
- Cable installation methods.

**b. HVDC Converter Request for Proposals (RFP):** Stantec has provided AEA with a draft RFP for the HVDC converter stations.

- **Procurement Approach:** The RFP is intended to identify a qualified HVDC manufacturer to complete the FEED phase of work. Subject to successful completion of FEED, AEA may negotiate a subsequent agreement for final design and construction.
- **FEED Scope:** The FEED phase will further develop design, delivery, cost and schedule.
- **Proposal Content:** Respondents will be asked to provide information regarding their qualifications, delivery approach, schedule, pricing and domestic content considerations.

**3. Preliminary Design Report**

Stantec has provided the final Preliminary Design Report reflecting the current CIPLink configuration, including relocation of the southern converter station from the previously considered Bernice Lake location to Soldotna. The Soldotna location is expected to improve integration with the existing Railbelt transmission system, provide operational and economic benefits, and better support potential future expansion from 100 MW to 200 MW of transfer capacity. AEA is completing its internal review of the report, after which it will be distributed to the CIPLink Technical Working Group for review and comment. AEA and Stantec will then schedule a workshop to discuss the updated design and address feedback.

**4. DOE Award Administration**

DOE recently issued a continuation amendment extending the project period of performance through June 30, 2027. The amendment authorizes costs associated with the marine survey program, initial procurement activities, and other approved project-development work. Under the current budget period, AEA is authorized to expend up to $65,339,639 on the project.

AEA is preparing the supporting documentation and invoice packages needed to bring project reimbursement requests current. This effort will be a primary focus for the project team over the next several weeks.

- Project expenditures through June 30, 2025, totaled $1,150,569, all of which have been reimbursed by DOE.
- Total project expenditures through June 2026, were $2,125,882.

Costs incurred since July 1, 2025, will be included in upcoming invoice submissions in accordance with the continuation amendment.

**5. Project Funding and Capital Stack Development**

AEA continues to evaluate options for completing the capital stack for CIPLink and other major Railbelt infrastructure projects. To date, AEA has secured $64.2 million in combined State appropriations and Bradley Lake bond proceeds to support project development. An additional $142.3 million in funding is being pursued to fully meet project cost share obligations. AEA has been consulting with the Railbelt Utility CFO's regarding project financing for our three major projects: Bradley Lake Expansion, CIPLink and the SSQ Transmission upgrades. The initial focus has been for the BLXP. AEA will continue the engagement process and determine the best path forward for all three projects.

**6. Staffing Update**

Owned Assets has not added any new staff since the previous update. Recruitment is underway for an Assistant Project Manager to support CIPLink. The team is currently evaluating recruitment needs and priorities for approved positions to provide further technical and administrative support as the project advances.

ALASKA ENERGY AUTHORITY

**MEMORANDUM**

**TO**: AEA Board of Directors
**Through:** Curtis Thayer, Executive Director
**FROM**: Ryan McLaughlin, PE, Bradley Lake Manager & Chief Dam Safety Engineer
**DATE**: July 9, 2026
**RE**: Bradley Lake Expansion Project Update

AEA submitted a Final Amendment Application (FAA) for the Bradley Lake Expansion Project in June 2026. The application was e-filed will FERC and will be posted to the AEA project website. This project on average will increase the amount of energy generated from the Bradley Lake Hydroelectric Project by 167,000MWh/year representing an increase of ~38% from existing conditions. Notable items included in the project scope and changes from the Draft Amendment Application include:

- Proposed variable Minimum Instream Flow schedule that releases more water into the Martin River during adult Coho and Sockeye upstream migration periods, and less water when no upstream migration is expected. This was developed in close coordination with ADF&G and USFWS and does not materially change the annual diverted volumes.
- 16' pool raise accomplished through raising the existing concrete spillway crest, adding spillway crest gates, and raising the dam embankment crest. This increase in head is expected to increase the generating capacity by 0.9MW and add 62,000 acre-ft of storage.
- Installation of a 0.3MW microhydro turbine at the fishwater release valves at the base of Bradley Dam.
- 16' drilled diameter tunnel with 1' thick concrete cast segmental liner. Tunnel will be 4.6 miles long, with an elevation drop of 77' and capacity of 1650 cfs.
- Diversion dam at the base of the Dixon Glacier that will include two 30-foot-wide by 20-foot tall overshot crest gates that can be dropped during high flows to sluice coarse sediment that has deposited in the diversion pool.
- Extensive pre and post diversion monitoring program to document fish use, riparian habitat, geomorphological changes in a highly dynamic system.

The third Board of Consultants meeting was held in Homer, Alaska June 23-25. Topics discussed included the Probable Maximum Precipitation (PMP) and Probable Maximum Flood (PMF) studies, tunnel design, geotechnical investigations, CFRD design, spillway design, and tunnel alignment drilling. The meeting also included a site visit to Bradley, the tunnel boring locations, and the Dixon Diversion site. Representatives from FERC, BOC, AEA, and the design team were in attendance.

The 2026 geotechnical campaign is underway. This is year 3 of geotechnical investigations for the project. Crews have drilled holes in front of the spillway, at the toe of the dam, at the Dixon Diversion site, and potential quarry sites. The crews are currently working on 2 deep boreholes along the tunnel alignment, and as of last update are at a depth of 404' below ground surface.

Tunnel Boring Alignment Drilling Platform

Frontside of Spillway Drilling

AEA plans to procure cable for the three-phase power upgrade in the next month and issue a contract to clear the power alignment in the fall to prepare for a summer 2027 installation of the 3-phase power.

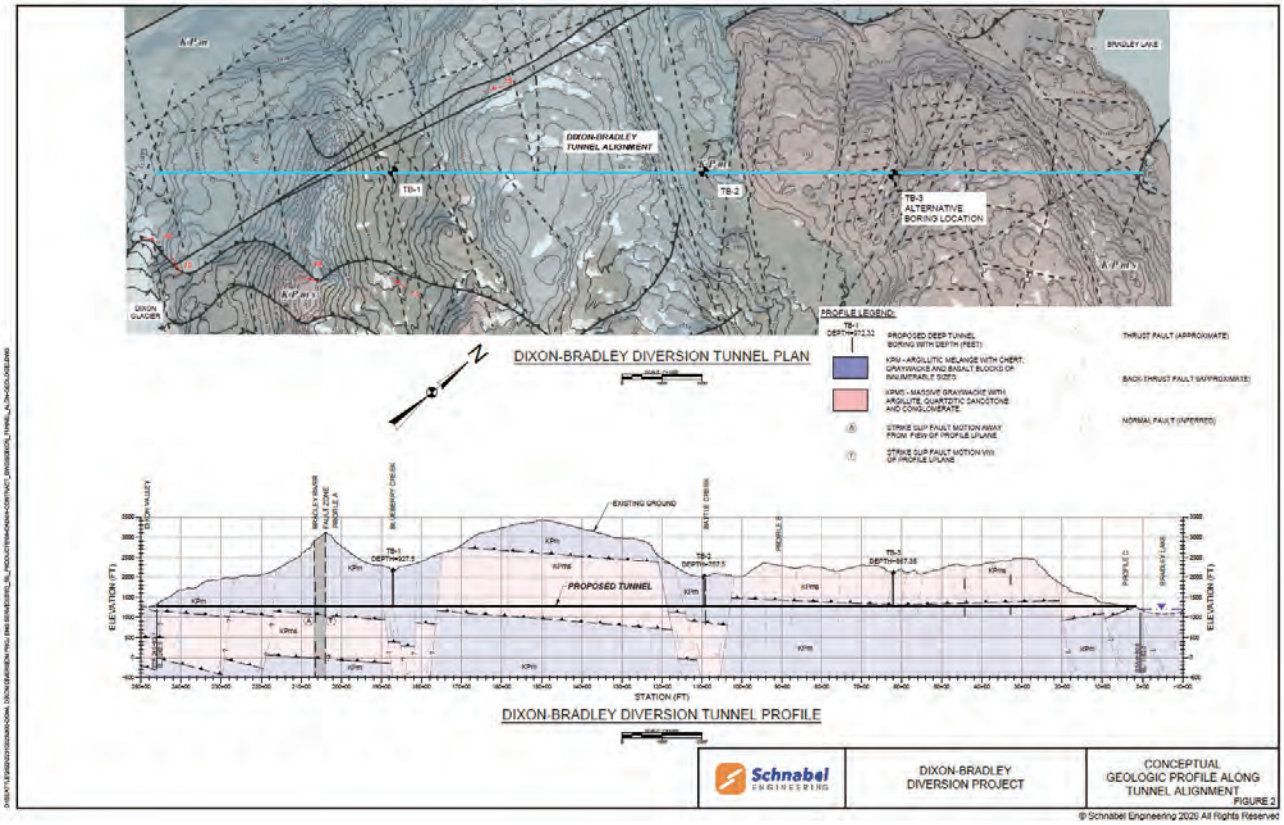
Additional field work this summer includes stream gaging on the Martin River and operation of the Autonomous Video Counting Tower at Red Lake to refine run timing and magnitude for Sockeye and Coho salmon.

Engineering and Design is progressing rapidly and a 60% package and updated cost estimate is anticipated in November 2026.



**Table 3.3-1 Preliminary Project Schedule.**

| Project Milestone | Timeframe |
|---|---|
| Submit Application to FERC | June 2026 |
| Respond to FERC Additional Information Requests and Agency Terms and Conditions | Summer 2026 |
| Project License Amendment Approved | June 2027 |
| Bidding Documents Completed for Issuance | March 2027 |
| Advertise for Bids | April–June 2027 |
| Pre-Bid Site Visit and Pre-Bid Conference | July 2027 |
| Bid Opening | August 2027 |
| Award Bid | October 2027 |
| Notice to Proceed | October 2027 |
| Begin Construction, Including Camp Mobilization | April 2028 |
| Construction Period | April 2028–July 2031 |
| Project Completion, Including Demobilization | July 2031 |



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| Date | Daily Average Minimum Flow (DAMF)[a,b,c] | Acceptable Short-term Deviations (rounded to whole numbers) |
|---|---|---|
| May 1 – May 15 | 50 cfs | DAMF less 5% (48 cfs) |
| May 16 – May 31 | Increase flow 5 cfs per day to 130 cfs | DAMF less 5% |
| June 1 – June 25 | 150 cfs | DAMF less 5% (143 cfs) |
| June 26[d] – September 25 | 75 cfs | DAMF less 5% (71 cfs) |
| September 26 – October 15 | 150 cfs | DAMF less 5% (143 cfs) |
| October 16 – October 22 | 100 cfs | DAMF less 5% (95 cfs) |
| October 23[e] – April 30 | 50 cfs | DAMF less 5% (48 cfs) |

Proposed MIF Schedule

ALASKA ENERGY AUTHORITY

**MEMORANDUM**

**TO:** **AEA Board of Directors**

**THROUGH:** **Curtis Thayer, Executive Director**

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

**DATE:** **July 9, 2026**

**SUBJECT:** **Soldotna-Sterling-Quartz Creek (SSQ) Update**

The project will upgrade the transmission lines between the Soldotna Substation and the Quartz Creek Substation by replacing the existing lines on or near the existing alignment. HEA owns the Soldotna to Sterling Section (SS) and AEA owns the section between Sterling and Quartz Creek (SQ). The original lines were built in the 1960's and are nearing the end of their design life. The existing legacy wood poles and 115Kv lines will be decommissioned and the poles removed. Steel foundations will be installed with metal towers and new lines installed built to 230Kv standards. The upgraded lines will increase capacity and improve stability. AEA is currently negotiating the terms and conditions of a new 50-year ROW permit with the Kenai National Wildlife refuge (KNWR) for the new lines. Transmission lines, owned by CEA, continue north from Quartz Creek to Anchorage. CEA has been upgrading their lines to 230Kv standards. These projects are part of a larger initiative intended to increase power capacity and reliability between the Bradley Lake Power Plant and Southern, Central and Northern regions of the Railbelt.

AEA has contracted with CEA to be the project manager for the SQ project. The project has been broken into three phases; Phase 1 was completed during the winter of 2024-2025, Phase 2 is to be done during the winter of 2026-2027 and Phase 3 is planned for the winter of 2027-2028. The associated substations upgrades are pending budget approval and scheduling in coordination with AEA and the Railbelt Utilities.

| Project | Phase 1 | Phase 2 | Phase 3 | Total |
|---|---|---|---|---|
| Winter 24-25 | $ 14,200,000 | | | $ 14,200,000 |
| Winter 26-27 | | $ 37,250,000 | | $ 37,250,000 |
| Winter 27-28 | | | $ 36,635,000 | $ 36,635,000 |
| | | | | $ 88,085,000 |
| Estimated Cost of the SS Line Upgrades | | | | $ 36,135,000 |
| Estimated Cost of the Soldotna, Sterling and Quartz Creek Substation Upgrades | | | | $ 54,294,955 |
| | | | Total | $ 178,514,955 |

HEA has substantially completed the design for the SS upgrade project. Funding is pending budget approval, and the schedule will be determined in cooperation with AEA and the Railbelt Utilities.



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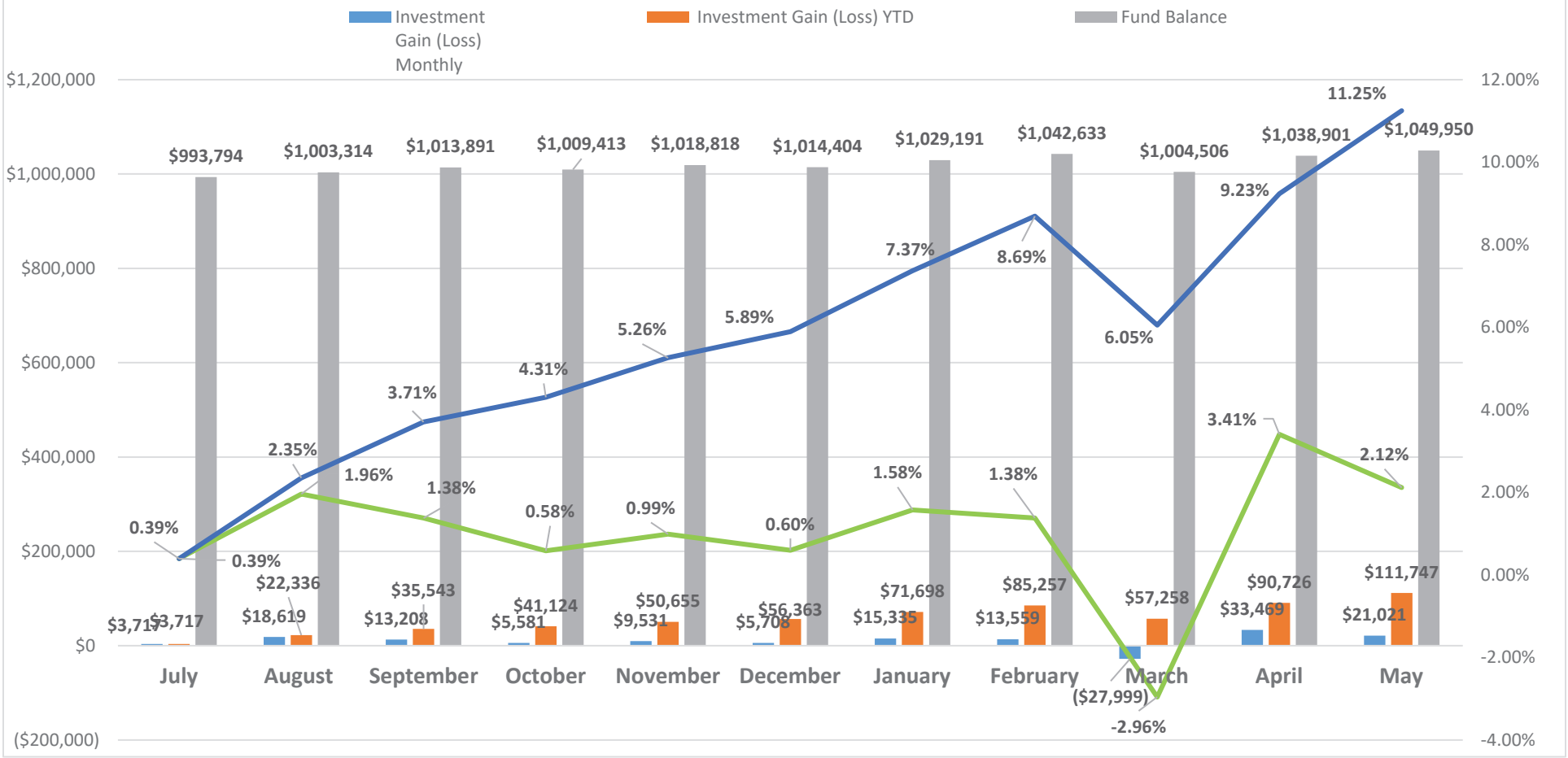
ALASKA ENERGY AUTHORITY

## Power Cost Equalization (PCE) Endowment Fund
## (Managed by APFC)
## Reporting of Investment Gain (Loss) by Month and YTD - Presented in Thousands and Fund Balance by Month as of 05/31/2026



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ALASKA ENERGY AUTHORITY

**MEMORANDUM**

**TO**: Alaska Energy Authority Board

**THRU:** Curtis. W. Thayer, Executive Director

**FROM**: Conner Erickson, Director of Planning

**DATE**: July 9, 2026

**RE**: Planning Update

## Planning Personnel Addition

- AEA's new Planning Manager, Mr. Matt Farina, joined the department on June 8th. Mr. Farina is a welcome addition to the team and has already made significant contributions via his spearheading of AEA's upcoming Round 19 Renewable Energy Fund (REF) solicitation. Prior to joining AEA, Mr. Farina served as the Assembly Budget and Program Analyst for the Municipality of Anchorage.

## Renewable Energy Fund (REF)

- **REF Round 18 – Fiscal Year (FY) 2027 Update**
  - With the passage of the Senate Bill 214, the FY2027 capital budget bill, the 34th legislature and the Governor jointly approved an appropriation of $14.6 million, funding the top nine projects as jointly recommended by the Renewable Energy Fund Advisory Committee (REFAC) and AEA. This appropriation represents the largest capital appropriation for the REF since FY2024.
  - AEA issued a press release regarding this FY2027 capital appropriation on July 7 and extended the Authority's sincere appreciation to the legislature and the Governor for their continued bipartisan support for the program.
  - AEA is currently in the process of assigning those approved Round 18 grants to the appropriate project managers to begin the grant agreement process for those projects selected for funding.

- **REF Round 19 – FY2028 Update**
  - With the top nine Round 18 projects selected for funding, representing over 30% of the 29 total projects as recommended by the REFAC, AEA will issue a new Round 19 solicitation for new projects.
  - This Round 19 solicitation will realign the program's solicitations with AEA's planned two-year cadence for the solicitation of new projects, aligning with the two-year legislative calendar.



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- The Round 19 Request for Applications (RFA) will open on July 13, 2026, and remain open until September 11, 2026. AEA's review and consultation with the REFAC, to determine a final ranking of recommended projects, is anticipated for early January 2027. AEA intends to transmit its final project recommendations to the legislature in advance of the estimated statutory deadline of January 27, 2027.

**Power Project Fund (PPF) Loan Program**

- The current PPF loan portfolio is comprised of 17 loans with an aggregate loan balance of $30 million. The current uncommitted loan balance is $13 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. All loans are in good standing, with the exception of a singular loan. Unanticipated delays in federal FEMA funds related to disaster recovery efforts, being the principal method of repayment, has resulted in delinquent payment. AEA remains in contact with the community, has duly informed the community of its outstanding obligation, and is working to resolve the matter.
- AEA continues to engage with prospective applicants who have expressed interest in utilizing the PPF loan program as part of their overall capital stack in financing their respective power projects. In early July, AEA fielded a call related to financing for a ~1 megawatt community solar project during which both the interested party and AEA determined that a PPF loan would likely be the preferred vehicle for the project's financing. Additionally, AEA remains active in PPF program promotion via a variety of media including social media, staff presentations, and conferences.
- In late May 2026, AEA received a formal loan application for $4.9 million from a prospective borrower for a run-of-river hydroelectric project. AEA is currently conducting its thorough due diligence review and plans to make a recommendation to the AEA Board of Directors at the appropriate time, upon having obtained the necessary prior approval from the PPF Loan Committee.

**40101(d) Grid Resilience Formula Grant Program**

- With $9 million in strategic financial support from the Governor and legislature to satisfy the cost match requirements for the program, AEA has secured $39.8 million in federal formula funding to date to support competitively selected electric transmission infrastructure projects focused on grid resilience, and hardening efforts.
- As of July 2026, three Phase 1 subaward projects totaling $20.9 million have advanced into the preconstruction phase along the Railbelt. All three Phase 1 projects were awarded to the Golden Valley Electric Association (GVEA). In April 2026, DOE approved three additional Phase 2 projects totaling $17.7 million to strengthen grid resilience across Southcentral and Southeast Alaska. The approved projects were awarded to the Golden Valley Electric Association (GVEA), the Matanuska Electric Association (MEA), and the Southeast Alaska Power Agency (SEAPA).
- AEA has completed its Project Management Plans (PMP) for those three Phase 2 projects and is currently executing subaward agreements with Phase 2 awardees. To date, one

subaward agreement is fully executed with the remaining two agreements targeting completion by the end of July 2026. For the Phase 1 projects, the grantee is advancing preconstruction activities and anticipates finalizing design, construction technical support services, and contractor agreements in preparation for project implementation over the coming months.

- AEA anticipates the issuance of a third and final federal formula allocation, estimated to be about $20 million, though the timing of such remains uncertain. AEA has secured $3.1 million in state cost match toward the 15% requirement for this allocation; additional match funding may be required depending on the final award amount.

**Energy Efficiency Revolving Loan Fund (EERLF) Program**

- AEA continues to work in active coordination with the Alaska Sustainable Energy Corporation (ASEC), a subsidiary non-profit corporation of the Alaska Housing Finance Corporation (AHFC), and the assigned U.S. Dept. of Energy (DOE) project officer, to advance the establishment of a residential energy efficiency revolving loan program within ASEC, through its partner lender network. AEA remains in good standing with DOE on program compliance and continues to engage with and inform DOE on program developments. At this time, ASEC remains in active talks and negotiations with its lending partners to establish program design and liquidity requirements. AEA is the prime recipient of the $4.7 million in secured federal funds, and ASEC is the partner state entity which will administer the revolving residential energy efficiency loan program. AEA remains ready to provide the necessary pass-through financial support, as governed by an active Memorandum of Agreement executed in Nov. 2025 between AEA and ASEC.

**U.S. Department of Energy (DOE) – Notice of Funding Opportunity (NOFO) – Speed to Power through Accelerated Reconductoring and other Key Advanced Transmission Technology Upgrades (SPARK) Program**

- On April 1, AEA in collaboration with Chugach Electric Association, Inc. (Chugach) submitted a concept paper, as required, under DOE's recently SPARK NOFO. The concept paper submitted focused on AEA and Chugach's ongoing 115-kV to 230-kV reconductoring and upgrade efforts on a 146-mile portion of the Kenai tie needed to improve system resiliency, reduce line losses and augment the stability-limited energy transfer capability. The project outlined in the concept paper is delineated between those specific portions of the line owned by AEA and Chugach, being the Sterling to Quartz Creek (SQ) project and the Quartz Creek to University project, respectively. These efforts are integral parts of the greater effort to increase transfer capacity on the Railbelt for optimized utilization of low-cost energy from AEA's Bradley Lake hydroelectric facility, which will provide the added benefit of reducing the risk of future spill events owing to the added capacity as a result of AEA's planned Bradley Lake Expansion project.
- On April 22, DOE issued a notice of 'discouragement' to AEA concerning a submission of a full application under the NOFO. The reasoning stated in DOE's review letter was that

the "*The Concept Paper did not adequately demonstrate the impact the DOE funding and the proposed project would have on the relevant field and application*". It is AEA's understanding that this decision was a direct result of the limitations of the concept paper submitted in achieving those benchmark metrics of the NOFO, the principal requirement being a 50% increase in transfer capability for reconductoring efforts. The project submitted represented only a portion of the transmission upgrades needed to achieve full 230kV DRAKE operation on the Kenai tie. Full 230kV DRAKE operation, as noted in the paper would be requisite to realize the full system benefits, including a greater than 50% transfer capability. This was a limitation known to both AEA and Chugach during the formulation of the concept paper.

ALASKA ENERGY AUTHORITY

# LOAN DASHBOARD REPORT

**For Board Meeting on 7/21/2026**

## AEA POWER PROJECT LOAN FUND

### FISCAL YEAR-TO-DATE LOAN PORTFOLIO ACTIVITY (07/01/2025 - 6/30/2026)

| 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 | $30,009,752 | $226,555 | ($1,664,661) | $28,571,646 | $758,792 | $2,063 | $760,855 |

### LOAN PROGRAM SUMMARY

| | |
|---|---|
| Outstanding Loans | $28,571,645.50 |
| Uncommitted Cash Balance | $13,299,125.35 |
| Loan Commitments | $490,143.78 |
| Total Loan Program | $42,360,914.63 |

| 17 | 1 | $9,212 | 0.49% |
|---|---|---|---|
| TOTAL # OF PPF LOANS | TOTAL # OF DELINQUENT LOANS | LOANS DELINQUENT AMOUNT ($) | % 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 | $1,711,057 | - | - | 2 | $1,711,057 |
| BRISTOL BAY | $339,285 | - | - | 1 | $339,285 |
| LOWER YUKO-KUSKOKWIM | $825,125 | - | - | 4 | $825,125 |
| RAILBELT | $6,879,915 | - | - | 4 | $6,879,915 |
| SOUTHEAST | $17,279,007 | - | - | 1 | $17,279,007 |
| YUKON-KOYUKUK/UTANA | $1,537,258 | $490,144 | - | 3 | $2,027,401 |
| KODIAK | | | $4,999,000 | 1 | $4,999,000 |
| **TOTAL** | **$28,571,646** | **$490,144** | **$4,999,000** | **16** | **$34,060,789** |

### AEA PPF LOANS BY PROJECT TYPE

| PROJECT TYPE | # OF PROJECTS |
|---|---|
| DIESEL | 6 |
| HYDRO | 4 |
| SOLAR | 3 |
| WIND | 1 |
| BIOMASS | 1 |
| TRANSMISSION | 1 |

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

| PROJECT TYPE | BALANCE |
|---|---|
| HYDRO | $20,150,881.16 |
| SOLAR | $5,333,888.72 |
| TRANSMISSION | $1,966,667.00 |
| DIESEL | $1,192,730.66 |
| WIND | $385,208.51 |
| BIOMASS | $32,413.23 |

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 | $385,208.51 | $815,575.00 | ($631,030.17) | $0.00 | Current | $815,575.00 | $0.00 | SemiAnnually |
| 40901112 | SOUTHFORK HYDRO, LLC | RAILBELT | HYDRO | $1,546,026.02 | $2,082,978.54 | ($1,145,997.06) | $0.00 | Current | $2,082,978.54 | $0.00 | SemiAnnually |
| 40901115 TERM | HAIDA ENERGY, INC | SOUTHEAST | HYDRO | $17,279,006.61 | $20,000,000.00 | ($321,378.62) | $0.00 | Current | $20,000,000.00 | $0.00 | Quarterly |
| 40901132 | CITY OF KING COVE | ALEUTIANS | HYDRO | $1,325,848.53 | $1,422,803.00 | ($481,585.77) | $0.00 | Current | $1,422,803.00 | $0.00 | Quarterly |
| 40901133 | NEWTOK VILLAGE COUNCIL DBA UNGUSRAQ POWER COMPANY | LOWER YUKO-KUSKOKWIM | DIESEL | $106,479.45 | $235,138.96 | ($72,662.19) | $0.00 | Current | $235,138.96 | $0.00 | Monthly |
| 40901137 | NATIVE VILLAGE OF TANACROSS | YUKON-KOYUKUK/U TANA | BIOMASS | $32,413.23 | $117,000.00 | ($22,769.42) | $0.00 | Current | $117,000.00 | $0.00 | Monthly |
| 40901139 | TANALIAN ELECTRIC COOPERATIVE, INC | BRISTOL BAY | DIESEL | $339,284.55 | $498,185.78 | ($129,557.33) | $0.00 | Current | $498,185.78 | $0.00 | Quarterly |
| 40901140 TERM | TAKOTNA COMMUNITY ASSOCIATION | YUKON-KOYUKUK/U TANA | DIESEL | $28,321.25 | $57,196.79 | ($7,022.66) | $0.00 | Current | $57,196.79 | $0.00 | Monthly |
| 40901143 | ALASKA RENEWABLE ENERGY PARTNERS, LLC | RAILBELT | SOLAR | $468,783.17 | $814,233.52 | ($126,009.97) | $0.00 | Current | $814,233.52 | $0.00 | SemiAnnually |
| 40901148 | CITY OF CHEFORNAK | LOWER YUKO-KUSKOKWIM | DIESEL | $507,447.20 | $703,275.70 | ($74,717.22) | $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 | ($184,210.41) | $0.00 | Current | $1,966,667.00 | $490,143.78 | Monthly |
| 40901151 | ENERGY 49, LLC | RAILBELT | SOLAR | $4,445,105.00 | $4,994,500.00 | ($353,899.12) | $0.00 | Current | $4,994,500.00 | $0.00 | Quarterly |
| 40901153 | PENINSULA SOLAR, LLC | RAILBELT | SOLAR | $420,000.55 | $504,000.00 | ($60,485.40) | $0.00 | Current | $504,000.00 | $0.00 | Monthly |
| 40901158 | PUVURNAQ POWER COMPANY | LOWER YUKO-KUSKOKWIM | DIESEL | $72,540.65 | $80,600.00 | ($2,314.11) | $0.00 | Current | $80,600.00 | $0.00 | Monthly |
| 40901159 | KIPNUK LIGHT PLANT | LOWER YUKO-KUSKOKWIM | DIESEL | $138,657.56 | $145,955.00 | ($1,008.00) | $368.49 | Late 90 Days | $145,955.00 | $0.00 | Quarterly |
| | | | **Total:** | **$28,571,645.50** | **$36,560,068.51** | **($4,720,006.47)** | **$368.49** | | **$37,050,212.29** | **$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 APPS IN PROCESS | TOTAL # OF LOANS | TOTAL |
| ALEUTIANS | 2 | $1,711,057.04 | $0.00 | | 0 | 2 | $1,711,057.04 |
| BRISTOL BAY | 1 | $339,284.55 | $0.00 | | 0 | 1 | $339,284.55 |
| LOWER YUKO-KUSKOKWIM | 4 | $825,124.86 | $0.00 | | 0 | 4 | $825,124.86 |
| RAILBELT | 4 | $6,879,914.74 | $0.00 | | 0 | 4 | $6,879,914.74 |
| SOUTHEAST | 1 | $17,279,006.61 | $0.00 | | 0 | 1 | $17,279,006.61 |
| YUKON-KOYUKUK/U TANA | 3 | $1,537,257.70 | $490,143.78 | | 0 | 3 | $2,027,401.48 |
| **TOTALS** | **15** | **$28,571,645.50** | **$490,143.78** | | **0** | **15** | **$29,061,789.28** |

| 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 APPS IN PROCESS | TOTAL # OF LOANS | TOTAL |
| BIOMASS | 1 | $32,413.23 | $0.00 | | 0 | 1 | $32,413.23 |
| DIESEL | 6 | $1,192,730.66 | $0.00 | | 0 | 6 | $1,192,730.66 |
| HYDRO | 3 | $20,150,881.16 | $0.00 | | 0 | 3 | $20,150,881.16 |
| SOLAR | 3 | $5,333,888.72 | $0.00 | | 0 | 3 | $5,333,888.72 |
| TRANSMISSION | 1 | $1,476,523.22 | $490,143.78 | | 0 | 1 | $1,966,667.00 |
| WIND | 1 | $385,208.51 | $0.00 | | 0 | 1 | $385,208.51 |
| **TOTALS** | **15** | **$28,571,645.50** | **$490,143.78** | | **0** | **15** | **$29,061,789.28** |

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 | $385,208.51 | $815,575.00 | Current | $32,516.80 | - | 7/1/2026 | SemiAnnually |
| 40901101 | CITY OF ATKA | E2801 | ALEUTIANS | HYDRO | $705,818.00 | - | $705,818.00 | Current | $27,294.80 | - | 7/1/2026 | SemiAnnually |
| 40901112 | SOUTHFORK HYDRO, LLC | E2801 | RAILBELT | HYDRO | $2,082,978.54 | $1,546,026.02 | $2,082,978.54 | Current | $55,518.09 | - | 1/1/2027 | SemiAnnually |
| 40901115 TERM | HAIDA ENERGY, INC | E2801 | SOUTHEAST | HYDRO | $20,000,000.00 | $17,279,006.61 | $20,000,000.00 | Current | $108,695.65 | - | 1/1/2027 | Quarterly |
| 40901118 | AK ENVIRONMENTAL POWER, LLC | E2801 | RAILBELT | WIND | $1,906,285.00 | - | $1,906,285.00 | Current | $85,864.28 | - | 1/1/2027 | SemiAnnually |
| 40901132 | CITY OF KING COVE | E2801 | ALEUTIANS | HYDRO | $1,422,803.00 | $1,325,848.53 | $1,422,803.00 | Current | $19,354.24 | - | 7/1/2026 | Quarterly |
| 40901133 | NEWTOK VILLAGE COUNCIL DBA UNGUSRAQ POWER COMPANY | E2801 | LOWER YUKO-KUSKOKWIM | DIESEL | $235,138.96 | $106,479.45 | $235,138.96 | Current | $1,851.60 | - | 8/1/2026 | Monthly |
| 40901137 | NATIVE VILLAGE OF TANACROSS | E2801 | YUKON-KOYUKUK/U TANA | BIOMASS | $117,000.00 | $32,413.23 | $117,000.00 | Current | $1,179.22 | - | 8/1/2026 | Monthly |
| 40901139 | TANALIAN ELECTRIC COOPERATIVE, INC | E2801 | BRISTOL BAY | DIESEL | $498,185.78 | $339,284.55 | $498,185.78 | Current | $9,014.33 | - | 10/1/2026 | Quarterly |
| 40901140 TERM | TAKOTNA COMMUNITY ASSOCIATION | E2801 | YUKON-KOYUKUK/U TANA | DIESEL | $57,196.79 | $28,321.25 | $57,196.79 | Current | $552.28 | - | 8/1/2026 | Monthly |
| 40901143 | ALASKA RENEWABLE ENERGY PARTNERS, LLC | E2801 | RAILBELT | SOLAR | $814,233.52 | $468,783.17 | $814,233.52 | Current | $14,091.30 | - | 1/1/2027 | SemiAnnually |
| 40901148 | CITY OF CHEFORNAK | E2801 | LOWER YUKO-KUSKOKWIM | DIESEL | $703,275.70 | $507,447.20 | $703,275.70 | Current | $5,746.02 | - | 8/1/2026 | Monthly |
| 40901149 | CITY OF GALENA | E2801 | YUKON-KOYUKUK/U TANA | TRANSMISSION | $1,966,667.00 | $1,476,523.22 | $1,476,523.22 | Current | $3,458.71 | - | 7/1/2026 | Monthly |
| 40901151 | ENERGY 49, LLC | E2801 | RAILBELT | SOLAR | $4,994,500.00 | $4,445,105.00 | $4,994,500.00 | Current | $84,125.85 | - | 10/1/2026 | Quarterly |
| 40901153 | PENINSULA SOLAR, LLC | E2801 | RAILBELT | SOLAR | $504,000.00 | $420,000.55 | $504,000.00 | Current | $5,800.34 | - | 8/1/2026 | Monthly |
| 40901158 | PUVURNAQ POWER COMPANY | E2801 | LOWER YUKO-KUSKOKWIM | DIESEL | $80,000.00 | $72,540.65 | $80,600.00 | Current | $1,676.62 | - | 7/1/2026 | Monthly |
| 40901159 | KIPNUK LIGHT PLANT | E2801 | LOWER YUKO-KUSKOKWIM | DIESEL | $145,500.00 | $138,657.56 | $145,955.00 | Late 90 Days | $9,212.36 | $368.49 | 4/1/2026 | Quarterly |
| | | | | | **$37,049,157.29** | **$28,571,645.50** | **$36,560,068.51** | | **$465,952.49** | **$368.49** | | |

| PPF LOAN BALANCE | # OF LOANS | # OF DELINQUENT LOANS | $ % OF DELINQUENT LOAN TO PPF BALANCE |
|---|---|---|---|
| $28,571,645.50 | 15 | 1 | 0.49% |

| | |
|---|---|
| No Payment Due | 0 |
| Loan Current | 14 |
| Loan Past Due | 1 |
| 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 |
|---|---|---|---|---|---|---|
| 40901160 | ALUTIIQ TRIBE OF OLD HARBOR | 5/19/2026 | OLD HARBOR | KODIAK | HYDROELECTRIC | $4,999,000 |
| | | | | | Total: | $4,999,000 |

## UNCOMMITED CASH BALANCE POWER PROJECT LOAN FUND

| | | |
|---|---|---|
| Cash balance per G/L 10236 | | $14,570,756.59 |
| | + Unposted PPF AIM | $31,449.35 |
| | + Unposted Ops AIM | $0.00 |
| | -Remaining FY25 Budget Commitment | $0.00 |
| | -Remaining FY26 Budget Commitment | ($812,936.81) |
| Adjusted Cash Balance | | $13,789,269.13 |
| | -Undisbursed Loan Commitments per attached | ($490,143.78) |
| **Uncommited Cash Balance** | | **$13,299,125.35** |

| | |
|---|---|
| Uncommitted Cash Balance | $13,299,125.35 |
| - Pending applications per attached | ($4,999,000.00) |
| | $8,300,125.35 |

| | |
|---|---|
| Outstanding Loans | $28,571,645.50 |
| Uncommitted Cash Balance | $13,299,125.35 |
| Loan Commitments | $490,143.78 |
| Total Loan Program | $42,360,914.63 |

ALASKA ENERGY AUTHORITY

**MEMORANDUM**

**TO:** AEA Board of Directors

**THROUGH:** Curtis Thayer, Executive Director

**FROM:** Tim Sandstrom, Chief Operating Officer

**DATE:** July 9, 2026

**SUBJECT:** Rural and Alternative Energy Update

**Circuit Riders**

- CR Trips – 9
- CR calls – 65
- BFO Trips – 3
- IEUT Trips – 7
- AVTEC BFO Students trained – 10 students from 8 communities received certificates.
- AVTEC PPO Lab 2A – 4 students from 4 communities completed the lab and received certificates.
- AVTEC PPO Lab 2B – 4 students from 4 communities completed the lab and received certificates.
- Rural Assistance Manager presented at the Alaska Sustainable Energy Conference
- Occupancy in new CR warehouse scheduled for 3rd Quarter

**Rural Energy Group**

- EPA preparing grant documents for $2 Million dollar Bulk Fuel M&I Award
- New Assistant PM Tyler Victors hired.
- Rural Energy Manager presented on AEA REG activities at Alaska Infrastructure Development Symposium and at the Bering Straits Regional Energy Summit in Nome
- REG hosted Bulk Fuel Working Group with stakeholders from DEC, EPA, AVEC, USCG and other private industry stakeholders.

**Alaska Bulk Fuel Infrastructure Partnership**:

- Shageluk Bulk Fuel Upgrade project is under contract to STG and under construction with all tanks delivered and groundwork underway.
- Tuluksak Bulk Fuel Upgrade project awarded to STG, all tanks delivered to community; procurement in process with continued staging planned for fall '26.
- Eek project under contract to STG, tank fabrication underway, 95% design complete and procurement in process with barge delivery of structural materials planned for Fall '26.



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- Russian Mission Bulk Fuel Upgrade project 95% design on schedule for August completion. Grant to Russian Mission Native Corporation executed and will enable land purchase from Russian Orthodox Diocese this summer.
- Aniak Bulk Fuel upgrade Conceptual Design Review completed and summer trip for community review planned for August.

**RPSU:**

- Sturgeon Electric Company awarded contract for Tuluksak and Manokotak full powerhouse upgrades planned for this summer/fall.
- Engine installed in Kwethluk
- Middle Kuskokwim Electric Cooperative (MKEC) DERA project for engines in Crooked Creek, Sleetmute, Chautbaluk and Stony River delivered and inspection/testing has commenced.
- Denali Commission award received for CDR and Design for community of Karluk
- Grants executed for forthcoming M&I work in Levelock and Deering.

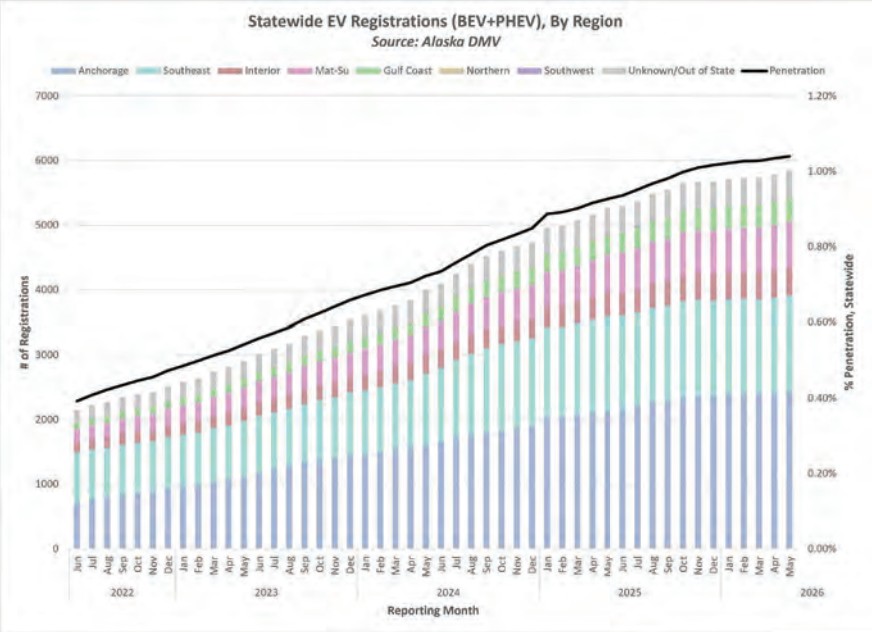
**BFU:**

- Barge Header and Fill Line assessment and imagery collection has concluded for 16 rural communities.
- Collaboration and travel coordination with USCG underway to assist in inventory and assessment of rural bulk fuel facilities.
- Phase I of Bulk Fuel Maintenance and Improvement work completed in Tununak, Phase II underway.
- Diomede M&I project underway, scheduled for August completion as part of $5M scope of work under $5M USDA bulk fuel M&I award.
- Tank cleanings complete for MKEC communities in anticipation of DERA RPSU MKEC project.

**Electric Vehicles**

The Alaska Electric Vehicle Working Group (AKEVWG) met this quarter to discuss transportation electrification developments, including hybrid marine vehicle demonstration projects in Southeast Alaska and updates on new charging infrastructure deployments along the Railbelt. AEA continued stakeholder engagement and coordination efforts to support informed planning for Alaska's evolving transportation sector.

EV adoption in Alaska continues to trend upward, with registered EVs growing approximately 11% year over year as of June 30. Adoption growth has softened modestly as market conditions adjust to changes in consumer incentives and ongoing vehicle shipping challenges unique to Alaska. The chart below summarizes statewide and regional adoption trends.




**National Electric Vehicle Infrastructure (NEVI) Program**
Funding Agency: Federal Highway Administration (FHWA)
Total Budget: $37,553,664
Status: Active
Scope: Construct EV charging stations in compliance with 23 CFR 680 standards, prioritizing major corridors.

Update: Following certification of Alaska's Alternative Fuel Corridor, AEA and DOT have continued advancing NEVI program implementation, including planning for investments in priority communities along secondary routes and strategic infill locations. Progress on remaining Phase 1 sites has been delayed, and no additional site host agreements were finalized during the period.

AEA and DOT continue to work closely with federal partners and national transportation and energy organizations to advance project development and obligate available funds, particularly as federal budget proposals have identified unobligated NEVI balances for potential further rescission.

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 continues to engage communities and partner organizations to identify and advance EV charging infrastructure opportunities across Alaska. Efforts this quarter focused on continued stakeholder engagement and site identification, resulting in several promising candidate locations in both road-connected (Eureka and Tok) and rural communities (Cordova and Galena). Site evaluation and project development activities remain ongoing.

**Hydroelectric**

Hydro REC Survey

AEA completed a statewide survey of small hydro utilities to assess their current use of renewable energy credits (RECs). The survey aimed to 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.

The survey found that hydroelectric projects operated by utilities that do not currently sell RECs produce an estimated 230,000 MWh annually. Using basic cost assumptions, the annual revenue generated from selling those RECs can range from $115,000 to $920,000. Transaction and administrative costs to sell those same RECs are estimated to range from $80,200 and $261,900 per year, excluding one-time registration costs. Pooling RECs from multiple utilities could reduce brokerage costs to sell RECs and increase revenue, particularly at lower per-REC fee levels and higher REC prices. However, cost estimates do not account for staff time required at either AEA or participating utilities to administer a pooled REC program.

Fivemile Creek Hydroelectric Project (AEA-managed REF)

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: Following completion of the project's environmental review, work has advanced into early construction activities. Initial site clearing was completed this quarter, supported by a project site visit and ongoing coordination with project partners. Preparations for Phase 1 construction activities are underway with completion of final civil design, procurement, and project planning efforts continuing.

**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 SEP funds support the management and improvement of the AEA data library, as well as the continued energy efficiency outreach and education through programs such as REAP's Power Pledge Challenge and Clean Energy Olympics. National delays in the release of the next round of program funding may have a minor impact on implementation.

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: Utilizing $1 million of SEP BIL funding, AEA completed a second round of RE-VEEP funding to support energy efficiency projects for community and public facilities across the state, last quarter. Nine projects were selected for funding through the solicitation, with one award now executed, three additional awards under review, and the remaining projects progressing through final project development and award negotiations.

Energy Efficiency and Conservation Block Grant (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, rural projects in Chignik, Nenana, Kachemak, Lake and Peninsula Borough, Seldovia,and Unalaska are in various stages of implementing efficiency upgrades in their communities. The City of Whittier's RE-VEEP project was completed, with the others slated to be completed later this year.

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: DOE sent a notice to all states June 4th with intent to update and move forward with program launches. AEA and AHFC responded to DOE questions and are working on additional action items. Additionally, 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: DOE sent a notice to all states June 4th with intent to update and move forward with program launches. AEA and AHFC responded to DOE questions and are working on additional action items. Additionally, 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, in partnership with AHFC submitted a revised narrative that has been approved by DOE and now working towards a training in the fall.

**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. AEA submitted an application to the USFS FY26 Community Wood Grant program and is waiting on award notices that are anticipated this month.

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 October 2026, in Fairbanks in partnership with the Rural Energy Conference

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 design phase of the project and the initial site visit was completed.Match funding for this grant was secured through the Denali Commission in December 2025, and staff are working through the grant award process.

**REF Projects**

Currently, AEA manages 52 projects through the Renewable Energy Fund (REF) grant program. The recently funded 9 additional projects will be included next quarter. Summary of projects and status can be found in the attached **REF Project Update Attachment**

# REF Project Update

| Grantee Name | Description | Total Budget | Status |
|---|---|---|---|
| Alaska Village Electric Coop. | Kotlik Wind Energy Feasibility and CDR | 250,000.00 | Finalizing CDR |
| City of Unalaska | City of Unalaska Wind Power Feasibility | 139,000.00 | Finalizing CDR |
| Alaska Native Tribal Health Consortium | Shungnak Heat Recovery | 1,303,607.00 | Under construction |
| Puvurnaq Power Company | Improved Airfoil for Wind Turbines in Kongiganak | 117,000.00 | Equipment on site |
| Kotzebue Electric Association | Kotzebue Community-Scale Energy Storage System | 425,000.00 | In procurement |
| Alaska Village Electric Coop. | Pilot Station Wind Feasibility and Conceptual Design | 229,500.00 | In process |
| City of Ouzinkie | Ouzinkie Wind Feasibility Study Project | 172,600.00 | In procurement |
| Northwest Arctic Borough | Design and Permitting for Solar PV and Battery Storage for Ambler, Kiana, Noorvik, and Selawik | 590,000.00 | Design and permitting complete |
| Alaska Electric & Energy Coop. | AEEC Ninilchik Wind | 192,000.00 | Data collection ongoing |
| Alaska Electric & Energy Coop. | AEEC Bradley Lake Bench Wind | 232,000.00 | Data collection ongoing |
| Alaska Electric & Energy Coop. | AEEC East Foreland / Nikiski Wind | 200,000.00 | Data collection ongoing |
| Alaska Electric & Energy Coop. | AEEC Caribou Hills | 209,600.00 | Data collection ongoing |
| Alaska Electric & Energy Coop. | AEEC / KPB CPL Landfill Gas CHP Project | 884,986.00 | Design pending final study |
| City of Kotzebue | Kotzebue Wind to Heat System | 702,435.00 | Closing out |
| Kwigillingok Power Company | Kwigillingok Wind Turbine Upgrade | 278,716.00 | Equipment on site |
| Native Village of Kwinhagak | Kwinhagak Reconnaissance Study | 81,000.00 | Recon study ongoing |
| Puvurnaq Power Company | Kongiganak Wind Upgrade with Airfoil Blades for Turbine Project | 278,716.00 | Equipment on site |
| Chugach Electric Association | Dixon Diversion Feasibility Project | 1,000,000.00 | Geotech for project feasibility on-going |
| City of Pilot Point | Pilot Point Wind/Storage & Heat Project | 423,500.00 | Procurement delayed |

# REF Project Update

| | | | |
|---|---|---|---|
| Golden Valley Electric | Interior Alaska Wind Energy Resource Assessment | 855,000.00 | Closed |
| City of Galena | Galena Community Scale Solar PV and Battery Project | 6,000,006.00 | Under construction |
| City of False Pass | UNGA Man Creek Hydroelectric Project | 321,000.00 | Permit applications and studies in progress |
| Akiachak Native Community | Akiachak Wind Feasibility | 184,232.80 | Closing out |
| Native Village of Kluti-Kaah | Native Village of Kluti-Kaah Wood Chip Heating Project | 660,000.00 | Under construction |
| Northwest Arctic Borough | Selawik Solar PV | 1,386,000.00 | Under construction |
| CIRI Energy LLC | Renewable Resource Assessment North (CIRI) | 352,000.00 | Data collection ongoing |
| CIRI Energy LLC | Renewable Resource Assessment South (CIRI) | 352,000.00 | Final interconnection study and FID in progress |
| Tanana Chiefs Conference | Huslia Community Solar PV and Battery | 2,192,000.00 | Construction starting 2026 |
| TDX Adak Generating LLC | Adak Hydroelectric Feasibility and Conceptual Design | 744,725.00 | Feasibility study on-going |
| Matanuska Electric Association | Railbelt Wind Feasibility Study and Conceptual Design | 2,383,333.00 | Permit applications and studies in progress |
| Naterkaq Light Plant | Chefornak Battery Installation, Integration and Commissioning | 1,295,000.00 | Commissioned |
| Kipnuk Light Plant | Kipnuk Battery Installation, Integration and Commissioning | 1,293,000.00 | Damaged and delayed from typhoon |
| Alaska Village Electric Coop. | Kalskag Wind Feasibility and Conceptual Design | 297,000.00 | LiDAR to be installed 2026 |
| Alaska Renewables LLC | Utility-Scale Railbelt Wind – Alaska Renewables | 5,527,307.00 | Closed |
| Naknek Electric Association Inc. | Naknek Electric Battery Energy Storage System | 4,126,484.00 | Final invoice expected by July 30 |
| Alaska Electric & Energy Coop. | Cook Inlet Oil Platform Wind Project | 311,848.00 | Data collection ongoing |

# REF Project Update

| | | | |
|---|---|---|---|
| Alaska Electric & Energy Coop. | Augustine Island Feasibility Study & Conceptual Design | 110,140.00 | Study complete |
| Alaska Electric & Energy Coop. | Mount Spurr Feasibility Study & Conceptual Design | 76,440.00 | Study complete |
| Yakutat Tlingit Tribe | Yakutat Community Health Center Heat Recovery Project | 1,273,000.00 | Construction complete |
| Inside Passage Electric Coop. | Water Supply Creek Hydro | 10,392,000.00 | Construction starting 2026 |
| Igiugig Village Council | Igiugig Tribal Utility Solar PV | 1,744,642.00 | Under construction |
| Alaska Electric & Energy Coop. | AEEC / KPB CPL Landfill Gas CHP Project | 1,115,014.00 | Construction pending final study |
| Kotzebue Electric Association | Kotzebue Community Scale Energy Storage and Inertia | 6,875,000.00 | Procurement delayed |
| Tanana Chiefs Conference | Ruby Community-Scale Solar Photovoltaic and Battery Storage | 2,008,113.00 | Construction starting 2026 |
| Alaska Village Electric Coop. | Quinhagak Battery Energy Storage System | 1,651,581.00 | In procurement |
| City of Pelican | Pelican Hydro Relicensing Project, Restoration, Repair | 700,474.00 | FERC application accepted, in procurement for equipment |
| Goat Lake Hydro, Inc. | Goat Lake Hydro Storage Expansion Study | 173,500.00 | Study in development, draft summer 2026 |
| City of Nenana | Nenana Biomass | 1,391,322.00 | Under construction |
| Naknek Electric Association Inc. | Naknek Solar PV on Cape Suwarof | 4,110,000.00 | Under construction |
| Kootznoowoo Inc. | Thayer Lake Hydropower Development Transmission Project | 9,406,402.00 | Under construction |
| Chitina Electric Inc. | Fivemile Creek Hydroelectric Project | 6,262,626.00 | Under construction |
| Nuvista Light and Electric Coop. Inc. | Kwethluk Wind and Battery | 738,979.00 | Grant paused |

ALASKA ENERGY AUTHORITY

**MEMORANDUM**

**TO**: Alaska Energy Authority Board

**THRU:** Curtis W. Thayer, Executive Director

**FROM**: Karen Bell, RTO Program Manager

**DATE**: July 9, 2026

**RE**: Railbelt Transmission Organization (RTO) Update

## Docket U-25-028

The RTO filed a proposed nondiscriminatory open access transmission tariff with the Regulatory Commission of Alaska (RCA) on July 1, 2025. The RCA suspended the tariff filing into a docket for investigation with Order U-25-028(1). The filing seeks approval of the tariff'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 initial cost of service in this filing and requested the tariff become effective at the time the RCA approves or accepts the RTO's future initial cost of service filing.

The RCA held a hearing for U-25-028 in February and March. On May 28, the RCA issued Order U-25-028(14), stating that it determined it could not prepare and issue a final order by June 4, 2026. With the consent of all participating parties, the RCA extended the timeline for issuance of a final order to September 2, 2026. On May 29, the RCA issued Order U-25-028(15), extending the suspension period of TA1-8001 until September 2, 2026, so that the end of the suspension period coincides with the timeline for issuance of a final order.

The RTO submitted to the RCA an update to the Gantt chart filed in response to issuing questions in Order U-25-028(1) on May 18, 2026.

## Business Practices

The RTO Governance Committee held public meetings on May 8th, May 15th, and June 16th. The RTO Governance Committee approved a total of six (6) business practices during the public meetings on May 15th and June 16th. The RTO subcommittees continue to meet regularly to work on business practices needed to implement the RTO's tariff.



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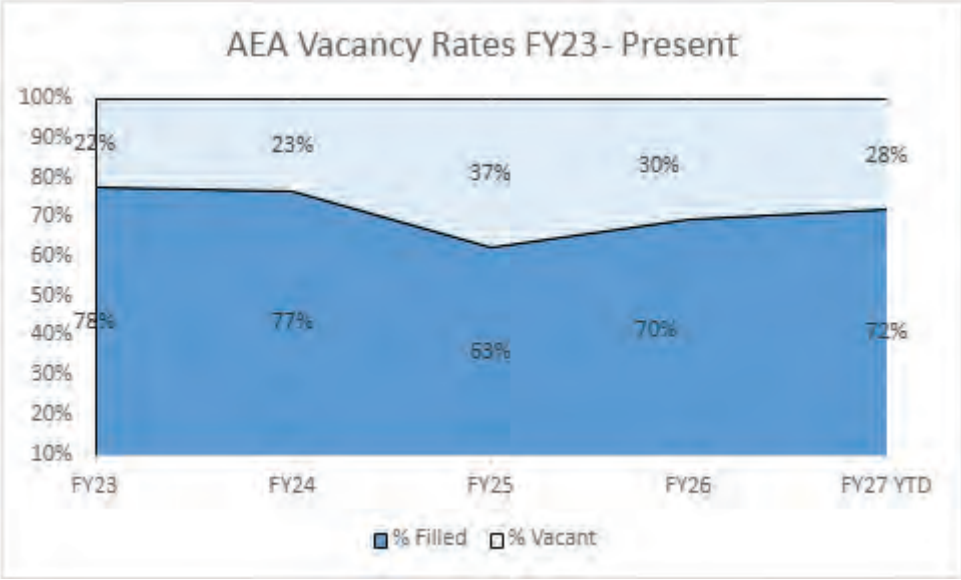
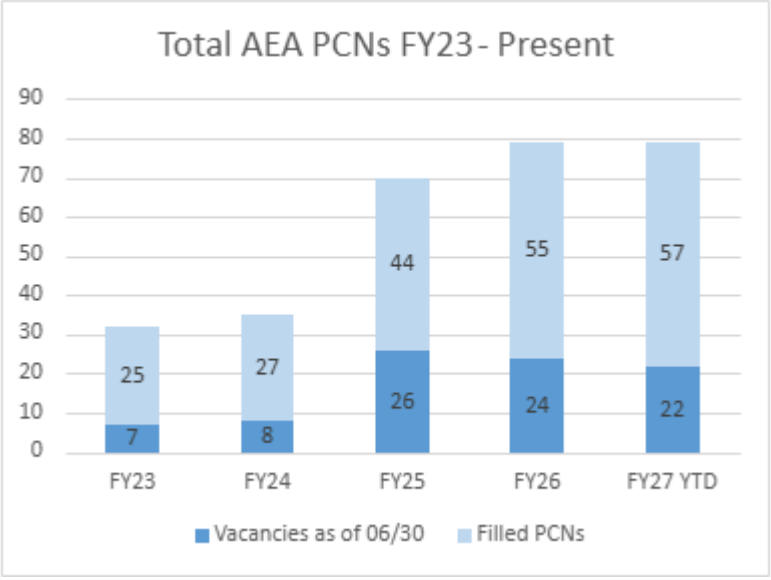
ALASKA ENERGY AUTHORITY

# AEA Historical Vacancy FY23 - Present

| Year | Total PCNs as of 06/30 | Vacancies as of 06/30 | Filled PCNs | % Vacant | % Filled |
|---|---|---|---|---|---|
| FY23 | 32 | 7 | 25 | 22% | 78% |
| FY24 | 35 | 8 | 27 | 23% | 77% |
| FY25 | 70 | 26 | 44 | 37% | 63% |
| FY26 | 79 | 24 | 55 | 30% | 70% |
| FY27 YTD | 79 | 22 | 57 | 28% | 72% |



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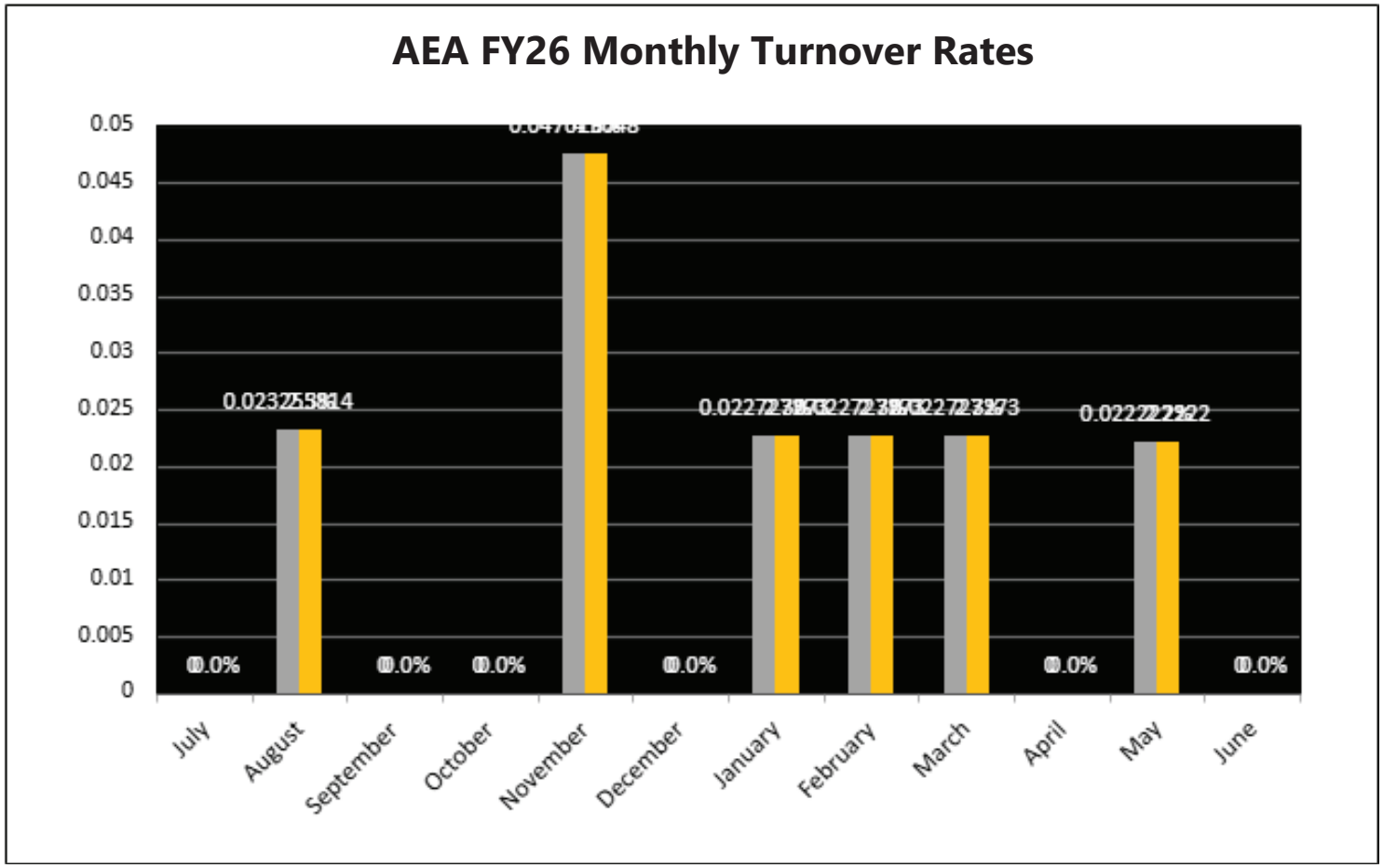
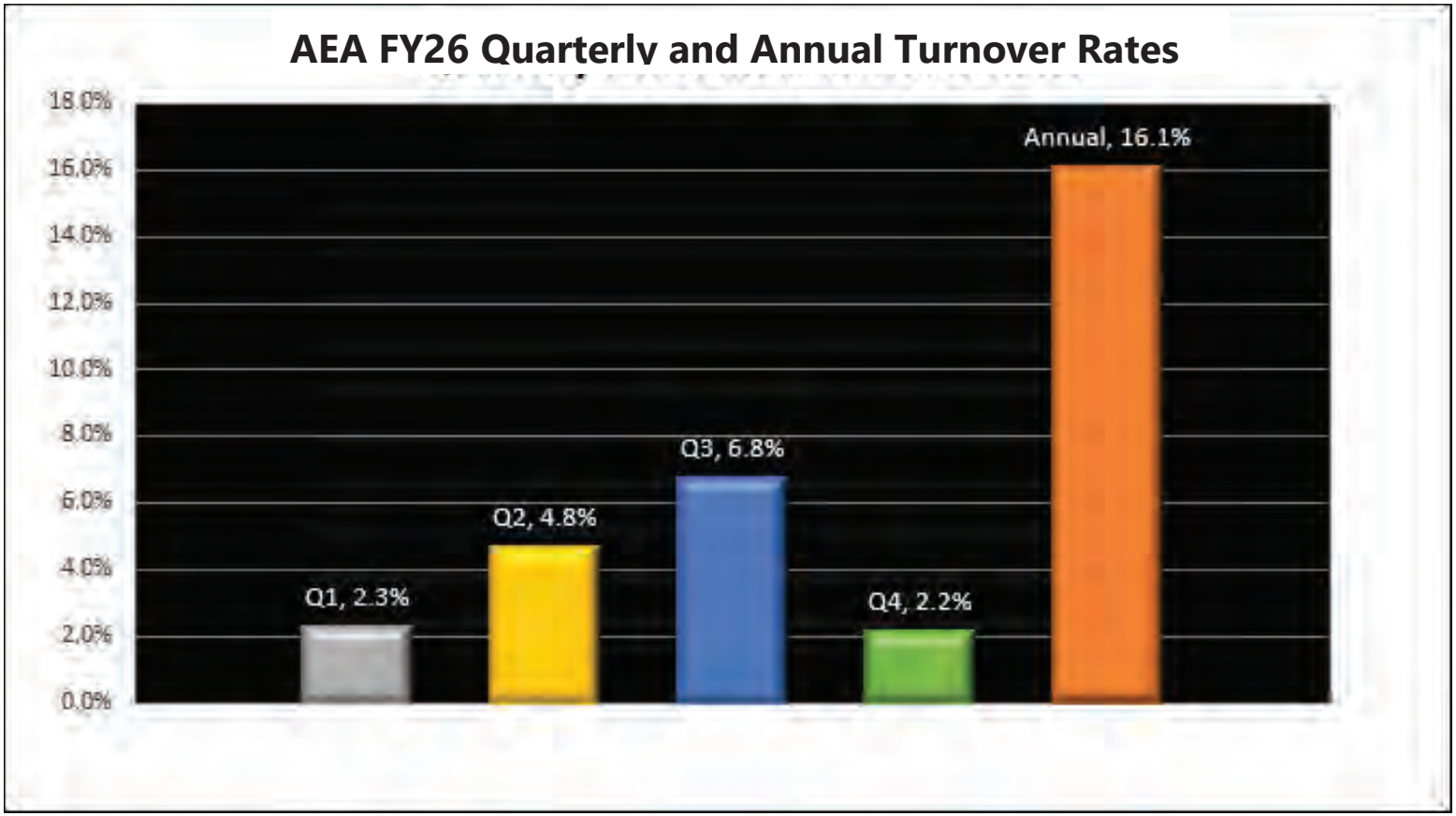
# AEA FY26 Turnover Rate Calculation

| Month | Number of Separated Employees | Average Number of Employees | Turnover | Monthly Turnover Rates (Percentage) | Quarterly Turnover Rates | Annual Turnover Rate |
|---|---|---|---|---|---|---|
| July | *0* | *44* | 0 | 0.0% | | |
| August | *1* | *43* | 0.023255814 | 2.3% | | |
| September | *0* | *44* | 0 | 0.0% | **2.3%** | |
| October | *0* | *44* | 0 | 0.0% | | |
| November | *2* | *42* | 0.047619048 | 4.8% | | |
| December | *0* | *43* | 0 | 0.0% | **4.8%** | |
| January | *1* | *44* | 0.022727273 | 2.3% | | |
| February | *1* | *44* | 0.022727273 | 2.3% | | |
| March | *1* | *44* | 0.022727273 | 2.3% | **6.8%** | |
| April | *0* | *45* | 0 | 0.0% | | |
| May | *1* | *45* | 0.022222222 | 2.2% | | |
| June | *0* | *47* | 0 | 0.0% | **2.2%** | **16.1%** |


AEA FY26 Monthly Turnover Rates
0.05
0.045
0.04
0.035
0.03
0.025
0.02
0.015
0.01
0.005
0
July
August
September
October
November
December
January
February
March
April
May
June


AEA FY26 Quarterly and Annual Turnover Rates
18.0%
16.0%
14.0%
12.0%
10.0%
8.0%
6.0%
4.0%
2.0%
0.0%
Q1, 2.3%
Q2, 4.8%
Q3, 6.8%
Q4, 2.2%
Annual, 16.1%

ALASKA ENERGY AUTHORITY

**MEMORANDUM**

**TO:** Board of Directors

**FROM:** Leonard Robertson, Chief Information Officer

**THROUGH:** Curtis Thayer, Executive Director

**DATE:** July 9,, 2026

**RE:** Information Technology Update

- IT finished deploying new phones and phone system in June. They will be focused on AIDEAs phone system in July.
- A new security system and asset management system is being implemented with an AIDEA vendor this month that will result in an IT skill set that benefits both agencies over the next 2 months.
- The new finance platform is entering the user training phase this month for AEA users.



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| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | | | REPORT LAST UPDATED: | 7/10/2026 | |
| **TOTALS** | | | **$ 528,536,365** | | **$ 264,576,496** | **$ 148,292,613** | |
| **Status** | **Source** | **Program Name** | **Award / Request ($)** | **Required Match (%)** | **Required Match ($)** | **Remaining Match Needed ($)** | **Project Status Comments** |
| 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 | 6/26/2026:AEA is working with HDR and Stantec of the scope and permitting for the Cook Inlet geophysical investigation program. AEA is working with Statntec to finalize the Cable and Converter RFIs. AEA is working wiht CFOs on financing for this project along with Bradley and the SS-SQ lines.<br>5/27/26 - ACEP lea5/29/2026: Primary focus has been on reviewing RFP for Cook Inlet geophysical studies in late summer of 2026 and review of an RFI for the HVDC cable. We expect to review the converter RFI in the next 60 days. The AEA team has also been working on financing options for CIPLink along with several other Owned Assets projects.<br>4/29/2026: DOE issued continuation amendment modification to the award, extending the period of performance through 6/30/2027. Effective date of 4/21/26.<br>4/2/26: DOE accepted scope proposed under budget period 2. Notice to proceed is anticipated to be issued in mid-April. Budget period 2 includes summer environmental studies in the Cook Inlet and initiation of development of procurement package for HVDC cabling and converter stations.<br>3/4/26: AEA received notice from DOE that $394,454 in federal funds will be deobligated from the award due to the removal of the Community Benefits Plan (CBP) scope of work. AEA will retain $262,969 of the budget that was originally allocated to CBP-related costs. This change is not expected to have a substantial impact on the project. The deobligation has not yet been finalized but is expected to occur prior to the authorization of Budget Period 2. AEA continues to engage with DOE in negotiations to authorize Budget Period 2. CIPLink continues to progress on schedule and within budget. Procurement planning activities are underway, and the project team is preparing for the 2026 marine survey program. Permit applications for this scope of work are expected to be submitted by mid-April. |
| 1-Awarded | Denali Commission/ANTHC | Alaska Bulk Fuel Infrastructure Partnership (ABFIP) | $ 50,000,000 | 0% | $ - | $ - | 6/26/2026: Tanks arrived in Tuluksak. NOA issued to STG on 06/18/2026. Eek: HDL working toward 95% design, structural foundation procured by STG, Amendment 2 to community for Phase I&II Cicil work in preparation for Fall mobilization by STG; Shageluk: STG mobilized last week - barge with tanks and materials expected this week. CRW and AEA crew coordinating with community for an initial site visit.; Aniak CDR complete and under reveiw, community discussion in planning; Russian Mission: Purchase agreement drafted for land transfer from Diocese to Russian Mission Native Corporation, design moving to 65%;<br>5/29/2026: Shageluk mobilizing and procuring, tanks en route - construction on schedule for summer 2026; Tuluksak tanks due to arrive on 6/26, STG low bid on contract and to be awarded 6/26; Russian Mission- Diocese reviweing platting for property sale to RMNC, 100% design expected summer 2026; Eek STG procuring support structure, amendment in to ANTHC for full construction funding, 100% design expected July 2026 from HDL; Aniak CDR delivered and under review by AEA PM<br>4/29/2026: Shageluk under contract and in procurement with STG. Tanks delivered to port of Seattle for Shag and Tuluksak. Tuluksak tanks to ship out on 5/4. Tuluksak bid opened mid April. Eek under contract to STG, Civil and Structural drawings submitted to STG, vendor quotess currently being collected and NTP for construction probable for mid May. Russian Mission survey and platting complete, purchase agreement with Diocese for site probable for mid May. Aniak CDR due mid May, delayed as engineer had trouble getting fuel consumption info from community. Some concern that price escalation will limit ability for full construction in Aniak.<br>Selected communities under AEA portion of DC grant: Shageluk, Eek, Tuluksak, Aniak and Russian Mission.<br>3/12/26 Tanks procured for Shag, Tuluksak and Eek; Shageluk awarded to Contractor STG for funding, construction scheduled for summer, Tuluksak due to go out to bid end of March: Russian Mission survey crew to be on site April: Eek awarded to STG single source contract, design/build process underway with HDL; Aniak CDR due April |
| 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 | $ - | 6/26/2026: As of July 1, 2026, three Phase 1 subaward projects totaling $20.9 million have advanced into the preconstruction phase along the Railbelt. All three Phase 1 projects were awarded to Golden Valley Electric Association (GVEA). In April 2026, DOE approved three additional Phase 2 projects totaling $17.7 million to strengthen grid resilience across Southcentral and Southeast Alaska. The approved projects are awarded to the Golden Valley Electric Association (GVEA), Matanuska Electric Association (MEA), and Southeast Alaska Power Agency (SEAPA).<br>To date, AEA has completed the Project Management Plan (PMP) for Phase 2 projects and is currently executing a subaward agreement with Phase 2 grantees. Execution of all agreements is targeted for completion by the end of July 2026. For the Phase 1 projects, the grantee is advancing preconstruction activities and anticipates finalizing design, construction technical support services, and contractor agreements in preparation for project implementation.<br>The timing of the final federal formula allocation under the program, estimated at upwards of $20 million, is not known at this time but is expected sometime in 2026. AEA has $3.1 million in secured cost match toward the 15% requirement for the final allocation; additional |

| Status | Source | Program Name | Award / Request ($) | Required Match (%) | Required Match ($) | Remaining Match Needed ($) | Project Status Comments |
|---|---|---|---|---|---|---|---|
| 1-Awarded | IIJA | National Electric Vehicle Infrastructure Program (NEVI) - Formula Funding FFY22-FFY26 | $ 37,553,664 | 20% | $ 7,510,733 | $ - | 6/26/2026: Procurement package for roadwork being finalized. Procurement for turbine and generator set being finalized.<br>5/27/26: No change from prior update.<br>4/29/2026: No change from prior update.<br>4/2/26: Public comment period on domestic content threshold requirements closed as of March 16.<br>3/4/26: AEA recently applied for and received a "fully built out" designation from the Federal Highway Administration Division Office. This designation enables AEA and DOT&PF to move beyond the initial Alternative Fuel Corridor requirements and conduct a statewide call for projects. The expanded solicitation will allow consideration of additional priority locations, including sites outside the Anchorage, Fairbanks corridor and along the Alaska Marine Highway System. |
| 1-Awarded | Other | Defense Community Infrastructure Pilot - National Defense Authorization Act - Black Rapids Training Site | $ 15,602,648 | 0% | $ - | $ - | 6/26/2026: Phase 2A distribution line complete. Active Construction underway for 2B. Plan to complete up to Pole 201 ~June 26th. Following completion up to Pole 201, construction will transition to Phase 4. Construction for Phase 3 to commence in mid-June. Plan is to complete all underground work bu winter of 2026.<br>5/27/26: Summer work has commenced , the primary focus is extension of the 25kV line.<br>4/29/2026:<br>4/2/2026: 100% design completed in Dec. 2025. All materials have been ordered with the exception of sectionalizing cabinets, undergound HDPE conduit, overhead line marker balls, and fault indicators. Construction to begin for certain phases in spring 2026 and then subsequent phases in summer 2026. Site preparation is under with site control documentation and NEPA compliance obtained in March 2026. Project remains on schedule for completion by Dec. 2026. |
| 1-Awarded | EPA | Volkswagen Environmental Mitigation Trust | $ 8,125,000 | 0% | $ - | $ - | 6/26/2026: Semi-annual report in progress<br>5/27/26: Updating protal to McConnell as POC and preparing semiannual report<br>4/29/2026: Awaiting Amended P006 approval by Trustee.<br>3/13/26: Returned funds and associated revised D4s for Projects 002, 005, 006 for reallocation. |
| 1-Awarded | Denali Commission | DC 1592 / Bulk Fuel Storage Upgrade - Scammon I | $ 5,971,892 | 20% | $ 2,900,000 | | 6/26/2026: Pass through grant in process for decommissioning of tanks July 2026<br>5/27/26:<br>4/29/2026: Tank decommissioning scheduled for summer 2026, delayed due to community accepting fuel in old facility in error.<br>3/12/26 - Substantially complete, warranty period |
| 1-Awarded | IJA | DC 1761 / Tuluksak BFU ABFIP | $ 5,314,810 | 0% | $ - | $ - | 6/26/2026: Tanks arrived in Tuluksak. NOA issued to STG on 06/18/2026.<br>5/29/2026: Tanks shipped from Seattle on 05/04/26. Construction bid opening 5/26/26.<br>4/29/2026: ITB posted April 22, 2026.<br>01/07/26: Met with the school district. Request sent to the engineer for a proposal for the school portion. ABFIP Design/construction docs complete. |
| 1-Awarded | USDA | USDA High Energy Cost Grant (FY2026) - Bulk Fuel Maintenance & Improvement (M&I) Projects | $ 5,000,000 | 0% | $ - | $ - | 6/26/2026: Diomede project mobilized, tank cleanings in MKEC complete; Spring Summer 2027 projects in planning/asesssment<br>5/27/26: No update<br>4/29/2026: Projects scheduled in Diomede in June, tank cleanings scheduled for Juen/July in Crooked Creek, Chauthbaluk, Sleetmute, Stonyy River.<br>Bulk Fuel M&I for projects in: Atmautluak, Brevig Mission, Chignik Lake, Chuathbaluk, Diomede, McGrath, Sleetmute, Stony River and Teller<br>3/12/26 SHPO and NEPA process complete in March, Implementation plan to be submitted April |
| 1-Awarded | IIJA | Energy Efficiency Revolving Loan Capitalization Program - IIJA 40502 | $ 4,782,480 | 0% | $ - | $ - | 6/26/2026: ASEC continuing to negotiate with prospective lending partners to determine final framework for establishment of residential energy efficiency revolving loan fund program. Both AEA & ASEC remain in contact with DOE; no present risk to the program. Two-year program reporting requirement approved by DOE in June 2026. Quarterly financial and performance reporting for quarter ending 12/31/2025 accepted and approved by DOE project officer in May 2026. Newly executed RSA as of 2/10/2026 between AEA and ASEC to reflect the change in budget allocations as stated in the new MOA with ASEC, signed on 11/17/2025. The new MOA includes programmatic changes approved by DOE in Oct 2025. EE RLF monies were initially sought by AHFC to provide for lower blended interest rates under its existing Energy Efficiency Interest Rate Reduction (EEIRR) program. With the subsequent loss of IIJA/IRA funds for which AHFC had intended to use as capitalization for its new green bank entity, the "Alaska Sustainable Energy Corporation" (ASEC), AHFC will now apply these EE RLF program funds 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 have re-negotiated the allocation of admin funds (10% of total award). |

| Status | Source | Program Name | Award / Request ($) | Required Match (%) | Required Match ($) | Remaining Match Needed ($) | Project Status Comments |
|---|---|---|---|---|---|---|---|
| 1-Awarded | Denali Commission | DC 1557 / Barge Headers and Fill Lines | $ 4,201,820 | 20% | $ 1,050,455 | | 6/26/2026: Total View contractor completing barge header and fill line assessments Summer 2026 in communities named below.<br>5/27/26 - ACEP lea5/29/2026: DC award amended to include drone imaging of fill lines and headers; imaging/drone contractor initated trips to seven communities this summer<br>4/29/2026: Amendment to extend award executed and to include drone footage of select barge headers in communities of Mountain Village<br>Kipnuk, Kongiginak, Kwigillingok, Quinahagak (AVEC), Chauthbaluk, Kivalina (AVEC), Noatak (AVEC), Hooper Bay (AVEC), Nightmute (AVEC), Selawik (AVEC), Shageluk (AVEC), Shishmaref (AVEC). These communities scheduled ot be visited this summer by contractor Totalview.<br>3/12/26 - No Update |
| 1-Awarded | IIJA | State Energy Program Funding | $ 3,661,930 | 0% | $ - | $ - | 6/26/2026: PMP's being routed, new grant agreements in progress.<br>5/29/2026: No Update. Subawards still being developed.<br>4/29/2026: Subawards for REVEEP Round 3 in-progress<br>3/13/26: Rec'd 21 applications for REVEEP - reviewing now 2/27/26: No new update 2/1/26: Released RFA for REVEEP, $1M available from SEP BIL. RFA closes 2/27. |
| 1-Awarded | Other | Fivemile Creek Hydroelectric Project: REF ($3.4M) + USDA High Energy Cost Grant ($2.8M) + DC Supplemental ($675k) | $ 3,537,626 | 0% | $ - | $ - | 6/26/2026: No change from prior update.<br>5/29/2026: Clearing work was completed. Procurement for phase 1 roadwork ongoing.<br>4/29/26: Tree clearing contract issued; preparing RFP for hydro turbine procurement package. |
| 1-Awarded | Denali Commission | DC 1731 / Shungnak Bulk Fuel Upgrade | $ 3,296,032 | 50% | $ 1,800,000 | | 6/26/2026: AVEC is waiting on the City to sign a no-build agreement. Rotation (tilling) of the contaminated soils is still required and will continue in summer 2026.<br>5/27/26 - ACEP lea5/29/2026:<br>4/29/2026:<br>3/12/26 No Update |
| 1-Awarded | Denali Commission | DC 1937 / Shageluk Bulk Fuel Upgrade ABFIP | $ 3,200,000 | | $ 302,500 | | 6/26/2026: STG mobilized last week - barge with tanks and materials expected this week. CRW and AEA crew coordinating with community for an initial site visit.<br>5/27/26 - ACEP lea5/29/2026: see ABFIP<br>4/29/2026: see ABFIP update<br>3/12/26 Shageluk awarded to Contractor STG for funding, construction scheduled for summer,1/21/26:<br>ITB Construction issued, closing date is 2/3/26 |
| 1-Awarded | USDA | High Energy Cost Grants - USDA RUS - Kipnuk | $ 3,000,000 | 0% | $ 2,421,306 | $ - | 6/26/2026: AEA has engaged with Kipnuk Tribal Leaders to determine next steps as damage from Typhoon Halong in conjunction with the community's desire to relocate has led to questions pertaining to these funds. USDA is aware of the situtation and AEA remains in close coordination.<br>5/29/2026: AEA PM and contract engineers scheduled to visit and assess Kipnuk distribution system in early summer 2026<br>4/29/2026: AEA PM and contract engineers scheduled to visit and assess Kipnuk distribution system in early summer 2026.<br>3/12/26 Awaiting community vote to determine if distribution project is viable or community will relocate |
| 1-Awarded | USDA | High Energy Cost Grants - USDA RUS - Napaskiak | $ 2,974,420 | 0% | $ 1,601,610 | $ - | 6/26/2026: No update. Final report is due in July<br>5/27/26 - ACEP lea5/29/2026: No update to provide. Draft of final report is scheduled by end of next reporting period.<br>4/29/2026: No update to provide<br>3/13/2026: No update to provide<br>This program is not IIJA or IRA funded. RUS funds have been expended. Construction has been completed. A final report including savings cost from the new HR system will be written in the spring after data from the winter is processed |
| 1-Awarded | Denali Commission | DC 1500 / Bulk Fuel Operator Training | $ 2,255,000 | | | | 6/26/2026: No update to provide<br>5/27/26 - ACEP lea5/29/2026: BFO class has been completed. Class was full with 10 students.<br>4/29/2026: PIC class has been completed. 7 students received certificates. BFO class begins in a little over a week and there are 7 students currently enrolled<br>3/13/26: PIC class begins 3-16-26 and is one week long. Recruitment for the BFO class has begun, that class starts at the begining of May |
| 1-Awarded | Denali Commission | DC 1575 / Nelson Lagoon RPSU | $ 2,085,455 | | $ 1,950,000 | | 6/26/2026: Grant amendment signed to add funding for troubleshooting PLC issue.<br>5/27/26 - ACEP lea5/29/2026: CR and contractor working on PLC issue<br>4/29/2026: Warranty period, AEA Circuit rider troubleshooting PLC issue<br>3/12/26 Heat recovery subtracted from scope at community's request, will close after warranty period |
| 1-Awarded | USDA | High Energy Cost Grants - USDA RUS - Manokotak | $ 2,000,000 | 15% | $ 300,000 | $ - | 6/26/2026: No update to provide<br>5/29/2026: Bid awarded to Sturgeon, construction planned for summer 2026<br>3/12/26 ITB docs in preparation, to bid end of March |
| 1-Awarded | Denali Commission | DC 1946 / Tuluksak Rural Power System (RPSU) | $ 2,000,000 | 10% | $ 524,000 | | 6/26/2026: Engineer<br>5/29/2026: Notice of Intent to Award issued on 05/06/2026. Contract in process.<br>4/29/2026: ITB issued on April 14, 2026. Bids due May 5, 2026.<br>01/07/26: No update |

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|---|---|---|---|---|---|---|---|
| 1-Awarded | Denali Commission | DC 1942 / Manokotak RPSU & HR | $ 1,800,000 | 10% | $ 2,083,377 | | 6/26/2029: Contract working on submittals.<br>5/29/2026: Conctract awarded. Contractor sending in submittals. Work on site to start in July 2026.<br>4/29/2026: ITB issued March 17, 2026. Bids received on April 14, 2026. Contract to be awarded April 27, 2026.<br>01/07/26: ITB should be issued in Jan 2026. |
| 1-Awarded | Denali Commission | DC 1515 / Circuit Rider Program | $ 1,747,306 | | $ 314,461 | | 6/26/2026: No update, ongoing program<br>5/27/26: No update, ongoing program.<br>4/29/2026: no update, ongoing program<br>4/2/26: Program is ongoing, no update. |
| 1-Awarded | Denali Commission | DC 1576 / Remote Power System Upgrade - Ramp | $ 1,733,740 | 20% | $ 357,310 | | 6/26/2026: No update to provide<br>5/27/26: DC projects close-out of award June 2026<br>4/29/2026: Project closing out<br>3/12/26 No Update |
| 1-Awarded | Other | Vehicle Technology Office FFY 2022 (ARED) | $ 1,670,000 | 20% | $ 417,500 | $ 204,737 | 6/26/2026: Ongoing outreach/engagement with multiple communites.<br>5/29/2026: Traction with prospective site hosts in Galena, Cordova, Kotzebue, and Tok. Other project work is ongoing.<br>4/29/2026: Ongoing outreach, promising site host interest in Kotzebue and Nome<br>3/12/26: Project ongoing. Outreach for further site identification continuing directly and through partners. Supported sites in Delta Junction and Glenallen complete. Award to Valdez and Cordova in negotiation. |
| 1-Awarded | IIJA | Energy Efficiency and Conservation Block Grant - IIJA 40552b | $ 1,627,450 | 0% | $ - | $ - | 6/26/2026: Completed site visits for Kachemak and Seldovia. Working on grant extensions with 3 grantees.<br>5/29/2026: Submitted 1 year extension request to 9/30/2027.<br>4/29/2026: Going to submit expension request<br>3/13: Rec'd 21 applications for REVEEP - reviewing now |
| 1-Awarded | IRA | Training for Residential Energy Contractors (TREC) - Formula Funding | $ 1,293,870 | 0% | $ - | $ - | 6/26/2026: Updated narrative approved<br>5/29/2026: Sent updated narrative from AHFC to DOE<br>4/29/2026: Updating AHFC scope<br>3/13/26: Working with AHFC to update project narrative. |
| 1-Awarded | Annual | Diesel Emissions Reduction Act 2023 -2024 | $ 1,230,478 | 50% | $ 1,230,478 | $ - | 6/22/26: ITB for construction contractor closed, Sturgeon lowest bid - projects scheduled to be complete end of the summer. 5/29/2026: Bid opening for construction contract 6/3. Projects scheduled to be completed by the end of the year. Amendmed workplan to include emissions tables, and Tribal Waiver use.<br>4/28/2026: Program is in final design to issue ITB beginning of next month for construction/installtion of seven new engines. Met with EPA contact, Rebecca Derr, instructed that next State DERA allocation may be posted sometime mid-July but anticipate delays.<br>3/12/2026: Project utilizing EPA Tribal BABA waiver, DC BABA waiver approved. Engines out to bid, bid opening 3/17/2026. |
| 1-Awarded | Denali Commission | DC 1949 / Maintenance and Improvement of Rural Power Systems | $ 1,000,000 | 20% | $ 250,000 | | 6/26/2026: Due Diligence complete for Chignik Lake, Grant paperwork has been forwarded to Grants to draft grant. RFQ for long lead items for Levelock and Hughes was advertised and has closed.<br>5/27/26 - ACEP lea5/29/2026: Due diligence continues wth Chignik Lake, Hughes grant has been completed, Levelock grant is being routed for signatures.<br>4/29/2026: Due diligence continues for Chignik Lake, grant is being routed for signatures for Hughes, and grant paperwork was submitted to Grants for Levelock<br>4/2/26: Due Diligence continues |
| 1-Awarded | Denali Commission | DC 1890 / Napaskiak Distribution Upgrades | $ 985,015 | 20% | $ 246,288 | | 6/26/2026: ITB has closed and a Letter of Intent to Award has been emailed to the bidders<br>5/27/26 - ACEP lea5/29/2026: ITB is on the street for advertising; closes June17th<br>4/29/2026: Working with engineers to finalize ITB docs for construction. Planning on advertising in May.<br>3-13-26: No update to provide. |
| 1-Awarded | Annual | Diesel Emissions Reduction Act 2022 -2021 | $ 964,479 | 50% | $ 964,479 | $ - | 6/22/2026 This federal award is closed. 5/29/2026:This federal award is closed.<br>4/29/2026: This federal award is closed.<br>3/12/2026: Federal award is complete, working with finance to close and submit final report by end of March. 1/6/26: All projects under this award are complete. Need to finalize the invoice for Bettles in order to close. EPA Award expired 12/31/2025, with 90 days to close. |
| 1-Awarded | Denali Commission | DC 1600 / Village Energy Efficiency Program | $ 875,000 | | $ 386,767 | | 6/22/2026: No update. Expires end of the year.<br>5/29/2026:No federal award update, expires end of the year, working with four remaining communities to close out.<br>4/29/2026: No federal award update, expires end of the year, working with four remaining communities to close out.<br>3/12/2026: Most projects are complete. Working to get final reimbursements through. Federal award expires 12/31/2026. |
| 1-Awarded | Denali Commission | DC XXXX / Russian Mission Mini CDR & 65% design ABFIP | $ 861,646 | | | | 6/26/2026: No update to provide<br>5/27/26: See ABFIP update<br>4/29/2026: See ABFIP update<br>3/12/26 Survey scheduled for April |

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|---|---|---|---|---|---|---|---|
| 1-Awarded | USFS | USFS Community Wood Energy Grant FY 2025 | $ 836,723 | 100% | $ 915,265 | $ 707,876 | 6/26/2026: 35% design in progress. NTP 2 signed, working on invoice.<br>5/29/2026: Procession NTP 2. First site visit complete.<br>4/29/2026: Contract awarded, NTP 1 processed. Initial site visit 5/5/26.<br>3/13/26: Contract with Procurement to begin first phase of project |
| 1-Awarded | Denali Commission | DC 1830 / Kipnuk Distributions Upgrades | $ 800,000 | 20% | $ 750,000 | | 6/26/2026: No update<br>5/27/26: No update, Still planning a trip later in the summer to verify conditions.<br>4/29/2026: No update currently. Planning a site visit in June to verify conditions and make revisions to final design if needed.<br>3-13-26: No update to provide. 12/18/25: In holding pattern until Halong recovery is completed;will need to reasses after. Construction will be paid for mostly by the RUS grant. The DC award will be used as match along with state funds |
| 1-Awarded | Denali Commission | DC 1964 / Diesel Emissions Reduction Act (DERA) Match | $ 790,122 | | $ 1,580,245 | | 6/22/2026:Match for EPA DERA award 23/24. No update.<br>3/12/2026: AEA received approved BABA waiver. Engines out for procurement (same update at EPA DEA 23/24) 1/21/26: ITB ready to post, waiting for BABA waiver determination from Denali Commission. |
| 1-Awarded | Denali Commission | DC XXXX / Eek BFU 65% design ABFIP | $ 776,082 | | | | 6/26/2026: See ABFIP Update<br>5/27/26: See ABFIP Update<br>4/29/2026: See ABFIP Update<br>1/21/26: Geotechnical work completed, tanks procured, 65% design expected in March 26, pile driving planned for winter '26/'27 |
| 1-Awarded | Denali Commission | DC 1784 / Power Plant Operator Training | $ 750,000 | | $ 44,415 | | 6/26/2026: No update<br>5/27/26: All labs for the year have been completed.<br>4/29/2026: 1 lab has been completed and 5 students received certificates. the second lab is currently underway.<br>3-13-26: Online portion of class is wrapping up this week and the inperson labs begin in 2 weeks. |
| 1-Awarded | Denali Commission | DC 1938 / Manokotak Electric Distribution Upgrade | $ 667,885 | 10% | $ 3,404,793 | | 6/26/2029: No update.<br>5/29/2026: No update.<br>4/29/2026: BABA waiver received. Engineer working on SOW documents and SHPO.<br>12/17/25: Waiting to issue ITB, need BABA Waiver. |
| 1-Awarded | Denali Commission | DC 1950 / Bulk Fuel Maintenance & Improvement | $ 550,000 | | | | 6/26/2026: No new update<br>5/29/2026: Project identification ongoing, new term contract for engineering of BF MI projects expected to be awarded this summer.<br>4/29/2026: Project identification ongoing, new term contract for engineering of BF MI projects expected to be awarded this summer.<br>3/12/26 Project identification continuing in light of projects prioritized under USDA MI<br>Award1/21/26: MI projects in Nelson Lagoon, Diomede and Tununak ongoing, and future projects identified for 2026 Construction season |
| 1-Awarded | Annual | State Energy Program Funding 2025 | $ 515,430 | 0% | $ - | $ - | 6/26/2026: SEP Annual awards are expected to receive a categorical extension from DOE, otherwise expires 6/30. No new application available yet.<br>5/29/2026: PY25 outreach work (Data Library) is ongoing. Awaiting application release for PY26 funds.<br>4/29/2026: Awaiting PY26 application. PM change to Quinlan.<br>3/13/26: No new updates 2/27/26: No new updates 2/1/26: Progress report drafted and emailed to DOE PO, will submit when previous reports approved in PAGE system. RSA w/AHFC complete. 1/21/26: Audrey A. presently on leave |
| 1-Awarded | Denali Commission | DC 1983 / Bulk Fuel Project Development | $ 500,000 | 0% | $ - | $ - | 6/26/2026: No new update<br>5/29/2026: Remaining funds utilized in Eek ABFIP project for 100% design<br>4/29/2026: Funds used to supplement ABFIP projects when needed.<br>3/12/26 No Update |
| 1-Awarded | Denali Commission | DC 1544 / Itinerant Utility Training | $ 500,000 | | | | 6/26/2026: Circuit Riders are traveling under this award and providing training to utility employees<br>5/27/26 - ACEP lea5/29/2026: No update but travel for this project will start up during this next reporting period.<br>4/29/2026: No change from last update.<br>3/13/26: Award has been extended. Circuit Riders making onsite visits. |
| 1-Awarded | Annual | State Energy Program Funding 2024 | $ 480,580 | 0% | $ - | $ - | 6/26/2026: No change from prior update.<br>5/29/2026: PY24 ended 6/30/2025. See Program "State Energy Program Funding 2025" for future SEP Annual updates.<br>4/29/2026: Transitioned Data Library contract, working with AHFC to evalute utility in revising application.<br>3/13/26: Same underlying award as PY25. PY24 Activities closed. Rolling remaining funds into PY25 budget. |
| 1-Awarded | IIJA | DC 1825 / Kwethluk Emergency Generators Repairs and Replacement | $ 350,000 | 20% | $ 87,500 | $ - | 6/26/2029: Contract plans to be on-site after July 4, 2026.<br>5/29/2026: Contractor now planning to be on site in June 2026.<br>4/29/2026: New generator 3 delivered to Kwethluk. Contractor scheduled to be on-site May 2026.<br>01/7/26: No update |

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|---|---|---|---|---|---|---|---|
| 1-Awarded | Denali Commission | DC 1868 / Bulk Fuel Aggregate Study | $ 315,000 | | | | 6/22/2026: Financial model is complete, contractors working on the final report to present at next SAG meeting, final product complete in October. 5/29/2026:Continued work on financial modeling of Bulk Fuel study. Anticipating final product by October<br>4/29/2026: Continued work on financial modeling of Bulk Fuel study. Anticipating final product by October<br>3/12/2026: Continued work with contractors to get final report by Rural Energy Conference in October. 1/21/26: No update |
| 1-Awarded | Denali Commission | DC 1928 / Birch Creek RPSU | $ 250,000 | | $ 80,000 | | 6/22/2026: DC has amended this award for a project in Karluk. PM changed to Dustin Hendricks.<br>5/27/26 - ACEP lea5/29/2026: This award is amended to allocate funding to another project. No longer active.<br>4/29/2026: This award is being amended to another community.<br>3/12/2026: No update. 1/21/26: No update. |
| 1-Awarded | DOE | EETF Microgrid Technology | $ 250,000 | 50% | $ 250,000 | $ - | 6/29/2026: No change from prior update.<br>4/29/2026:This project is awaiting an amendment from DOE to extend the period of performance through 12/31/26.<br>3/4/26: This project is awaiting an amendment from DOE to extend the period of performance through 12/31/26. |
| 1-Awarded | IIJA | DC 1735 / Ruby Power Plant Leveling | $ 200,000 | 20% | $ 40,000 | $ - | 6/26/2026: Closeout of grant in process.<br>5/29/2026: Working on Project closeout.<br>4/29/2026: Final invoices received. Working on closing out project.<br>01/07/26: Received final reports, still waiting on final invoices. |
| 1-Awarded | Denali Commission | DC 1704 / Chalkyitsik RPSU | $ 200,000 | | | | 6/26/2026: New grant amendment executed, moving DC funds into project to seed future construction costs. Working with community of Chalkyitsik in application to DOE IE Unleashing Tribal Energy FOA for complete RPSU construction funds<br>5/29/2026: Awaiting new grant execution to extend project date and add DC funds for future construction.<br>4/29/2026: Phase 3 proposal received from GSE on 2/3/26. Received the DC Award for Amendment 2 - addition of $240,000 and extension of contract date to 12/31/27.<br>01/07/2026: No update.<br>12/17/25: Final docs/plans complete. Waiting to issue ITB, need BABA Waiver |
| 1-Awarded | Other | USFS Wood Innovation Grant FY 2025 | $ 184,651 | 100% | $ 184,651 | $ - | 6/26/2026: Meeting with City of Elim.<br>5/29/2026: Scheduling meetings with communities<br>4/29/2026: No update<br>3/13/26: No new significant update<br>2/27/26: Met with Galena about design process. |
| 1-Awarded | Denali Commission | DC XXXX / Aniak BFU CDR ABFIP | $ 179,195 | | | | 6/26/2026: No change from prior update.<br>5/29/2026: CDR delivered May 28, under review<br>4/29/2026: See ABFIP<br>1//26: Grant agreement signed with City of Aniak. CDR expected Feb/March '26 |
| 1-Awarded | Other | USFS Sustainable Wood Energy Systems 2022 | $ 112,500 | 100% | $ 112,500 | $ - | 6/26/2026: Working on closeout<br>5/29/2026: No update<br>4/29/2026: Grant fully expended<br>3/13/26: No new update<br>2/27/26: Wood conference now moved to fall 26. |
| 1-Awarded | Denali Commission | DC 1903 - Southeast Island School District Biomass Projects | $ 64,915 | 69% | $ 44,845 | $ - | 6/26/2026: Meeting with SISD to update timeline.<br>5/29/2026: PMP routing to reflect amendment to DC award.<br>4/29/2026: Amendment drafted with DC to add funding. PM change to Megan Brown<br>3/12/26: Met with DC regarding potential additional funding. No full amendment requested, pending agreement with SISD. |
| 1-Awarded | PNNL | Technical Assistance Request: Cost allocation / recovery methodolgy design for AEA owned assets under RTO's OATT. | $ - | 0% | $ - | $ - | 6/22/2026: Final deliverables received on June 8th. This TA is completed.<br>5/29/2026: Received draft deliverables for task 1 and task 2 on May 14th. Discussed with PNNL on May 15th call. AEA is providing comments by end of May to finalize deliverables.<br>4/29/2026: Received draft deliverable 1 and provided feedback. PNNL is updating draft deliverable 1. Call on 5/5 to discussfinal deliverable 1 and draft deliverable 2.<br>3/9/26: Call with PNNL to discuss progress on task 1. Should have draft deliverable by end of month |
| 2-Conditional Award | IRA | Home Efficiency Rebate (formula funding) | $ 37,293,071 | 0% | $ - | $ - | 6/29/2026: AEA submitted response, in coordination with AHFC, to DOE's request for information on 6/29/2026. Request was primarily concerned with AHFC's planned launch date and any state-specific requests. Response is under DOE review.<br>4/29/2026: New DOE secretary update, hoping for an update on the award process in next two weeks.<br>3/13/26: No new update<br>2/27/26: Met with DOE, no update on full designation. |
| 2-Conditional Award | IRA | Home Electrification and Appliance Rebates (formula funding) | $ 37,150,940 | 0% | $ - | $ - | 6/29/2026: AEA submitted response, in coordination with AHFC, to DOE's request for information on 6/29/2026. Request was primarily concerned with AHFC's planned launch date and any state-specific requests. Response is under DOE review.<br>4/29/2026: New DOE secretary update, hoping for an update on the award process in next two weeks.<br>3/13/26: No new update<br>2/27/26: Met with DOE, no update on full designation. |

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|---|---|---|---|---|---|---|---|
| 3-Application Submitted | IIJA | USDOT - Maritime Administration (MARAD) - FY2026 - Port Infrastructure Development Program (PIDP) | $ 11,250,000 | 20% | $ 8,925,117 | $ - | 6/26/2026: No change from prior update.<br>5/29/2026: Submitted June 1, 2026 - competitve opportunity - $488.6 million available - AEA submitted a joint application with Crowley Fuels, LLC where AEA serves as the lead applicant, and would sub-award funds to Crowley should the application be awarded. Crowley has committed and will be providing the requisite cost match under the program. The application covers upgrades to coastal and riverine small port facilities in the communities of Aniak, Bethel, Hooper Bay, and St. Mary's. AEA will provide program managment and administration for the federal grant and Crowley, in conjunction with its subsidiaries, will serve as the entity performing the scope of work under the grant, including: aviation fuel pumping and filtration systems; truck loading rack modernization; upgrades and repairs to bulk fuel tank farms, pipelines, and secondary containment areas and administrative facilities; security system improvements; and procurement and installation of novel steel double wall fuel storage tanks. The project also includes planning studies for rehabilitating and upgrading community fuel transfer and storage infrastructure. |
| 3-Application Submitted | Other | USDA FS 2026 Community Wood – South Tongass | $ 916,000.00 | 50% | $ 963,006.00 | $ 80,000.00 | 6/26/2026: Awaiting award decision<br>5/29/2026: Awaiting award decision<br>4/29/2026: Application submitted on 4/22/2026 |
| 3-Application Submitted | DOE | DOE RFI on Establishment of Nuclear Lifecycle Innovation Campuses (ACEP Submission) | $ - | 0% | $ - | $ - | 6/26/2026: No change from prior update.<br>5/27/26 - ACEP leading application to DOE, as per direction from GO. AEA provided its responses as requested by ACEP for inclusion in the application package to DOE. No further action required by AEA. Responses requested by April 1, 2026, submissions reviewed on a rolling basis. |
| 3-Application Submitted | Other | Zayed Sustainability Prize | $ 1,000,000 | 0% | $ - | $ - | 6/26/2026: Application submitted for 2027<br>5/27/26: Conducting revisions and providing updates to application submitted in 2025 for digital powerhouse conversion work and Circuit Rider training.<br>4/29/2026: Work ongoing to utilize digital powerhouse conversion work and Circuit Rider training as basis for application. Planning to re-submit a revised/updated version of the 2025 application.<br>4/2/2026:Zayed Sustainability Prize - Submission deadline of June 2026. Category: Energy - "The Energy category is open to organizations offering innovative sustainable solutions that support the development of clean infrastructure, enhance energy efficiency and ensure access to affordable and reliable power." https://zayedsustainabilityprize.com/en |
| 4-Under Consideration | ACOE | US ACOE - Planning Assistance to States (PAS) | | 50% | | | 6/26/2026: No updates<br>5/29/2026: No updates<br>4/29/2026: Shared info with City of Seward and MEA - need to determine project and whether AEA applies.<br>4/2/2026 - https://www.poa.usace.army.mil/Missions/Civil-Works-and-Planning/Planning-Assistance-to-States/<br>Potential scopes will need to focus on water resource management, thus hydro power assessments or expanding existing hydro projects. Another option could be on site assessment of BFU M&I to verify needed improvements. Applications via "Request Letter for TA under Planning Assistance to States" are accepted on a rolling basis. |
| 5-Program Paused | Other | DOE Section 247 Maintaining and Enhancing Hydroelectricity Incentives | TBD | 0% | $ - | $ - | 6/26/2026: Still awaiting next round of funding announcement |
| 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 | 6/29/2026: No update to provide; application submitted in Nov 2024 (ID: GRANT14300333)<br>4/2/26: Funding opportunity paused and no update to timeline of notificaiton of awards. AEA applied for part of the Dixon Diversion Project in Nov 2024. Match not appropriated at this time but source of match is identified. Notified in April 2025 that the funding opportunity is paused and the timeline for notification of awards is delayed. |
| 6-Application Not Selected | DOE | DOE SPARK Speed to Power through Accelerated Reconductoring and other Key Advanced Transmission Technology Upgrades | $ 48,000,000 | 33.3% | $ 16,000,000 | $ - | 5/27/26: DOE's review resulted in an official notification of "discouragement" for a full application. Upon an after-action review with Chugach, it was mutually determined that in light of DOE's determination, and the limited benefits resulting from the project, absent an entire upgrade of the southern Kenai tie to 230kV, including an express route from Soldotna substation to Bradley Junction, the project could not provide the level of immediate benefit DOE is seeking under the NOFO.<br>4/2/2026 - AEA, in collaboration with Chugach Electric Association, Inc. submitted a NOFO-required concept paper outlining request for funding for the combination of AEA's Sterling-Quartz (SQ) project and Chugach's 115-kV to 230-kV Quartz Creek to University project. The project will upgrade a portion of the Kenai tie to improve system resiliency, reduce line losses and augment the stability-limited energy transfer capability to enable optimized use of low-cost hydroelectric power from Bradley Lake. AEA's portion of the cost match has been secured. |
| 6-Application Not Selected | IIJA | Transmission Acceleration Grants (TAG) Program | $ 2,731,311 | 0% | $ - | $ - | 3/3/2026: On 9/3/25 AEA was notified that its application was not selected for award under TAG program. AEA submitted a grant request under the TAG program for transmission planning and siting studies related to Beluga & Healy redundant transmission line projects. |

| Status | Source | Program Name | Award / Request ($) | Required Match (%) | Required Match ($) | Remaining Match Needed ($) | Project Status Comments |
|---|---|---|---|---|---|---|---|
| 6-Application Not Selected | DOE | DOE Request for Information: Speed to Power | $ - | 0% | $ - | $ - | 5/27/2026: RFI closed on Nov 21, 2025. As a result of the RFI, DOE issued the SPARK NOFO, to which AEA submitted a concept paper, in partner submission with Chugach Electric Association (CEA) relating to the reconductoring, from 115kV to 230kV, of Kenai transmission line segments owned by CEA (University Substation to Quartz Creek) and AEA (Sterling to Quartz Creek). Upon review by DOE, the concept paper submission was issued a notice of 'discouragement' concerning a full application submission.<br>4/2/26: No formal response received from DOE GDO. The SPARK NOFO is a product of the Speed to Power initiative. AEA internally coordinated a response to RFI issued by DOE GDO on large scale generation, transmission, and grid infrastructure projects that can accelerate Alaska's adoption and intergration of high-energy load centers. The response was submited by on November 21, 2025. |
| 6-Application Not Submitted | USDA | USDA USFS 2026 Wood Innovations Energy Grant FY26 | TBD | 70% | TBD | TBD | 6/26/2026: No update<br>5/29/2026: Did not apply for 2026 grant. Plan to work on feasibilitiy studies currently funded and use that to apply for next years grant.<br>4/29/2026: Submitted application 4/22/26<br>4/2/26: The Community Wood Grant Program supports shovel ready projects that install community scale wood energy systems or construct/expand innovative wood product manufacturing facilities. The underlying goal is to improve forest health, reduce wildfire risk, and stimulate rural economic development through increased use of renewable wood energy and value added wood manufacturing. |
| 6-Application Not Submitted | DOE | Community Microgrid Assistance Partnership (C-MAP) | 0 | 0 | TBD | TBD | 6/29/2026: AEA did not apply under this opportunity when considering: (i) Chris McConnnell, a member of the C-MAP steering committee conversed with the primary program contact at DOE whereby it was discussed that AEA would be best positioned to be a designated TA partner in future C-MAP solicitations to provide assistance to awardees under the program and for AEA's services to be funded with program funds, especially when looking to leverage the technical knowledge and expertise of AEA's circuit riders; (ii) It is understood there is a high likelihood of future C-MAP soliications in the near futrure; (iii) AEA had initially considered offering application assistance to REF Round 18 applicants whose projects were not funded, however, the real and perceived conflict of interest with AEA serving as the program administrator and application reviewer and evaluator would deem such assistance inappropriate whereby AEA's equal treatment and review of all future REF applications would be at risk; (iv) the program has been widely circulated across Alaska with a wide range of eligible applicantcant types. Submission deadline of 7/7/2026. Total of $2.5 million in project funding available, and $1 million in TA support. C-MAP is accepting proposals for remote microgrid projects to receive $200k to $575k in funding, with up to 24 months of TA from DOE. |

# AEA COMMUNITY OUTREACH

Last Updated on July 9, 2026 (6-Month Look Back)

ALASKA ENERGY AUTHORITY

| DATE | ROLE | DESCRIPTION | LOCATION | TEAM MEMBER |
|---|---|---|---|---|
| Wednesday, July 8, 2026 | Media Inquiry | Responded to media inquiry regarding the Terra Energy Center Project and Jan. 30, 2025, AEA Board presentation | Email | Brandy Dixon |
| Tuesday, July 7, 2026 | Media Interview | Interviewed by The New York Times regarding rural Alaska energy challenges and opportunities | Phone | Curtis Thayer |
| Tuesday, July 7, 2026 | Press Release | Issued statewide press release announcing $14.6 million in Renewable Energy Fund Round 18 grant awards | Email | Brandy Dixon |
| Wednesday, July 1, 2026 | Podcast Interview | Featured guest on the Alaska Real Estate Podcast discussing AEA programs, energy infrastructure, and economic development | Anchorage, AK | Curtis Thayer |
| Tuesday, June 30, 2026 | Host | Hosted representatives from Alaska's congressional delegation and the Regulatory Commission of Alaska for a site visit and project briefing at Bradley Lake Hydroelectric Project | Homer, AK | Curtis Thayer, Matthew Farina, Ryan McLaughlin, Casey Reeves, Robert Varga |
| Tuesday, June 23, 2026 | Presenter | Met with Fairbanks Mayor Mindy O'Neall to discuss AEA programs and energy priorities. | Fairbanks, AK | Curtis Thayer<br>Jim Mendenhall |
| Tuesday, June 23, 2026 | Presenter | Presented AEA energy infrastructure priorities and statewide project updates at the Greater Fairbanks Chamber of Commerce Weekly Business Luncheon | Fairbanks, AK | Curtis Thayer<br>Jim Mendenhall |
| Tuesday, June 23, 2026 | Presenter | Participated in a roundtable discussion with Greater Fairbanks Chamber of Commerce committee members on Alaska energy priorities and economic development | Fairbanks, AK | Curtis Thayer<br>Jim Mendenhall |
| Thursday-Friday, June 11-12, 2026 | Attendee/Speaker | Participated in the National Association of State Energy Officials (NASEO) Western Regional Meeting on state energy policy, infrastructure development and emerging energy priorities | Phoenix, AZ | Curtis Thayer |
| Thursday, June 11, 2026 | Newsletter | Alaska Electric Vehicle Working Group (AKEVWG) June Newsletter Sent to 269 Recipients | Email | Sara Martinchick |
| Tuesday-Thursday, June 2-4, 2026 | Attendee/Speaker | Attended the Alaska Power Association Federal Legislative Conference to engage federal policymakers and industry stakeholders on Alaska energy priorities and infrastructure needs | Washington, DC | Curtis Thayer |
| Friday, May 29, 2026 | Event/Exhibitor Booth | Participated in Chugach Electric's Member Appreciation Event to connect with utility members and community stakeholders through AEA outreach and educational engagement efforts | Anchorage, AK | Brandy Dixon, Sara Martinchik, Quinlan Harris |
| Thursday, May 21, 2026 | Presenter | Presented updates on the Bradley Lake Expansion Project to National Hydropower Association | Anchorage, AK | Ryan McLaughlin |
| Tuesday-Thursday, May 19-21, 2026 | Attendee/Exhibitor Booth/Moderator/Speaker | Participated in Alaska Sustainable Energy Conference (ASEC)—Alaska's premier energy conference—through speaking engagements, panel discussions, exhibits and stakeholder outreach | Anchorage, AK | AEA Team |
| Tuesday, May 19, 2026 | Presenter | Presented at ASEC on operational challenges and energy needs facing Alaska's rural utilities | Anchorage, AK | Justin Tuomi |
| Monday, May 18, 2026 | Attendee | Participated in National Governors Association events and stakeholder engagements prior to the start of ASEC | Anchorage, AK | Curtis Thayer |
| Friday, May 15, 2026 | Presenter | Presented updates on the Susitna-Watana Hydroelectric Project to Alaska rural utility representatives | Anchorage, AK | Curtis W. Thayer<br>Wayne Dyok |
| Thursday, May 14, 2026 | Newsletter | AKEVWG May Newsletter Sent to 267 Recipients | Email | Sara Martinchick |
| Sunday-Tuesday, May 3-5, 2026 | Attendee | Engaged domestic and international stakeholders at the SelectUSA Investment Summit regarding Alaska energy investment and infrastructure opportunities | National Harbor, MD | Curtis Thayer<br>Brandy Dixon |
| Friday, May 1, 2026 | Presenter | AEA Senate Bill 150 Presentation to Senate Labor & Commerce | Phone | Curtis Thayer |
| Wednesday, April 29, 2026 | Presenter | Presented at the Local Government Specialists Annual Meeting on the Power Cost Equalization (PCE) program and its role in supporting rural Alaska energy affordability | Anchorage, AK | Katherine Aubry |
| Wednesday, April 29, 2026 | Press Release | Issued press release highlighting progress on the Whittier Shore Power Project partnership between AEA, Chugach Electric, and Carnival Corporation | Email | Brandy Dixon |

| DATE | ROLE | DESCRIPTION | LOCATION | TEAM MEMBER |
|---|---|---|---|---|
| Monday, April 27, 2026 | Presenter | Provided an overview of the Bradley Lake Expansion Project and its benefits for Railbelt energy reliability to ARISE | Anchorage, AK | Ryan McLaughlin |
| Wednesday, April 22, 2026 | Event/Exhibitor Booth | Anchorage Transportation Fair | Anchorage, AK | AEA Team |
| Thursday, April 16, 2026 | Presenter | Provided an overview of AEA programs, responsibilities and collaboration opportunities to Quebec Government Office | Virtual | Curtis Thayer |
| Monday, April 13, 2026 | Press Release | Issued statewide press release announcing $17.7 million in investments to upgrade Alaska's transmission infrastructure | Brandy Dixon | Brandy Dixon |
| Friday, April 10, 2026 | Newsletter | AKEVWG April Newsletter Sent to 266 Recipients | Email | Sara Martinchick |
| Monday, April 6, 2026 | Presenter | Presented on AEA energy infrastructure and water resource management initiatives to the American Water Resources Association | Virtual | Ryan McLaughlin |
| Tuesday-Wednesday, March 24-25, 2026 | Moderator | NASEO State Transmission Summit - Powering Progress: State Leadership and the Future of America's Grid | Arlington, VA | Curtis Thayer<br>Jim Mendenhall |
| Thursday, March 19, 2026 | Legislative Testimony | Provided legislative testimony on Railbelt transmission planning and infrastructure priorities | Juneau, AK | Curtis Thayer |
| Wednesday, March 18, 2026 | Newsletter | AKEVWG March Newsletter Sent to 266 Recipients | Email | Sara Martinchick |
| Wednesday, March 11, 2026 | Legislative Testimony | AEA Railbelt Transmission Update Presentation to House Finance Committee | Juneau, AK | Curtis Thayer<br>Tim Sandstrom |
| Tuesday, March 10, 2026 | Presenter | Presented on the PCE program and rural energy affordability initiatives to the Alliance for Tribal Clean Energy | Anchorage, AK | Katherine Aubry |
| Tuesday, March 10, 2026 | Legislative Testimony | Provided updates on AEA energy programs, infrastructure projects and statewide priorities to House Energy Committee | Juneau, AK | Curtis Thayer |
| Friday, March 6, 2026 | Panelist | Participated in panel discussion on Alaska energy infrastructure and workforce development at the Annual Maritime Workforce Summit | Anchorage, AK | Curtis Thayer |
| Tuesday, March 3, 2026 | Presenter | Presented Alaska energy opportunities and AEA initiatives to international industry representatives with POSCO International | Anchorage, AK | Curtis Thayer |
| Thursday, February 26, 2026 | Press Release | AEA Releases Statewide Railbelt Energy Vision to Guide Long-Term Energy Planning Press Release | Email | Brandy Dixon |
| Thursday, February 26, 2026 | Attendee | Nexans / RT Casey Subsea Cable Seminar | Anchorage, AK | AEA Owned Assets Team |
| Wednesday, February 25, 2026 | Attendee/Exhibitor Booth | Nexans / RT Casey Subsea Cable Seminar | Palmer, AK | Quinlan Harris |
| Tuesday, February 24, 2026 | Presenter | AEA FY2027 Budget Presentation to House Commerce, Committee, & Economic Development | Juneau, AK | Curtis Thayer |
| Tuesday, February 24, 2026 | Press Release | AEA Files Draft Amendment Application for Bradley Lake Expansion Project Press Release | Email | Brandy Dixon |
| Monday, February 2, 2026 | Media Interview | AEA Update to KTOO Capitol Views with Tim Bradner | Anchorage, AK | Curtis Thayer |
| Thursday, February 19, 2026 | Newsletter | AKEVWG February Newsletter Sent to 266 Recipients | Email | Sara Martinchick |
| Wednesday, February 18, 2026 | Presenter | AEA Senate Bill 218 Tax Electric Coops Presentation to Senate Labor & Commerce Committee | Juneau, AK | Curtis Thayer |
| Wednesday, February 18, 2026 | Presenter | AEA Senate Bill 150 Net Metering Presentation to Senate Labor & Commerce Committee | Juneau, AK | Curtis Thayer<br>Conner Erickson |
| Tuesday, February 17, 2026 | Presenter | AEA Turning Risk Into Readiness Presentation to National Oceanic and Atmospheric Administration's Office of Response and Restoration and Coastal Response Research Center | Anchorage, AK | Justin Tuomi |
| Tuesday, February 17, 2026 | Presenter | AEA FY2027 Budget Presentation to House Commerce, Committee, & Economic Development | Juneau, AK | Curtis Thayer |
| Thursday, February 12, 2026 | Host | AKEVWG Meeting | Virtual | Quinlan Harris, Josi Hartley |
| Wednesday, February 11, 2026 | Presenter | AEA Programs, Projects, and Priorities Presentation to Southeast Conference | Juneau, AK | Curtis Thayer |
| Wednesday, February 11, 2026 | Presenter | AEA Programs, Projects, and Priorities Presentation to South High Career Club | Anchorage, AK | Quinlan Harris |
| Tuesday, February 10, 2026 | Presenter | AEA House Bill 164 Net Metering Presentation to House Energy Committee | Juneau, AK | Curtis Thayer<br>Conner Erickson |
| Monday, February 9, 2026 | Panelist | AEA Update to Southeast Conference Mid-Session Summit | Juneau, AK | Curtis Thayer |
| Thursday, February 5, 2026 | Presenter | AEA Bradley Lake Expansion Project Presentation to Alaska Forum | Anchorage, AK | Bryan Carey |

| DATE | ROLE | DESCRIPTION | LOCATION | TEAM MEMBER |
|---|---|---|---|---|
| Thursday, February 5, 2026 | Meeting | Met with U.S. Senator Lisa Murkowski and Staff | Washington, DC | Curtis Thayer, Ryan McLaughlin, Mark Billingsley, Josi Hartley |
| Wednesday, February 4, 2026 | Meeting | Met with Federal Energy Regulatory Commission (FERC) Commissioner David Rosner | Washington, DC | Curtis Thayer, Ryan McLaughlin, Mark Billingsley, Josi Hartley |
| Wednesday, February 4, 2026 | Meeting | Met with FERC Division of Hydropower Administration and Compliance | Washington, DC | Curtis Thayer, Ryan McLaughlin, Mark Billingsley, Josi Hartley |
| Wednesday, February 4, 2026 | Meeting | Met with U.S. Department of Agricultural Rural Utilities Services Assistant Administrator Chris McLean | Washington, DC | Curtis Thayer, Ryan McLaughlin, Mark Billingsley, Josi Hartley |
| Wednesday, February 4, 2026 | Meeting | Met with U.S. Department of Treasury Kenneth Kies and Staff | Washington, DC | Curtis Thayer, Ryan McLaughlin, Mark Billingsley, Josi Hartley |
| Wednesday, February 4, 2026 | Presenter | AEA Programs, Projects and Priorities Presentation to Alaska Power Association | Juneau, AK | Tim Sandstrom |
| Wednesday, February 4, 2026 | Presenter | AEA Building a Future-Ready Railbelt Presentation to Alaska Forum | Anchorage, AK | Dan Smith |
| Tuesday-Wednesday, February 3-4, 2026 | Attendee/Speaker | NASEO Energy Policy Outlook Conference | Washington, DC | Curtis W. Thayer |
| Tuesday, February 3, 2026 | Meeting | Met with U.S. Department of Energy Dominance Financing, Greg Beard and Staff | Washington, DC | Curtis Thayer, Ryan McLaughlin, Mark Billingsley, Josi Hartley |
| Monday, February 2, 2026 | Meeting | Met with FERC Commissioner Lindsay See | Washington, DC | Curtis Thayer, Ryan McLaughlin, Mark Billingsley, Josi Hartley |
| Monday, February 2, 2026 | Meeting | Met with FERC Commissioner David LeCerte | Washington, DC | Curtis Thayer, Ryan McLaughlin, Mark Billingsley, Josi Hartley |
| Wednesday, January 28, 2026 | Presenter | AEA Partners in Power Presentation to POSCO International | Anchorage, AK | Curtis Thayer |
| Tuesday, January 27, 2026 | Presenter | Bradley Lake Expansion Project - Construction Sequencing and Scheduling Workshop | Virtually | Ryan McLaughlin |
| Friday, January 23, 2026 | Presenter | AEA Renewable Energy-Village Energy Efficiency Program Informational Presentation to Nuvista | Anchorage, AK | Megan Brown |
| Thursday, January 22, 2026 | Presenter | Bradley Lake Expansion Project - Pool Raise Workshop | Virtually | Ryan McLaughlin |
| Friday, January 16, 2026 | Newsletter | AKEVWG January Newsletter Sent to 267 Recipients | Email | Sara Martinchick |
| Thursday, January 15, 2026 | Presenter | Commonwealth North: Positioning Alaska for Growth Economic Forum | Anchorage, AK | Curtis Thayer |
| Thursday, January 15, 2026 | Presenter | AEA Presentation to Finance Subcommittee | Anchorage, AK | Curtis Thayer |

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Opinions

# Opinion: Alaska needs energy that works now and lasts

By Lesil McGuire
Updated: 1 hour ago
Published: 1 day ago

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The setting sun cast a warm glow on the Chugach Mountains beyond the Anchorage skyline and Cook Inlet on Wednesday, Nov. 5, 2025. (Bill Roth / ADN)

Alaska has never truly lacked energy resources — we have natural gas and oil, and hydropower has long served communities across the state. We also have real opportunities like geothermal that deserve attention as costs continue to rise. But the harder question has always been whether we can turn those resources into affordable power on a timeline that actually works for Alaskans' needs.

That question has become urgent, and it hits hardest in rural Alaska. Southcentral Alaska faces a projected Cook Inlet natural gas shortfall by 2027, and families across the state are already paying some of the highest per capita energy costs in the nation. Statewide, residential electricity rates run roughly 40% higher than the national average. But in many rural communities, energy costs are more than twice what they are in more urban parts of Alaska — a disparity that threatens the viability of entire regions.

These are not just statistics. They appear every month when families pay to heat their homes and keep the lights on. They determine whether young families can afford to stay here and whether small businesses can survive.

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A successful Alaska LNG project could strengthen our economy and improve long-term energy security. Natural gas should be part of Alaska's future. But Alaska shouldn't rely on one project as a complete solution. We've been through enough boom-and-bust cycles to know energy planning must be realistic, and diversifying our energy supply is the most reliable way to control costs.

The best approach for Alaska is an all-of-the-above energy strategy that keeps natural gas central while using more local power where it makes sense. A diverse energy portfolio is how we bring costs down for every Alaskan. Start with Cook Inlet; Southcentral Alaska needs reliable fuel, and the state must stay committed to exploration and production. Expanded import capacity may be necessary as a temporary measure. But the priority — the real priority — is keeping energy affordable for the families and businesses that depend on it.

Alaska should also continue responsible North Slope development. Alaska has some of the strictest environmental standards when it comes to developing our natural resources, and we play a role in our nation's energy security. A booming North Slope supports direct and indirect jobs and funds the public services we value.

We should build on the energy sources already working here, not as alternatives to other sources, but as complements that together reduce costs across the state. Hydropower has a strong track record in Alaska. Juneau demonstrates how steady local power keeps rates stable, Kodiak has shown how local projects reduce diesel dependence and lower costs, and Bradley Lake has delivered some of the Railbelt's lowest-cost power for decades. These aren't just success stories — they're models for cost control.

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In the Railbelt, projects like the Dixon Diversion merit serious study. Expanding existing hydropower infrastructure is often more feasible than starting fresh, and it can provide dependable power when the region needs additional supply.

Geothermal energy should be part of this conversation too. Alaska sits on the Pacific Ring of Fire with genuine potential beneath our feet. We have workers skilled in drilling and building in harsh conditions, and we can use that expertise to develop homegrown power that keeps costs down for rural and urban Alaska alike.

This isn't new thinking for me. In 2010, I authored legislation creating the Renewable Energy Grant Fund and the Emerging Energy Technology Fund. Those bipartisan initiatives supported more than 100 energy projects across Alaska and gave rural communities more ways to reduce expensive diesel dependence.

That work was built on a principle that remains true today: Alaska energy policy should lower costs, improve reliability and use the resources we have here.

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For rural Alaska, this means preserving the Power Cost Equalization Program, which reduces the electric rates paid by rural consumers to levels comparable to those paid by consumers in Anchorage, Fairbanks and Juneau. But it also means building energy infrastructure diverse enough that rural communities have multiple affordable options. Many communities face high energy costs because of geography and supply logistics. An all-of-the-above energy strategy, including natural gas, hydropower, geothermal and other local sources, is how we address that reality and make an impact across the state.

Alaska's future won't come from choosing between natural gas and renewables. It will come from recognizing that different communities need different solutions. A more diverse energy portfolio strengthens the entire state.

What matters is whether we stay focused on affordability and reliability for Alaskans. We build in challenging conditions and solve problems other states simply don't face. Get energy policy right, and we make it easier for families to stay and businesses to invest long-term.

That's the goal: energy that works for Alaska today and tomorrow.

*Republican former lawmaker **Lesil McGuire** served 16 years in the Alaska House and Senate, representing Anchorage districts. She is a candidate for governor of Alaska.*

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*The Anchorage Daily News welcomes a broad range of viewpoints. To submit a piece for consideration, email commentary(at)adn.com. Send submissions shorter than 200 words to letters@adn.com or click here to submit via any web browser. Read our full guidelines for letters and commentaries here.*

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ALASKA ENERGY AUTHORITY

**PRESS RELEASE**

Brandy M. Dixon
Chief Communications Officer
(907) 771-3078

**FOR IMMEDIATE RELEASE**
July 7, 2026

## AEA Renewable Energy Fund Round 18 Receives $14.6 Million

*FY2027 capital budget funds nine energy projects across Alaska.*

ANCHORAGE, Alaska—Gov. Mike Dunleavy recently signed the Fiscal Year 2027 capital budget into law, providing $14.6 million for projects through Round 18 of the Alaska Energy Authority (AEA) Renewable Energy Fund (REF) program.

The appropriation funds the top nine projects recommended by the Renewable Energy Fund Advisory Committee (REFAC) and represents the largest REF appropriation since FY2024. REFAC advises AEA on project evaluation and funding recommendations and includes nine members, five of whom are appointed by the Governor.

Established in 2008, the REF has supported the development of more than 110 operational energy projects statewide. AEA estimates these projects offset more than 13.6 million gallons of diesel fuel annually, which can help reduce fuel consumption and energy costs in participating communities.

“We appreciate the Governor and the Alaska State Legislature’s support of the Renewable Energy Fund program,” **said AEA CEO and Executive Director Curtis W. Thayer.** " This funding allows us to move forward with the next round of projects identified through AEA's comprehensive evaluation process."

See the following page for a complete list of FY2027 Renewable Energy Fund Round 18 projects and funding amounts.

###

**About the Alaska Energy Authority**
The Alaska Energy Authority is a public corporation of the state. Its mission is advancing affordable, reliable energy in Alaska. AEA leads the development of critical energy infrastructure, strengthens resilience, reliability, and redundancy across Alaska’s energy systems, and supports statewide economic growth by enabling secure, long-term energy solutions for communities, utilities, and industry. To learn more, visit akenergyauthority.org.

## FY2027 REF Round 18 Projects Selected for Funding

| # | Energy Region | Project Description | REF Funding | Technology | Community |
|---|---|---|---|---|---|
| **1** | Bristol Bay | Kokhanok Community Center Biomass Heating Project | $312,800 | Biomass | Kokhanok |
| **2** | Southeast | SEAPA Grid Resiliency (Tyee Hydro Upgrade) | $2,000,000 | Hydro | Petersburg, Ketchikan, Wrangell |
| **3** | Yukon-Koyukuk/ Upper Tanana | Allakaket Village Community Solar and Battery IPP | $2,953,085 | Solar, Storage | Allakaket, Alatna |
| **4** | Southeast | Goat Lake Hydro Reservoir Expansion - Construction | $2,000,000 | Hydro | Haines, Skagway, Dyea, Klukwan, Chilkat Valley |
| **5** | Lower Yukon-Kuskokwim | 500kwh BESS + Installation, Integration, including upgraded controls | $596,000 | Storage | Kongiganak |
| **6** | Bering Straits | Gambell Battery Energy Storage System Project | $1,932,516 | Wind, Storage | Gambell |
| **7** | Bering Straits | Elim Community Solar Project | $2,987,430 | Solar, Storage | Elim |
| **8** | Lower Yukon-Kuskokwim | Tuntutuliak Turbine Repair & Upgrades | $565,000 | Wind, Storage | Tuntutuliak |
| **9** | Railbelt | Healy Volcanic Region Geothermal: Collaborative Data Collection and Subsurface Exploration | $1,248,029 | Geothermal | Railbelt |

MUST READ ALASKA

# Alaska Awards $5 million to Hydro and Solar Energy Projects

By **Natalie Spaulding** - July 6, 2026

*Image by Jean-Paul Wettstein*

The Alaska State Legislature has approved two Alaska Energy Authority (AEA) Renewable Energy Fund (REF) grants totaling approximately $5 million to advance hydro and solar energy projects in areas served by the Alaska Power & Telephone Company (AP&T) headquartered in Ketchikan, AK. The appropriations, included in the State of Alaska's FY2027 budget recently signed by Governor Mike Dunleavy, provide $2 million for the expansion of the Goat Lake Hydroelectric Project reservoir in Southeast Alaska and $2,953,085 for a solar and battery system serving Allakaket located in the Interior.

## Goat Lake Reservoir Expansion – $2,000,000

The $2 million REF grant for the Goat Lake Hydroelectric Project will help fund an expansion of the reservoir. The Goat Lake project has been licensed since 1996 and occupies land in the Tongass National Forrest. The project's powerhouse uses a Pelton turbine generator with a 4.0-megawatt capacity and generates approximately 15,000 MWh per year. AP&T uses power generated by the Goat Lake project to provide electricity for about 1,000-1,5000 homes, primarily located in Skagway.

Senator Jesse Kiehl (D-Juneau) stated: "This project has it all: low-cost, local electricity that's safe, already plugged in, and prevents burning 7 million gallons of diesel. With benefits more than 6

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times the cost, this makes total sense for Alaska. I'm proud to play a role in the Goat Lake Hydro expansion."

"AP&T's efforts to develop additional clean energy at Goat Lake are particularly timely as communities pursue greater electrification through heat pumps, electric vehicles, and shore power for marine vessels," said Representative Andi Story (D-Juneau). "The reservoir expansion presents a unique opportunity to combine public investment with private sector expertise and efficiency to support the region's energy needs for decades to come."

## Allakaket Solar Project – $2,953,085

Under a proposed independent power producer (IPP) structure, Allakaket Village will own REF-funded solar and battery assets and sell power to AP&T as a lower-cost alternative to diesel generation. ANTHC will serve as the project developer, working in conjunction with AP&T's engineers.

"Having grown up and lived in rural Alaska, I understand firsthand the challenges created by high energy costs," said Senator Mike Cronk (R-Tok/ Northway). "Due to the high cost of transporting diesel fuel to the community, Allakaket residents face some of the highest energy costs in the state. This project represents an important step toward reducing those costs and improving opportunities for local families, community facilities, and businesses."

"Renewable energy projects are essential to rural Alaska," said Representative Rebecca Schwanke (R-Glenallen). "Being able to bring a solar and battery project to Allakaket with the support and technical expertise of the Alaska Energy Authority could not come at a better time given the high cost of fuel."

**Natalie Spaulding**

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# Commentary: How Cordova's energy bet is paying off in the AI economy

By **The Cordova Times** - July 2, 2026

*Humpback Creek dam. Photo courtesy of the Cordova Electric Cooperative*

*By Simran Bhathal*

Cordova sits on the east shore of Prince William Sound, backed by the Chugach Mountains. About 2,600 people live there year-round, with the population roughly doubling each summer when the Copper River salmon fishery kicks into gear. There are no roads in or out, so diesel is barged in. Like other islanded communities, this makes Cordova especially vulnerable to changes in energy prices or supply. For a small town where business margins are already tight, and household costs are high, a spike in diesel prices or a weather-related outage can be deeply disruptive.

Cordova Electric Cooperative, the community's member-owned utility since 1978, has spent years responding to that reality by investing steadily in hydropower and energy storage. For its community and businesses, those efforts are paying off.

For Clay Koplin, CEO of Cordova Electric Cooperative, adding local clean power into Cordova's energy system has been a process of steady, incremental work.

"We've been able to make small, low-cost modifications to keep increasing our percentage of hydropower, outstripping our load," he says. "To get more and more production out of them, with the same amount of water."

Hydropower now provides around 75% of the community's electricity at roughly $0.07/kWh, compared to $0.60/kWh for diesel. An energy storage system installed on the shore of Eyak Lake to support the Power Creek Hydroelectric Project in 2019 liberated significant hydropower, saving an estimated 50,000 gallons of diesel in its first year alone. By 2025, overall diesel consumption had been cut in half, down to 327,000 gallons. But this journey hasn't always been easy.

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"When many people look at Cordova, they see the success story of a town being run entirely on hydropower, with incredibly efficient power plants and a massive reduction in diesel use. But there have been many times we had to back up and realize we weren't on the right technology path," Clay said. "It's been critical to avoid the mindset that once renewables are added to the grid, you can kind of forget about them. We're constantly trying to improve our efficiency and output at the lowest possible cost."

For local businesses, this shift is tangible. Jennifer Park, owner and founder of local clothing brand Copper River Fleece, recalls how energy costs have shaped business decisions over the years. Unreliable power and high diesel prices were costs business owners had to plan around. With the current energy mix, she says, that's changed: they "no longer have to factor the high cost of outages into their plans, making the decision to invest in our community much easier."

Cordova's surplus power is now attracting new kinds of investment. Greensparc, a cloud computing company founded by Alaskan Sam Enoka, chose Cordova for a specific reason: the town produces more clean power than it can use. Its run-of-the-river hydropower systems generate surplus electricity during summer months that would otherwise go to waste. Greensparc's model turns that stranded power into stable revenue by siting data centers in communities with excess renewable capacity. Its pilot data center at Humpback Creek Hydroelectric Plant, installed in 2024, runs entirely on hydropower. Building on this success, the second data center Greensparc is siting in Cordova is projected to increase CEC's revenue by roughly 15%, with construction planned for this summer.

Enoka sees Cordova as a proof of concept for remote communities worldwide. By installing advanced processing units in a remote fishing village, Greensparc is demonstrating that rural communities can participate in what Enoka calls "arguably the hottest commodity market in the history of humanity." If it works here, he argues, it can work anywhere, opening a pathway for small utilities into the global AI economy.

Koplin's take on how Cordova got here is straightforward.

"Don't let people tell you what you can't do," he says. "If I had believed that, we wouldn't have done a fraction of the things we've done. We push forward as if things will work, until we've proven they can't."

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COMMENTARY

# Could nuclear power Alaska's future?

Advanced reactors are no longer just a technology of the future. As they move toward the mainstream, is Alaska ready?

GWEN HOLDMANN JULY 1, 2026 12:30 PM

Representatives from Alaska utilities and energy organizations pose outside Idaho National Laboratory's NRIC DOME during a May tour to learn about advanced nuclear reactor technologies and their potential role in Alaska's energy future. (Photo courtesy Gewn Holdmann)

A couple years ago, shortly after Governor Dunleavy began his second term, I was killing time in the Juneau airport waiting for a flight when one of his staff called and said, "You might want to sit down before I tell you this." The Governor had just thrown out a bold challenge: find a path to 10-cent per kilowatt electricity on the Railbelt. My knee-jerk response was, "That's impossible."

But my second thought was different: *that's a moonshot.*

A goal like that forces you to throw out the playbook. We are not going to achieve 10-cent electricity by continuing down the path we are already on. It requires thinking beyond conventional assumptions and asking where the biggest opportunities lie given the direction federal policy, technology and energy markets are heading.

I still find myself returning to that question. And after nearly three decades working on Alaska energy issues, I have become increasingly convinced that natural gas is not a path to low-cost electricity – whether that means imported LNG or a North Slope gasline.

Should we be cheering for the Alaska LNG project? Absolutely. As an LNG export project, it has the potential to create jobs, generate state revenue and monetize a resource that has sat largely stranded for decades. But as a low-cost source for domestic power? Not so much.

The reason is simple. When fuel is a significant component of the cost of generating electricity, that cost doesn't disappear once the plant is built – it continues for as long as the plant operates. Over time, fuel prices tend to rise, even if only with inflation, and history has shown they can also spike unexpectedly in response to global events.

Hydroelectric dams and nuclear plants follow a fundamentally different economic model. They require much larger up-front investments, but once built, fuel costs are low, predictable and far less exposed to global commodity markets. As those capital investments are paid off, the cost of producing electricity tends to trend downward. That is why historically, many of the places with the world's lowest-cost electricity have achieved it through long-lived investments in hydroelectricity or nuclear power.

That does not mean electricity from these sorts of projects will be inexpensive on day one. Bradley Lake is a good example. When the hydroelectric project came online in the 1980s, it was one of the Railbelt's most expensive sources of electricity because its construction costs had to be recovered. Today, with those capital costs largely paid off, it is one of the cheapest.

I recently wrote about the Susitna Hydroelectric Project because I think it's worth taking another look. The state has already invested heavily in the studies required to develop it, and with today's generous federal incentives – which could offset as much as 50 percent of capital costs if construction begins before 2033 – the project's economics could look a lot more attractive.

But hydropower isn't the only infrastructure-based technology Alaska could be looking at. Advanced nuclear qualifies for many of the same incentive programs and offers a few additional advantages. It can also co-generate heat – a major advantage in Alaska's climate. And unlike hydropower, billions of dollars are currently flowing into the sector from both the federal government and private industry. That investment is accelerating innovation, driving down costs, and creating intense competition – not only among reactor developers, but also among prospective customers hoping to secure future reactor deployments and the energy they will produce.

## The race to criticality

Last year, President Trump launched an energy moonshot of his own. Through four executive orders issued in rapid succession, he sought to jump-start a new era of nuclear energy in the United States. The orders established several ambitious targets, including rebuilding the nuclear supply

chain and workforce, having ten large reactors under construction by 2030 and quadrupling U.S. nuclear generating capacity by 2050. But the most immediate goal was to have at least three advanced reactors achieve criticality by July 4, 2026.

Achieving criticality might sound alarming. However, in the world of nuclear energy, criticality is a good thing. It means a reactor is operating as intended, with each fission event, on average, causing one more fission event. When this happens, the chain reaction becomes self-sustaining and the reactor is officially "alive" and capable of producing power.

This goal was specifically focused on advanced reactors – a new generation of nuclear technologies designed to be smaller, safer, more standardized and easier to build than today's conventional plants. Dozens of companies are pursuing these designs and billions of dollars have already been invested. Yet despite all of that activity, no advanced reactor has entered commercial operation in the United States.

That is what makes the President's deadline so interesting. It cuts through the hype and provides a simple litmus test of industry readiness. Either three advanced reactors will achieve criticality by this week – or they won't.

## Field trip to INL's National Reactor Innovation Center

I recently invited a group of utility executives and senior engineers from Alaska's electric power industry to Idaho Falls. The trip was an opportunity to learn about the technology firsthand from leading experts. But I also wanted them to experience something more intangible: the sense of *momentum* building around advanced nuclear energy. The feeling that it may finally be approaching an inflection point – a transition from a technology of the future to one they can begin actively planning around.

If advanced reactors are going to meet the President's deadline, Idaho National Laboratory is where that effort will ultimately be put to the test. Many of the technologies that defined the first nuclear age were invented, tested or demonstrated in the Idaho desert. But that was another era. More than half a century has passed since a new reactor achieved criticality there.

Yet even as construction of new nuclear power plants largely stalled in the United States after the early 1990s, INL maintained the expertise, facilities, and institutional knowledge that made it the nation's premier nuclear research laboratory. After all, nuclear energy never disappeared. Existing reactors still generate roughly 20 percent of America's electricity and the nuclear Navy remains a cornerstone of our national defense.

But there is a noticeably different energy around the lab these days. Activity has ramped up dramatically and employees proudly wear shirts emblazoned with the number "53" – a reminder that the next reactor to achieve criticality at Idaho National Laboratory will be the 53rd in its history.

Over the course of two long days, we visited some of the laboratory's most important facilities. One place we were not allowed to enter, however, was DOME – a repurposed containment structure that has been transformed into the nation's premier test facility for advanced nuclear microreactors.

I had visited the facility before, but access has become much more restricted since Radiant Nuclear moved its Kaleidos reactor there earlier this year. Designed to produce just one megawatt (MW) of electricity, Kaleidos is tiny compared to any existing commercial reactor in the U.S. – literally three orders of magnitude smaller in terms of power output. Its compact design allows it to be transported in shipping containers and deployed in locations that would be impractical for conventional nuclear plants. While still several years away from commercial production, a reactor of this scale could eventually provide an alternative to diesel generation for remote power needs, including in Alaska.

But we also learned about larger reactor designs known as small modular reactors, or SMRs. Unlike microreactors, which are intended to serve relatively small loads, SMRs are designed for more mainstream electricity generation. Rather than building a custom-designed reactor on site, most SMR concepts rely on standardized reactor modules that can be manufactured in factories and then transported to their final destination. Utilities can install a single module or add additional modules over time as electricity demand grows.

Many SMRs incorporate passive safety systems that rely on the laws of physics – rather than pumps or operator actions – to safely shut down and cool the reactor if something goes wrong. Because of these features and because many do not require water for cooling, these reactors have a much smaller footprint than conventional nuclear plants. This means there is a lot more flexibility in where they can be sited, including right next to the loads they are intended to serve.

And those loads are not just electrical. The ability of nuclear energy to provide high-temperature process heat is one reason there is so much interest in these systems. Industrial facilities such as chemical plants, refineries, steel mills and ammonia producers require large amounts of high-temperature heat, and those loads have proven particularly difficult to decarbonize.

We also took a slight detour through the desert to drive by the site where Oklo is beginning construction on its 75 MW Aurora reactor commercial demonstration plant. For now, it is little more than a large hole in the ground. But eventually, the reactor will be installed entirely underground, while the powerhouse will sit above it in an elegant A-frame building designed to look something like a ski chalet. They definitely have the marketing down.

Oklo already has customers lined up if this pilot proves successful. The company is pursuing a business model that many other developers are also adopting. Rather than selling reactors, they envision retaining ownership and selling electricity and heat under long-term contracts. In other words, the power purchaser would not be buying a nuclear reactor – it would be buying energy at a

pre-agreed price, significantly reducing the risk for the customer whether it is a utility, military installation or industrial end-user.

Oklo was a familiar name to many of the tour participants, particularly those from Golden Valley Electric Association. It's the same company that was selected by the U.S. Air Force to supply the 5 MW microreactor planned for Eielson Air Force Base near Fairbanks. What struck me, however, was how much of the company's attention now appears focused on its larger 75 MW Aurora reactor. Company representatives assured us that the Eielson project remains important, but the Aurora seems to be emerging as Oklo's standard commercial offering, with future deployments intended to be built in multiples of that basic unit size.

That got me wondering: could there eventually be an opportunity to do both? Build the 5 MW microreactor at Eielson to serve the Air Force mission and then, if the technology proves successful, follow it with a larger 75 MW reactor at the same location supplying power to the GVEA's grid? A project of that scale would go a long way toward reducing the Interior's unhealthy reliance on liquid fuels to meet peak demand. It is at least a conversation worth having.

## Nuclear at the tipping point

On June 4th, exactly one month ahead of President Trump's target date, Antares Nuclear's Mark-0 microreactor achieved criticality at INL. During our visit to the lab, we had walked right past the very nondescript building that houses the reactor. Then, less than two weeks later, Valar Atomics' Ward 250 followed. I would not be surprised if one or two other vendors make the deadline as well – we will know the final tally within a few days.

In the grand scheme of things, these criticality demonstrations are partly symbolic. None of these reactors will immediately begin producing commercial electricity; achieving criticality is simply one step on the road to full commercialization. But they may also represent a tipping point – the moment when the slope is no longer uphill. After decades of slow progress, advanced nuclear may finally have accumulated enough technical, financial and political momentum that deployment begins to accelerate much faster than many of us expect.

I am writing this article while visiting Richland, Washington – home of the Hanford site and, along with INL, one of the deepest concentrations of nuclear expertise in the country. For years, many assumed this region would host X-energy's first commercial reactors. The local utility Energy Northwest had partnered with the nuclear vendor to develop four Xe-100 reactors totaling 320 MW, with plans to eventually expand to as many as twelve units. Amazon had also signed on to support the project and purchase power, making Richland seem like the obvious frontrunner.

Instead, X-Energy's first commercial units will be installed at Dow Chemical's Seadrift facility in Texas. Unlike a data center, Dow could make use of both the electricity and the high-temperature process heat produced by the reactors, improving the overall economics of the project. The Richland project is still moving forward, but it got bumped to second place.

There is a lesson here for Alaska. States do not lead by waiting for certainty. They lead by skating to where the puck is going – making strategic investments, building partnerships and positioning themselves for the opportunities of tomorrow. By the time a technology is fully proven, the first wave of deployments may already be spoken for. If Alaska waits until advanced nuclear is a sure thing, we may find ourselves at the back of a very long line.

Getting ahead of that curve does not require Alaska to commit to building a reactor. It just requires preparing for the possibility. That effort could take many forms. It might begin with issuing a Request for Information (RFI) to better understand which reactor designs are the best fit for Alaska's unique needs. It could include evaluating potential Railbelt sites and pursuing a Nuclear Regulatory Commission Early Site Permit to preserve future siting options. Or it might involve exploring with the Air Force whether the Eielson microreactor pilot project could create opportunities for future expansion or shared infrastructure. It should also include bringing together the state, utilities, local governments and other stakeholders to consider when and where nuclear could make sense in light of all our energy options.

None of these actions commits anyone to building a reactor. They simply preserve options, shorten future lead times and position the state to move quickly if – or when – the technology proves itself. Many states are already taking exactly these kinds of preparatory steps.

When Governor Dunleavy challenged us to pursue the moonshot goal of 10-cent electricity on the Railbelt, former Senator Click Bishop responded by covering a whiteboard in his Juneau office with proposed energy projects. Whenever someone came in with a new idea, he added it to the board. Over time, it grew to include virtually every major energy-related opportunity in Alaska, all placed on a more or less level playing field. The goal was not to pick winners and losers. It was to keep as many viable options moving forward and let economics, technology readiness and execution determine which ones ultimately succeed. The vision was an Alaska with abundant, affordable energy capable of supporting new industries, attracting investment and creating opportunities that simply do not exist in a high-cost energy economy.

That is exactly how we should still be thinking today.

Alaska needs leadership and a coordinated effort to keep multiple opportunities moving forward. We cannot afford to pin all of our hopes on a single outcome. If we are serious about building an affordable energy future, we need to think beyond conventional assumptions and invest in the opportunities most likely to shape tomorrow's energy landscape.

Whether advanced nuclear ultimately becomes part of Alaska's energy future remains to be seen. But I would hate to see that decision made for us because we failed to prepare while the opportunity was still within reach. Preparing today does not commit Alaska to nuclear energy. It simply preserves our ability to choose tomorrow.

https://www.deltawindonline.com/news/local/meter-matters-gvea-southern-extension/article_5781fdd1-9236-420c-89dd-e66c10420af8.html

TOP STORY

# Meter Matters: GVEA southern extension

John Sloan
Jun 27, 2026

I was asked several questions the other day about the line extension south of Delta Junction. This line extension will hook up Black Rapids Training Site to the GVEA grid. This is approximately a 30-mile extension from just past the City of Delta Junction Landfill to the training site.

Who is paying for this extension?

This extension project is paid for by a grant through the Office of Local Defense Community Cooperation (OLDCC). The grant was awarded through Alaska Energy Authority (AEA) to GVEA. Fullford Electric, an Alaska company, was awarded the contract for the construction of the extension.

Will the military pay the same rate as residential's pay?

No. The military will pay at a rate appropriate to the rate class in which they belong. For the Black Rapids facility, they will likely fall into a General Service 2 (GS2) class similar to other businesses and industry of like size. They won't belong in the residential class because they are not a residential dwelling.

Who will pay for maintenance?

The initial Right of Way (ROW) clearing is done under the grant funding. The ongoing maintenance and ROW will be performed by GVEA. Rate structures are set up to account for ongoing maintenance expenses and would be collected through the rates the Black Rapids facility would pay.

Will the cabins that dot along the way be able to hook up?

Yes. Anyone who is along this route that would like to be connected is welcome to do so. They would just need to contact GVEA's new construction department to start the process and determine the costs associated with the connection.

I welcome questions about GVEA from GVEA members. Call, text, or email me. You can find my contact info on the GVEA App and GVEA website.

John Sloan is a retired teacher and business owner and serves on the GVEA board of directors representing District 6, which includes Delta Junction.

# ALASKA CLOSES THE LAST GAP IN A CHARGING CORRIDOR FROM ANCHORAGE TO FAIRBANKS

BY THE BUSINESS DOWNLOAD

Photo Courtesy Alaska Department of Transportation & Public Facilities

A few summers ago, Mark Wiggin was two hours north of Anchorage on a family road trip when his Tesla flashed a warning to turn around and head home. There were no known charging stations nearby. Wiggin, a former deputy commissioner at the Alaska Department of Natural Resources and the Chair of the Board of Directors for the Chugach Electric Association, found a campground outlet, begged someone to let him park beside their camper for a slow charge, and plugged in while his family hiked. "I was literally sweating," he told the *Anchorage Daily News*.

That kind of white-knuckle math has long been the reality of driving electric on Alaska's main road system. The trip from the Kenai Peninsula through Anchorage to Healy or Fairbanks takes a gas-powered vehicle a single day, but for years, it was barely an option in an electric vehicle (EV). The chargers were too few and too far apart.

That has since changed. In March, the Federal Highway Administration (FHWA) certified Alaska's Anchorage-to-Fairbanks corridor as fully built out under the National Electric Vehicle Infrastructure (NEVI) program, meaning no gap between fast

chargers along the route exceeds 100 miles. For the first time, drivers can travel between the state's two largest cities with dependable places to plug in along the way.

Photo Courtesy Alaska Center for Energy and Power

The corridor that earned the federal sign-off is Alaska's Alternative Fuel Corridor (AFC), a 358-mile stretch covering the Parks Highway and Glenn Highways, according to the FY26 plan from the Alaska Energy Authority (AEA) and the Alaska Department of Transportation and Public Facilities (DOT&PF). The FHWA distributed $41 million to Alaska from 2022 through 2024, with a total of $50 million allocated, to help the two agencies develop charging stations that meet federal standards. Certification required that the sites be publicly accessible, meet federal charging speed, and be located no more than 100 miles apart. Phase 1 includes between four and eight Combined Charging System (CCS) ports, each capable of delivering up to 150 kilowatts of power.

The groundwork was laid years earlier. The state used roughly $1 million from the Volkswagen diesel emissions settlement to seed a first run of nine fast chargers from Homer and Seward to Healy, with private businesses hosting stations and contributing about $500,000. The first of these stations went up in Homer at AJ's OldTown Steakhouse and Tavern in September 2021, and each can add a substantial charge in just 30 minutes to an hour. "It's just another means to help Alaskans out and bring business into the store and provide a service," said Jim Kolb, marketing director for Three Bears Alaska, which hosts three stations in Birchwood, Talkeetna, and Healy. "It's the wave of the future, in a sense," AEA Executive Director Curtis Thayer said at the time. "And if we can play a role in encouraging it, providing a safety margin as far as charging goes, that's what we want to do."

Photo Courtesy Alaska Energy Authority

The greater federal effort did not run smoothly, though. The U.S. Department of Transportation paused the NEVI program in February 2025 for review, freezing the money Alaska was counting on. Funding resumed that August, and FHWA approved Alaska's updated plan that October. "We've got a whole new life for electric vehicles," Thayer said when the program restarted. "The program is back on."

During the pause, Tesla informed the state that it would build its four awarded sites in Nenana, Cantwell, Trapper Creek, and Fairbanks, with the latter marking North America's northernmost Supercharger, without federal money. Once those Superchargers were operational, Alaska asked the FHWA to count them toward the built-out requirement, and with them in place, no gap between Anchorage and Fairbanks topped 100 miles. The revised federal guidance also dropped an earlier requirement that stations sit within 50 miles of one another, a target that had proven unworkable across Alaska's long, empty stretches.

The buildout also exposed shortcomings in earlier charging efforts. Dimitri Shein, who heads the Alaska Electric Vehicle Association, welcomed the renewed funding but said the state needs to do better than it did with the earlier Railbelt network, where many stations had become obsolete due to outdated or broken equipment and charging companies that went out of business. Thayer added, "We gave them funds and said, 'Here's your grant. You're responsible for the location,

you're responsible for the installation, you're responsible for the vendor.'" Lessons have been learned, and the new corridor will clear that bar with higher-powered, federally standardized equipment.

Alaska is an unlikely early mover, and the numbers show why the work matters. As of May 2025, the state had 3,916 registered EVs, up 27% from a year earlier, with plug-in hybrids climbing 34% to 1,345. The statewide EV penetration rate sits at 0.69%, below the national average but rising steadily. The vehicle mix is distinctly Alaskan: sport-utility vehicles and pickups account for about 80% of new vehicles purchased in the state, and as battery-electric trucks enter the market, the agency expects EV adoption to climb. Back in 2021, Thayer had predicted that a new wave of electric trucks would lead to more interest in the state, noting, "We like our trucks and SUVs."

For the drivers already on the road, the corridor is about confidence more than ideology. Wiggin swore by his electric car for saving him money over a gas model: "It just makes economic sense." Tim Leach, Deputy Director of Transportation at Launch Alaska, told *KUAC* last year that despite a need for continued infrastructure buildouts, he saves about $1,300 per year on fuel costs by owning an EV. He also noted the value of being able to power his home with his car in the case of an emergency: "The benefit that that can bring for folks who are in a remote cabin is that when the grid goes down — and, of course, we have plenty of experience with that this winter — is that you can then use your electric vehicle battery to sustain the loads in your home, or perhaps the loads in your small business."

Photo Courtesy Alaska Energy Authority

With the main corridor certified, the state can now turn to Phase 2, which extends charging beyond the Anchorage-Fairbanks AFC route to secondary highways, including along the Alaska Marine Highway System and in the eastern Interior near the Canadian border, thereby adding even more reliability and resiliency. Urban "destination" locations and rural hubs will follow. Thayer has pointed to places like Valdez and Delta Junction along the highway system, and Kodiak and Juneau on the coast, as candidates.

For now, the achievement is simpler and closer to home: a driver leaving Anchorage for Fairbanks no longer has to map every outlet in advance or beg for a spot beside someone's camper. The chargers are there, roughly an hour's fast-charge apart.

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# Electrical Potential: EVs Off the Road System

BY SCOTT RHODE | JUN 15, 2026 | ENERGY, MAGAZINE, SCIENCE, TRANSPORTATION

PHOTO CREDIT: PATRICIA MORALES | ALASKA BUSINESS

Fire beats cold. That elemental understanding explains the intuitive preference for internal combustion engines in Alaska's climate. Combine that intuition with the observation that batteries, when stored in a freezer, lose their get-up-and-go, and Alaskans reasonably cast a skeptical eye on electric vehicles (EVs).

Furthermore, in communities where electricity prices are crushingly high, plugging in a two-ton appliance for daily recharging seems like madness.

"I certainly started with the presupposition that—in these rural, outlying Alaska communities like Kotzebue and Galena that rely on a lot of diesel generation for electric power and that get pretty cold in the winter—it might not be a good economic transition," admits Michelle Wilber, a research engineer with the Alaska Center for Energy and Power, a laboratory based at UAF. "There might be a lot of energy used to keep the battery in the vehicle warm; very few people have warm garages to store their vehicles in; there would be a lot of energy, and that would translate into really high costs."

To test that assumption, Wilber and a team of University of Alaska researchers began formulating a research question around 2019, and by 2025 they published a result that challenged her presupposition. Under the right circumstances, electricity beats fire.

## Research Question

Wilber and the research team partnered with local utilities, tribes, and others in Kotzebue, Galena, and Bethel to describe typical vehicle uses. They assessed fueling costs and greenhouse gas emissions involved in switching from internal combustion engines to EVs.

The study "Are Electric Vehicles a Solution for Arctic Isolated Microgrid Communities?" published in World Electric Vehicle Journal concludes that EVs can indeed reduce overall emissions and save costs, under the right conditions.

"Because people are idling gas vehicles a lot, like parking them outside the grocery store and keeping them running while they're inside because it's cold," Wilber explains, "it would make financial sense from a fueling standpoint to switch to an EV."

The break-even point depends on electricity at $0.40 to $0.60/kWh. The statewide average is about $0.25, and some communities pay as much as $0.80/kWh, but Wilber says most of the typical uses did pencil out in favor of EVs. In only four out of twenty-one use cases did net fueling costs increase, mainly in communities with less renewable energy and where vehicles were driven short distances (less than 31 miles in a day) and combustion engines needed less idling or fewer plug-in heaters to stay warm.

Researchers did recognize shortcomings of EVs in cold conditions. "EVs' automatic battery thermal management systems may allow for less user flexibility and may actually lead to higher fueling costs and emissions in certain boundary cases," the study notes. "EVs currently available on the market will continue to use energy while parked in the cold to maintain battery health." Furthermore, the fueling cost comparison depends on state-subsidized electricity, and charging an EV might push some households above the subsidy cap.

Thus, the study concludes, "It is likely that innovations in vehicles, power systems, and incentives will be needed to enable Arctic communities to fully and equitably participate in the transition to electrified

## A Little Like Norway

The upward trend of EV purchases in Alaska began to slow after September 30, 2025. That's when the One Big Beautiful Bill Act ended federal tax incentives that offset the cost of new EVs by $7,500 and used EVs by $4,000. However, as demand dropped, prices fell slightly.

A report in April by the Alliance for Automotive Innovation tallied 152 EVs sold in Alaska in the last three months of 2025, or 2.56 percent of new light-duty sales. The previous quarter saw 3.64 percent, and it was 3.77 percent a year earlier, during the fourth quarter of 2024. For all of 2025, about 3.13 percent of new vehicles sold were EVs, putting Alaska near the bottom of the nation but ahead of twelve other states in terms of EV market share. The national rate was 9.6 percent of new light-duty sales in 2025.

Wilber observes, "We are late adopters in Alaska." She compares the state to Norway, with similar climate, geography, and lifestyle, where 96 percent of new passenger car sales in 2025 were EVs. Of course, although Norway is likewise endowed by oil wealth, its local electricity is nearly 90 percent from relatively cheap hydropower.

Norway as a whole, then, has more in common with Juneau. From nearly any corner in the capital city, it doesn't take long for a Nissan Leaf or other EV to pass by. Steve Behnke, a founding member of advocacy group Renewable Juneau, estimates approximately one EV for every ten households in Juneau.

Behnke himself bought a used Nissan Leaf in 2017, and he considers himself a late adopter. Behnke says, "It works perfectly fine for my needs. I don't even pay attention to the cost for electricity. It doesn't even register in terms of my electric bill."

Will Juneau become Alaska's first all-EV city? Behnke sees some competition. "Gustavus could beat us to it because it's so small," he says of the Glacier Bay community, which Alaska Power & Telephone supplies with 100 percent renewable energy from Falls Creek Hydro. Behnke notes that plugging in an EV is easier than shipping in fuel, even when electricity costs are relatively high.

## Offroad EVs

Alaska has a lot of communities where there's hardly anywhere to drive, completely avoiding the "range anxiety" that EV buyers must contemplate.

"For most people, they're driving a handful of miles every day," says Wilber. "There's no range anxiety even in the coldest temperatures, as long as they can plug in and charge overnight or when they're not using the vehicle. Home Level 2 chargers [240V, like an electric hair dryer] or some chargers at the grocery store are probably good enough for early adopters at this point."

Cordova, where 83 percent of electricity demand comes from hydropower, is another example of a town with hardly anywhere to drive. "Everyone lives within 7 miles of town center," notes Cordova Electric Cooperative CEO Clay Koplin. Gasoline is expensive while excess hydropower goes unused. Therefore, he says, "Use cases are general commuter transportation, forklifts in canneries/freezer plants, and more

recently trucks for hauling boats, hybrids for transportation, and maybe even tractor/mowers. Boating is gaining interest."

Furthermore, offroad vehicles are welcome on the streets of Alaska's smallest towns, and those showed the most robust net benefits of electrification in Wilber's study.

To further define the benefits of offroad EVs, Kotzebue Electric Association is testing a battery powered snowmachine. "The electric snowmachine functions well here," says Tom Atkinson, CEO and general manager of the co-op. "Broader acceptance would hinge on two things: increased range (only about 60 miles now) and decreased weight."

Wilber agrees that the weight distribution of the battery makes the snowmachine handle differently. "With a gas snowmachine, the tail end is really light, and you can pick up that track and put it back on at the trail," she says. "But with the electric one, it's a big battery all along the bottom. It's equally heavy everywhere, so you need more people to actually get it back on the trail."

Another glitch is shortcomings in local data infrastructure, as experienced by the Kotzebue tribe's test of a second electric snowmachine. "There was a throttle error code that just needed to be cleared, but where they had it parked didn't have WiFi, so the manufacturer couldn't make the connection and clear it," Wilber reports.

Then there's the question of maintenance. Wilber says researchers often heard, "Can we even change the tires on the car without shocking ourselves on the high voltage system?" Thus, the University of Alaska spun off a rural intensive course on automotive electronics and EVs from its EV certificate training program to ensure locals can gain an understanding of the safe maintenance of high-voltage systems.

## Fleet Advantage

Wilber has been an EV driver for a while. "It's an older [Chevrolet] Bolt, so it can only charge up to 50 kilowatts," she says. "We bought it knowing we're mostly just going to use it around Anchorage, so we're very comfortable charging overnight at home."

Leaving town is trickier. "Every time we want to do a road trip, we have to think about it a lot," Wilber says, relying on apps to locate charging stations. "Even though I'm a researcher in this, it's still that learning curve, and it's big."

For now, EVs are best for around-town trips, especially for high-mileage vehicles like delivery fleets and taxis. In off-road communities, "Having fast charging for the vast majority of people is not going to be necessary," says Wilber. "There are some cab drivers and delivery drivers that drive many miles in a day, and they might not have too much downtime."

Her study found that high-mileage fleet EVs perform well in Arctic communities because they are constantly in use, mitigating the "cold soak" effect on the battery. The study calculates that Bethel, with its unique density of taxicabs, could see savings of roughly $2,000 to $4,000 per vehicle each year by switching to EVs.

## Fire Strikes Back

Last June, the cargo ship Morning Midas, carrying hundreds of EVs and plug-in hybrids, caught fire off the coast of Adak, burned for days, and sank. Matson, TOTE Maritime, and Alaska Marine Lines all opted out of carrying EVs due to the risk of fire in the lithium-ion batteries.

That's horribly inconvenient for communities off the road system, including Juneau. Behnke acknowledges that, for shippers, it's not just a financial risk; an on-board fire could disrupt the economic lifeline for Southeast. Renewable Juneau has been trying to work toward a solution, holding a panel discussion with shippers in February.

f aska Marine Lines President Don Reid told the panel his company wants to be able to ship all vehicles, but based on the technology available today, shipping EVs is too risky.

That leaves the Alaska Marine Highway System, but EVs are limited to two per ferry. "That's better than in thing, but it really put a crimp," says Behnke. "Not only do you have people trying to bring vehicles up from down south; you also have our car dealers trying to bring up electric vehicles there."

The state-run ferry system adapted by implementing new procedures: EV drivers are instructed to limit the charge in the batteries, and crew inspect the EVs with infrared cameras every hour while in transit. With the installation of more thermal cameras and fire extinguishers, the ferry system is trying to accommodate the growing share of EV drivers.

**Clay Koplin charges an electric vehicle in Cordova, where the longest road stretches only 36 miles out of town.**

PHOTO CREDIT: CORDOVA ELECTRIC COOPERATIVE

## Complete Corridor

On the Parks Highway corridor between Anchorage and Fairbanks, a designated charging corridor is officially complete. The Federal Highway Administration certified Alaska's initial network built under the National Electric Vehicle Infrastructure (NEVI) program as having no gaps greater than 100 miles, as of this spring.

Alaska Energy Authority and Alaska Department of Transportation and Public Facilities received $41 million in NEVI funds from 2022 through 2024 to install charging stations in Fairbanks, Nenana, Cantwell, and Trapper Creek. The Phase 1 charging stations include at least four and up to eight Combined Charging System ports, each capable of delivering 150 kw.

Although NEVI funding was temporarily paused in early 2025, Tesla moved forward with construction of its charging sites without NEVI funding. Alaska requested that these publicly accessible sites be recognized as NEVI-creditable installations.

The Alliance for Automotive Innovation ranks Alaska 29th among the 50 states for the ratio of EVs to public chargers. By the end of 2025, there were about 5,400 EVs on the road and 196 public charging ports, or 27 EVs for every outlet. That includes 89 DC fast chargers, with 25 net new chargers added in the last quarter of 2025.

The national ratio is 31 EVs for every charger.

## Branching Out

With Phase 1 complete, the state may use available NEVI funds for EV charging infrastructure on any public road or other publicly accessible locations, in compliance with federal requirements. Phase 2 focuses on expanding EV charging beyond the Anchorage-to-Fairbanks corridor to secondary highways, including locations along the Alaska Marine Highway System, the eastern Interior toward the Canadian border, and other urban and rural destinations.

Behnke is looking forward to some of that Phase 2 money coming to Juneau. “Even though we’ve got this high proportion of electric vehicles, the charger networks down here have all been very local,” he says. “Juneau’s charger network is basically a volunteer collaborative community effort with several different entities kicking money in.”

The 40 miles of road available around Juneau is at the edge of a Leaf’s capabilities, Behnke says, so more charging would be helpful. “One of the things that our utility is quite interested in is how to incentivize and support EV charging for renters and people living in multifamily housing, which is 30-plus percent of Juneau,” he notes.

Cordova might not get a share of NEVI Phase 2 funding, but Koplin says his utility might partner with Southeast Conference to add some chargers.

Once the shipping obstacle is overcome—either thanks to new battery chemistry or if logistics companies or their insurance policies become more comfortable with EVs—electrified transport becomes a practical option for more Alaskans, whether on the road system or in its most remote communities.

“It’s probably inevitable,” Wilber says. “As the transition pulls Alaska along, we’re ready to take advantage instead of being disadvantaged by it. And this may be on the order of a couple decades; I’m not saying it’s tomorrow.”

**Wind energy in Kotzebue's grid enhances the emissions and economy of EVs.**

PHOTO CREDIT: KOTZEBUE ELECTRIC ASSOCIATION

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ALASKA ENERGY AUTHORITY

Alaska Electric Vehicle Working Group Newsletter, June 11, 2026

# Proposed Changes to EV Charging Funds in FY2027 Federal Budget

The Federal Highway Administration (FHWA) recently released the President's budget estimate for the 2027 federal fiscal year (FY 2027), which begins on October 1, 2026. A key proposal related to electric vehicle (EV) funding states:

"...the FY 2027 President's Budget proposes to cancel the unobligated balances of the National Electric Vehicle Infrastructure [NEVI] Formula Program and the Charging and Fueling Infrastructure Grants Program."

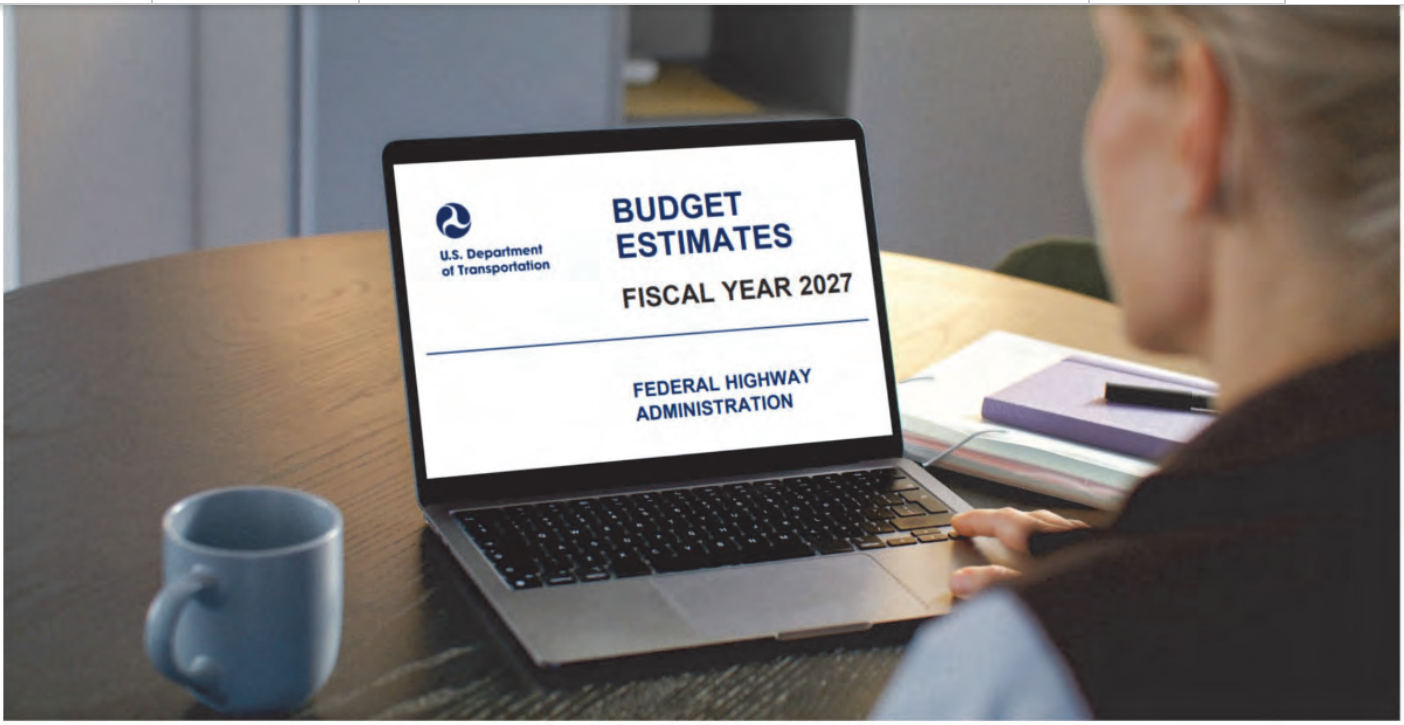
This proposal follows funding recission earlier this year; see the April newsletter for additional details:

**Alaska NEVI funding overview:**

- **Original allocation to Alaska:** $52,415,294
- **Reduction (Consolidated Appropriations Act, February 2026):** $14,861,630
- **Remaining funding:** $37,553,664
- **Program management:** $3,000,000

The proposal does not immediately rescind Alaska's unobligated NEVI funds. Congress must pass final legislation, and the president must sign it into law before any recission takes effect.

The House Appropriations Committee approved its FY2027 Transportation, Housing and Urban Development funding bill on June 3. The Senate has not yet advanced its version.




## What Alaska Can Still Advance with Available EV Funding

States can still obligate unobligated funds at this time. The Alaska Energy Authority (AEA and the Alaska Department of Transportation & Public Facilities (DOT&PF) are working to obligate funding for charging stations selected during NEVI Phase One.

AEA and DOT&PF are also advancing NEVI Phase Two awards. Phase Two plans include building DC fast or Level 2 charging stations outside the Alternative Fuel Corridor—the stretch of highway between Anchorage and Fairbanks. The team is exploring ways to prioritize sites that streamline the obligation process.

Separate from the NEVI program, the Alaska Rural Electric Vehicle Supply Equipment Deployment project is funded by a U.S. Department of Energy Transportation Technologies Office grant. Through this project, the team plans to install primarily Level 2 charging stations in several communities across the state.

## Share Your Input: Alaska EV Charging Survey

As Alaska advances NEVI Phase Two and other EV charging deployment efforts, we want to hear from you. Our new survey asks about real-world charging experiences—including where people drive, where they charge, where public charging remains limited. It also explores the issues that matter most when using chargers in Alaska.

The survey asks where respondents would add new DC-fast and Level 2 charging sites and what features they value most in future charging locations.

Whether you already drive an EV, are considering one or are interested in hosting a charging site, your feedback can help identify priorities for future investment. The survey also gathers input on barriers to EV adoption, including vehicle cost, shipping challenges, limited access to service centers, and a lack of public charging near key destinations.

**Survey Here!**

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## Prepare Early: Wildfire Safety

Wildfires are a common part of Alaska's summer. As that season approaches, take time to review these preparedness steps:

- **Keep vehicles ready to go.** Maintain EV charge level based on the manufacturer recommendations (typically 80-90%) and keep internal combustion engine (ICE) vehicles fueled so that you can evacuate quickly in case of an emergency without needing to recharge or refuel.
- **Plan for alternative charging.** Consider acquiring and testing a mobile charger with adapters so you can charge your EV away from home at locations such as workplaces, RV parks, shopping centers, or the homes of friends and family.
- **Park with safety in mind.** If you must leave a vehicle behind during an evacuation, park it away from combustibles materials, such as trees or structures, to reduce the risk of additional damage. If a vehicle catches fire, distance can help prevent it from spreading. This applies to both EVs and ICE vehicles.
- **Maintain access for first responders.** Park vehicles in a way that allows firefighters to maintain clear access to nearby structures.
- **Use caution after a fire.** Avoid handling or approaching any EVs or ICE vehicles that have been damaged in a wildfire.
- **Prioritize your personal safety.** Vehicles are replaceable, but you are not!

Visit the Alaska Interagency Coordination Center Situation Dashboard to stay up to date on wildfires across the state.

## Industry Updates

Tesla has opened its latest round of voting for new Supercharger locations. In the previous round, participants cast up to five votes to indicate where they wanted new chargers. The Alaska locations included: Anchorage, Delta Junction, Girdwood, Glennallen, and Tok.

Tok ranked 28th globally at the end of the voting period, reflecting strong support and suggesting it may be a candidate for future development.

In the current round, participants can vote for locations in Alaska or along key travel corridors to and from the state, including:

- Girdwood
- Glennallen
- Beaver Creek, Yukon Canada
- Whitehorse, Yukon Canada

Participants can cast up to five votes of one vote per location. They can also suggest locations for consideration in future voting rounds.

Learn more by visiting Tesla's Supercharger voting page.

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ALASKA ENERGY AUTHORITY

Alaska Electric Vehicle Working Group Newsletter, May 14, 2026

# Could new EV batteries improve winter performance?

Electric vehicle (EV) batteries vary widely, and the type of battery in a vehicle can affect its range, cost, and performance in extreme temperatures.

Most EVs on U.S. roads use lithium ion batteries, including lithium-iron-phosphate (LFP), nickel-manganese-cobalt (NMC), and nickel-cobalt-aluminum (NCA).

### Lithium-Ion Battery Types

- **Early lithium ion batteries** powered some of the first modern EVs, including the Nissan Leaf and Chevy Bolt. These batteries typically offer longer lifespan but lose efficiency in extreme heat or cold.
- **LFP batteries**, a subset of lithium-ion, appear most often in newer, lower-cost EVs, such as the standard Tesla Model 3 or Y. While LFP batteries cost less than other lithium-ion options, they generally experience range loss in very hot or cold conditions.
- **NMC and NCA batteries** also fall under the lithium-ion category. These batteries offer a higher energy density than LFP batteries, which translates to greater range. They also tend to perform better than LFP batteries in cold weather and are common in long-range or premium EV models.

## Sodium-Ion Batteries Enter the Mix

Lithium-ion batteries are no longer the only option under development. Manufacturers across the globe are advancing sodium-ion battery technology.

Sodium-ion batteries could cost less to produce because sodium is far more abundant than lithium. Some estimates suggest sodium is up to 1,000 times more common. However, early versions may offer lower energy density, which could reduce driving range.

*Image Credit: Changan, CATL*

### CATL and Sodium-Ion Development

Contemporary Amperex Technology Co., Limited (CATL), a major global battery manufacturer in China, leads much of the sodium-ion battery research.

In April 2025, CATL announced plans to mass-produce a sodium-ion battery that could retain up to 90 percent of usable power at minus 40 degrees Fahrenheit. Despite this announcement, the company did not deploy sodium-ion batteries in EVs during 2025.

In late April 2026 CATL reported it had addressed key manufacturing challenges and plans to include sodium-ion battery packs in new EVs by the end of the year.

### How do sodium-ion batteries compare?

- Early sodium-ion batteries are expected to be less energy dense than LFP, NMC, and NCA batteries, resulting in shorter range for similarly sized battery packs.
- Manufacturers plan to improve composition over time to reach energy-density levels comparable to LFP batteries.
- Sodium's abundance could help lower battery costs.
- CATL reports significantly improved cold-weather performance compared with lithium-ion batteries.

**What this could mean for Alaska**

For EV drivers in cold weather states like Alaska, sodium-ion batteries could eventually improve winter performance. However, these batteries are not yet available in North American consumer vehicles

.

While early versions may offer less range, continued advancement could make sodium-ion batteries a lower cost option better suited for cold climates over time.

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## Now available: May EV Working Group Recording

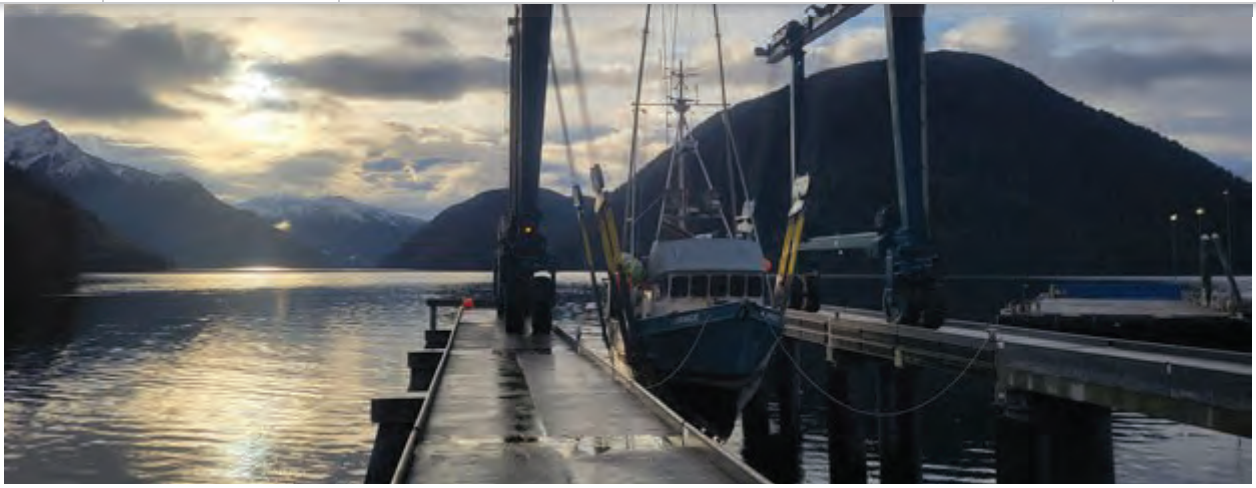
On Tuesday, May 5, the Alaska Energy Authority (AEA) hosted its quarterly EV working group meeting. Topics included:

- Developments in electric and hybrid marine vessel propulsion, presented by Chandler Kemp, professor at the University of Alaska Fairbanks Bristol Bay Campus
- EV data, trends, and future charger development, presented by Mark Henspeter of Chugach Electric
- An overview of the National Electric Vehicle Infrastructure program, including current status, and next steps, presented by Quinlan Harris, AEA EV Program Manager

Missed the meeting? Watch a recording at this link using passcode **1C+yqHD1**

AEA hosts EV Working Group meetings quarterly. The next meeting will take place near the end of summer. More details to come.

Explore past meeting materials and presentations on our website.



*F/V Mirage. Photo courtesy Chander Kemp, UAF.*

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## Engagement Opportunity: Chugach Electric Member Appreciation

**Friday, May 29, 2026 | ChangePoint, Anchorage**

Chugach Electric is preparing for its upcoming **13th annual Member Appreciation Event** and is inviting **EV owners** to participate. Chugach is seeking EV owners who are interested in showcasing their vehicles and engaging with the community.

**AEA** will also have a **booth at the event**, providing information and engaging with attendees on EV charging and related energy programs.

**Message from Chugach Electric:**

*"Chugach Electric will have a special space dedicated to electric vehicles (EVs) at our Member Appreciation Event on Friday, May 29, 2026, and we would love to invite community members to participate by displaying their EVs. This is a great opportunity to show off your vehicle, connect with fellow members, and share what it's like to be an EV owner with others who may be curious or considering making the switch. We hope to include as many EVs in the space as possible; however, space is limited and we may not be able to accommodate all requests. Are you interested in showcasing your EV? If yes, please register at this link."*

*Image credit: Chugach Electric*

## 📚 What We're Reading

- Naxtra Battery Breakthrough & Dual-Power Architecture: CATL Pioneers the Multi-Power Era
- CATL's Sodium-Ion EV Battery Loves The Cold
- CATL is launching sodium-ion batteries in EVs in 2026
- LFP vs NMC vs Solid-State: EV Battery Types (2026) | The Electric Car Scheme
- EV Batteries Explained: How Electric Car Batteries Work, Charge, and Last
- Types of EV Batteries: Which EV Battery Type is Best?

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# ‘Energy crisis of extraordinary and unprecedented scale’: State lawmakers urge delegation for aid

House Majority warns rural Alaska could face winter without heat or power as fuel prices soar past $17 a gallon

House Majority warns rural Alaska could face winter without heat or power as fuel prices soar past $17 a gallon

By Wil Courtney
*Published: May 12, 2026 at 7:17 PM AKDT*

EAU, Alaska (KTUU) - Alaska lawmakers are sounding an alarm with days left in the legislative session: the state is heading toward an energy crisis they can't stop, and they need Washington's help.

"The state is facing an energy crisis of extraordinary and unprecedented scale," an Alaska House Majority letter, signed by all caucus members, to the congressional delegation reads.

"Fuel prices in rural Alaska have already skyrocketed to extreme levels - this before current supply chain shocks take effect- and are exceeding $17.50 per gallon of home heating fuel in some communities," the letter goes onto say.

The collapse of trade through the Strait of Hormuz, a trade route where about 20% of the world's natural gas and oil flows through, has sent fuel prices soaring across the country and put rural Alaska's future in limbo as the war in Iran continues.

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The shortage does more than drive up fuel costs. It raises the price of food and services, grounds transportation, shuts off electricity and come winter, kills the ability to heat homes.

The average price of gas around the country is $4.50 per gallon, according to the U.S. Energy Information Administration, a branch of the Energy Department. For rural Alaska, those prices are dramatically higher — upwards of $14 per gallon — and could rise just shy of the $20 range, according to figures presented at the House Energy Committee hearing.

82% of Alaska communities sit off the road system, according to the state transportation department.

Alaska Center for Energy and Power Director Gwen Holdmann told state lawmakers that fuel largely reaches those communities by one of two ways: the cheapest option is by barge, but for communities without a navigable waterway, it needs to be flown in, which can be costly.

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A House Energy Committee hearing last week revealed those conditions, which House Speaker Bryce Edgmon, NA-Dillingham, said could create "apocalyptic" conditions across the state.

"No matter how much we can do, the levers we can pull, the programs we can fund, we're not going to be able to meet this thing head-on," he told the House Energy committee Thursday. "If the worst outcome materializes ... that really keeps me awake at night."

That, and another reality: state lawmakers have little time in the session to pass adequate legislation, nor do they have

"A fully funded federal [Low Income Home Energy Assistance Program] program could be the difference between people warming their homes or succumbing to frigid below zero conditions that could endanger the lives of the more vulnerable residents," the letter reads.

LIHEAP, according to the U.S. Department of Health and Human Services, reduces the cost of energy with federal funds related to "home energy bills, energy crises, weatherization, and minor energy-related home repairs."

According to LIHEAP's website, more than $12 million dollars was appropriated to the state in the 2026 fiscal year.

The letter has three asks of the delegation: secure robust LIHEAP formula funding at levels in line with recent trends, advance a one-time supplemental appropriation to meet the "extraordinary fuel price increases and supply risks" and consider expanding the eligibility for receiving LIHEAP support.

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Rep. Rebeca Schwanke, R-Glennallen, said she supports the majority's requesting help from the federal government.

"At least one of [Crowley, Alaska's largest petroleum wholesaler] barges heading to Western Alaska right now will see almost double in the end fuel price, what consumers are going to pay," she said.

"We don't think we're going to see communities run out of fuel. The biggest concern is cost."

Sen. Lisa Murkowski, R-Alaska, has been working with Trump administration cabinet members to find "pathways to address this issue, including federal relief and administrative flexibility to help supplement state responses," her spokesperson, Joe Plesha, told Alaska's News Source.

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"She is now exploring several of the policy recommendations outlined in the letter and is leaving no stone unturned in pursuit of both immediate relief and long-term policy solutions," Plesha said.

Sen. Dan Sullivan, R-Alaska, is also involved in those solutions with federal officials and relevant agencies, his spokesperson Amanda Coyne said, and "recognizes the seriousness of the situation and the concern raised by local leaders."

…se efforts include improving "coordination with suppliers, explore logistical and supply-chain flexibilities, and identify any emergency authorities that may help mitigate delays or bottlenecks caused by global market disruptions and adverse seasonal conditions," Coyne said.

Rep. Nick Begich, R-Alaska, has not responded to a request for comment.

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"We urge swift action to be taken to ensure that no Alaskan residents will face a winter without adequate heat or electricity," the letter ends.

## State action

Back in Juneau, lawmakers say they won't be able to pass solutions to avert the crisis, but two initiatives may be able to soften the blow.

"If the worst-case scenario actually plays out and fuel prices continue to increase exponentially, you're looking at everything, in Bush Alaska in particular, becoming so much more expensive that people are simply not going to be able to afford," Edgmon said Tuesday.

On Monday, the House Finance Committee voted unanimously to discharge an expansion to the bulk fuel loan cap, one of the potential options. It now sits in the rules committee.

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The bulk fuel loan program helps rural communities, utilities and retailers in buying fuel for power and heat, according to the state.

"With the fuel being delivered now, with the ice break up right now, it's very uncertain when the barges can get into our villages," Rep. Nellie Jimmie, D-Toksook Bay, said. "That goes for the fall and just how many communities will be applying for the [bulk fuel] loan."

Rep. Ky Holland, NA-Anchorage and House Energy Co-Chair, said while an expansion will likely be beneficial, it's far from a solution.

"The bulk fuel loan is only that. It's only a loan," he said. "The cost of that fuel will turn into rates and into charges in local communities. Folks will have to pay that in terms of their utility bills or when they purchase fuel.

"The question will be then, if that money is coming out for these really high fuel bills, what is not going to be affordable now? Will this come out of food? Will this come out of medicine? Will this come out of travel for necessary work?"

Supporters say the operating budget, nearing final passage, also includes provisions to cushion the fuel shortage impact.

One of those provisions: a $150 energy relief payment added to this year's permanent fund dividend, bringing the total PFD to $1,150 per eligible Alaskan. The energy relief will cost the state $96 million.

Lawmakers also have more than $29 million appropriated for similar energy relief payments to schools around the state.

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Alaska's News Source reached out to all four caucuses in the state legislature for this report.

There are eight days left in the regular legislative session. Lawmakers are preparing for the chance of a special session to pass legislation cutting taxes for the creation of the decades-long proposed LNG pipeline.

Schwanke says finding a resolution to the pipeline is "the best thing that [the legislature] can do" to help the severity of the impending crisis by creating jobs.

Gov. Mike Dunleavy, R-Alaska, and Glenfarne, the major developer behind the project, say tax cuts are needed to make the project possible. However, lawmakers have been critical of the plan the governor pushed forward, saying it may let the gas line developers not pay their fair share.

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Lawmakers are silently preparing for a special session, with senate majority leaders saying they weren't confident they had time to get legislation passed. House Finance Co-Chair Andy Josephson, D-Anchorage, says they have until Friday for it to leave the committee or it will be impossible to pass.

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## Opinions

For Subscribers

# Opinion: The cost of waiting on Alaska LNG is already showing up

By George Wuerch, Mark Begich, Dan Sullivan and Dave Bronson
Published: May 10, 2026

Downtown Anchorage, Alaska, is dwarfed by the snowy Chugach Mountains and fronted by an ice-choked Cook Inlet on Monday, March 11, 2024. (AP Photo/Mark Thiessen)

As former mayors of Anchorage, we each had the responsibility of leading Alaska's largest city through moments of challenge and opportunity. While our administrations differed in time and approach, one priority remained constant: ensuring that Anchorage and Alaska have access to reliable, affordable energy.

Energy keeps our homes warm through long winters, powers our schools and hospitals, and fuels the businesses that employ our neighbors. It literally fuels every aspect of our economy and our quality of life. When energy becomes uncertain or unaffordable, the consequences are felt immediately by families, employers and communities across the state.

Today, Alaska faces a generational energy challenge. Cook Inlet natural gas production has been declining for decades. Like the frog in a pot on the stove, the problem around us has slowly grown but is about to reach a raging boil. Declining supplies of inexpensive Cook Inlet gas, rising demand and a lack of long-term certainty jeopardize the stability we rely on. Without action — right now — we will lose control over energy costs and availability.

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We have faced moments like this before. During his tenure as mayor, Dan Sullivan recognized early the urgency created by declining Cook Inlet gas production. He convened an Energy Task Force that brought together industry leaders, policymakers and stakeholders to confront the issue directly. That work helped lay the foundation for the Cook Inlet Recovery Act, which the Legislature passed quickly to spur new investment and extend the life of the basin. It showed what is possible when Alaska acts with focus and urgency. It also showed the legislature can move

This is not a new conversation. For years, studies commissioned by both the Alaska Legislature and multiple administrations have identified the need to modernize Alaska's tax structure and energy policies to remain competitive for large-scale investment and infrastructure projects. Again and again, those reviews reached the same conclusion: If Alaska wants to attract and keep transformational projects, the state must provide a stable, competitive framework that reflects the realities of modern energy development.

The Alaska LNG project is the only viable path to meet that need. It would deliver a stable, long-term supply of natural gas to Southcentral Alaska, helping ensure that homes, schools and businesses have dependable energy at predictable prices. It would also create jobs, strengthen the economy and generate revenue that supports essential public services.

For Anchorage and the entire Southcentral region, the stakes could not be higher. As the economic center of the state, Anchorage depends on dependable energy to sustain growth and opportunity. Utilities, employers and families all need certainty to plan ahead.

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If the Legislature fails to pass meaningful property tax reform for Alaska LNG, this opportunity will slip away like other projects have done. Alaska's property tax system was not designed for a megaproject like Alaska LNG. Because of that, tax

reform legislation was introduced in March that will lower our energy bills and speed the delivery of natural gas from the North Slope. Our legislators must act quickly on a targeted solution and avoid making changes that raise energy costs or slow this project. Otherwise, Anchorage and all Southcentral Alaska will be forced to rely on imported gas for decades.

That outcome exposes us to higher and more volatile costs, shrinks our economy, prevents job growth and sends billions of dollars out of state.

Every day of delay increases that risk. As our electric and gas bills made clear this winter, costs are already rising. Without fast action, consumers should be prepared for increases of 30% to 40% or more. Our state will become an even harder place to start a family or a business.

A project of this scale requires careful consideration and responsible decision-making. But waiting carries its own consequences. The longer Alaska delays, the fewer options remain and the more expensive those options become.

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As former mayors of Anchorage, we each had unique approaches to problem-solving. But now we speak with one voice: State leaders and legislators must act with urgency and purpose to enact tax changes that propel this project and unlock the revenue, economic, energy security and other benefits from our North Slope natural gas. Decisions now will shape the state's economic future for generations.

***George Wuerch*** *(Anchorage mayor from 2000-2003) previously served as governmental affairs manager for the Northwest Alaskan Gasline, was founder/president of Fluor Daniel Alaska Engineering and served as vice president of corporate affairs for Alyeska Pipeline Service Co.*

***Mark Begich*** *(Anchorage mayor from 2003-2009 and U.S. senator from 2009-2015) is a strategic consulting adviser hired by Gov. Dunleavy's office to help advance the Alaska LNG project.*

***Dan Sullivan*** *(Anchorage mayor from 2009-2015) previously served on the Regulatory Commission of Alaska and the Alaska Natural Gas Development Authority board.*

***Dave Bronson*** *(Anchorage mayor from 2021-2024) is a candidate for governor of Alaska.*

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COMMENTARY

# It's time for Alaska to reconsider the Susitna-Watana Hydroelectric Project

Why the assumptions that once sidelined the project may no longer hold true for a resource large enough to meet about 60% of the current Railbelt electric demand

GWEN HOLDMANN MAY 8, 2026 12:20 PM

An artist's rendition of the proposed Watana Dam on the Susitna River. (Image courtesy Alaska Energy Authority)

For decades, the Susitna–Watana Hydroelectric Project has occupied a liminal space in Alaska's energy conversations — too large, expensive and controversial to move forward, yet too potentially transformative to fully dismiss. In many ways, it has become shorthand for the state's uneasy relationship with mega-projects that promise to reshape Alaska's future but struggle under the weight of their scale and cost.

If built, the project would primarily serve the Railbelt electric grid stretching from Homer to Fairbanks — home to roughly three-quarters of Alaska's population and the majority of the state's electricity demand — and could ultimately supply a substantial share of that system's power needs for generations.

Historically, momentum behind the project has tended to parallel moments of energy insecurity, including the energy shocks of the 1970s and the fuel price spike in 2008. Today, similar pressures are beginning to re-emerge, particularly around the adequacy, affordability and long-term security of the Railbelt's natural gas supply.

I will admit that in the past, my view of the Susitna project has been ambivalent at best, and at times skeptical. But over the last several years, the broader landscape surrounding the project has shifted significantly. Given those changes, I believe the project deserves one last serious reconsideration before Alaska closes the door on it — likely for good.

## Why we walked away twice

In the 1970s and early 1980s, the original Susitna project progressed through years of study and design before ultimately stalling out in the mid-1980s as economic conditions changed. With low-cost Cook Inlet natural gas readily available, the need for a project of Susitna's scale diminished, and the Railbelt instead embarked on a path centered on gas-fired generation.

At the time, this shift arguably made sense. Gas was abundant, relatively inexpensive and well-matched to the scale and structure of the Railbelt grid. That made hydroelectric projects like Susitna — and even the much smaller Bradley Lake Hydroelectric Project — among the more expensive options available. Bradley was ultimately constructed, but only after narrowly securing legislative approval by a single vote, reflecting just how difficult the economics were to justify at the time. In 1980s dollars, natural gas cost on the order of 2 cents per kilowatt-hour, while power from Bradley Lake was roughly double that.

This history also helps explain why Bradley Lake was developed outside the conventional utility regulatory model overseen by the Regulatory Commission of Alaska. The project was pursued as a long-term infrastructure investment rather than through traditional least-cost planning processes.

While Bradley Lake squeaked by, those same economics ultimately doomed the much larger Susitna project during that era. But that calculus has not withstood the test of time. Hydropower prices have remained relatively stable, while natural gas prices have increased significantly and are expected to continue rising.

The same dynamics that have defined Cook Inlet gas over the past half century would apply to North Slope gas as well, just on a larger scale. The moment we turn on that tap, we begin drawing down a finite resource — one whose cost and availability will inevitably change over time as supplies diminish and prices remain tied to broader market forces.

Against that backdrop, it is not surprising that the Alaska LNG gas line and Susitna have often been seen as competing priorities, vying for the same pool of state resources and political bandwidth. But they are not, in fact, competing choices. These projects operate on different tracks and could be complementary.

Susitna is, at its core, an in-state investment – tied to Railbelt demand, local economic development and long-term price stability. Alaska LNG, by contrast, is driven largely by access to external markets, with in-state benefits a byproduct of that. Both may have a role to play, but they are not solving the same problem.

## The case for reconsideration

At the beginning of this legislative session in January, the Alaska Energy Authority quietly delivered its required annual update to the Legislature on the Susitna–Watana Hydroelectric Project. The update was just two pages long. In it, Executive Director Curtis Thayer described how AEA has ceased active efforts on the project, focusing instead on archiving the extensive body of work completed to date and effectively placing it on the shelf alongside the more than 3,000 reports compiled during the original Susitna licensing effort in the 1980s. This is the directive the Authority has been given, and it is complying.

However, the broader energy landscape facing the Railbelt today looks very different from the one that existed when the project was last seriously pursued. Over the past decade, three major shifts have materially changed the conversation.

First, the Railbelt today can no longer rely on Cook Inlet gas. This resource — which accounts for the vast majority of heating in Southcentral Alaska and roughly 70 percent of electricity generation on the Railbelt — is not disappearing overnight, but it is steadily declining. Production from existing fields is expected to taper year by year, and utilities have been put on notice that Hilcorp Energy, the basin's primary producer, is not interested in entering into new long-term supply commitments. That places growing pressure on utilities to secure alternative sources. The urgency of this challenge cannot be overstated; it is sucking up a great deal of the oxygen in boardrooms and halls of Juneau right now.

Second, the federal policy landscape has changed in ways that could be a game-changer for Susitna's economics. The clean energy tax credit framework created under the Inflation Reduction Act, and since partially preserved on a bipartisan basis, now provides technology-neutral incentives for large hydropower projects. Perhaps most significantly for Alaska, where much of the energy system is owned by public and cooperative utilities, these entities can now – for the first time – access the credits directly through a cash-equivalent "direct pay" mechanism.

In practical terms, these incentives could offset on the order of 50 percent of total capital costs. For a project like Susitna, that could amount to several billion dollars and substantially alter the financial outlook. Although the up-front costs would still be significant, reducing the capital burden could materially lower rates – especially during the initial financing period.

Third, the demand outlook is beginning to change. For much of the past decade, utilities across the country, including those on the Railbelt, have operated in an environment of flat or declining demand. That trend is now reversing. Electrification of heating and transportation, along with the

rapid growth of power-intensive data centers, is creating the first credible expectation of sustained load growth in years — and with it, the potential to fully utilize the project's output. For large, capital-intensive resources, that expanded revenue base matters.

Taken together, these developments do not guarantee that Susitna makes sense. But they do suggest that many of the assumptions underlying earlier decisions to shelve the project warrant reconsideration.

## A project of consequence

What would the Susitna project mean for the Railbelt? It would not be a marginal addition. At full buildout, it could generate on the order of 2.5 to 3 million megawatt-hours annually — enough to displace roughly 60 to 80 percent of gas-fired electricity generation on the Railbelt, depending on system growth and future demand.

Building out Susitna and its associated transmission infrastructure would also provide an important new anchor for the Railbelt's long and relatively fragile grid, strengthening reliability and improving the ability to move power between regions. In many ways, this reflects the project as originally envisioned — a foundational asset around which a more interconnected Railbelt system could evolve.

But today, there are additional benefits not necessarily envisioned half a century ago. Susitna could place the Railbelt in a much stronger position to integrate variable renewable energy sources like wind and solar at scale, both by enabling greater interregional movement of power and because the reservoir itself could function much like a large energy storage system — allowing water to be held back when renewable generation is abundant and converted into electricity when the wind is not blowing or the sun is not shining.

It could also begin to reshape heating demand. If electricity prices fall while natural gas prices continue to rise, consumers may increasingly shift toward electric heating technologies such as heat pumps. That, in turn, could increase electricity sales, spread fixed system costs across a larger base of consumption, and potentially reinforce a virtuous cycle of higher system utilization and lower rates — even without the addition of large new industrial loads such as a data center.

Of course, we cannot pretend there are no trade-offs. No energy source is entirely environmentally benign. Fossil fuels require extraction, transport and combustion, with associated emissions and exposure to volatile global markets. Wind and solar carry their own challenges related to land use, materials sourcing, intermittency and project lifespan. Hydropower is no different, and its environmental and social impacts must be weighed carefully.

In particular, the legacy of major dam projects constructed during the early and mid-20th century still shapes public perceptions today. Many of those projects fundamentally altered landscapes and ecosystems, often with profound consequences for both communities and the environment. That

history continues to influence how many Alaskans — especially environmentally-minded residents — view projects like Susitna.

But much has changed since the era of large dam construction in the United States. Modern licensing requirements are far more rigorous, and advances in hydropower design — from fish passage technologies to flow management and environmental mitigation — have meaningfully reduced many of the impacts associated with earlier projects.

Canada, in particular, has continued to build out large-scale hydropower, with many newer projects incorporating Indigenous ownership, revenue-sharing and long-term partnership structures. For example, the Site C Dam on the Peace River in British Columbia entered full commercial operation in 2025. It is substantially larger than the proposed Susitna project and is a good example of both Canada's continued investment in large hydro and a more modern approach to structured, negotiated forms of community participation and benefit-sharing.

The question, then, is not whether Susitna would be impact-free. It is whether the trade-offs it presents look different today than they did in the past, especially given modern environmental standards and evolving approaches to collaboration and mitigation. Could Alaska Native landowners, resource agencies, utilities and conservation organizations work together to shape a project that minimizes environmental impacts and potentially even improves aspects of the salmon fishery? I believe that is possible, given the growing urgency of the Railbelt's long-term energy challenges — issues that ultimately transcend the traditional sides of this debate. After all, there is some truth to the old adage about never wasting a good crisis.

## So what next?

Sometimes, decisions are made through inaction — and this could be one of those moments. There is a clearly defined timeline to take advantage of federal tax credits for hydropower, and given how long it takes to develop projects of this scale there is little time to lose. Delay, even by a year or two, could place the project beyond the reach of those incentives.

Susitna has always been envisioned as a project requiring significant state investment. It is simply too large for any single Railbelt utility — or even all of them collectively — to finance on their own. But there may be a different path forward. Historically, projects of this scale were built by governments. Today, they are increasingly advanced through public-private partnerships, and that model may be worth exploring in Alaska as well.

Ideally, the next step would be to finalize the licensing process so the project could be positioned for development under whatever funding mechanism is ultimately pursued. That is the clear and logical next step. But doing so would require tens of millions of dollars, and at least for now, no funding for that effort has been included in the FY27 state budget.

But even absent state funding, the Alaska Energy Authority is already well-positioned to take a more modest next step. The state has invested heavily in dozens of studies to understand the resource, the engineering and the environmental considerations. That work has value — and we own it. Rather than placing those studies on a shelf, AEA could package that body of work and test the market through a request for information or proposals aimed at gauging private-sector interest in moving the project forward.

This would not be a commitment to build. Any concrete next step on the project would require continued public input through well-established permitting processes. But it would be a way to learn. The private sector is, by necessity, disciplined — if the project can be structured in a way that makes sense, there will be interest. If not, that is also valuable information. Either way, it would provide clarity that Alaska does not currently have.

There is an obvious recent precedent for this approach. The Alaska LNG Project has relied on a similar model of testing commercial interest and allowing that response to help guide next steps. A comparable approach for Susitna could allow the state to keep the project in play without committing to full-scale development.

At a minimum, this is about preserving optionality. The immediate decision before us is not whether to build Susitna, but whether to take reasonable incremental steps to keep the project viable while Alaska evaluates its long-term energy future. That seems like a prudent course of action — before the opportunity slips away for good.

Office of Governor
MIKE DUNLEAVY

# America's answer to Iran's energy threats begins with Alaskan power

May 7, 2026

Claims of Democrat naysayers notwithstanding, President Trump understandably saw a need to take military action in Iran. Allowing a regime that has called the United States "the Great Satan" and has promoted terror across the world for more than half a century to have a nuclear weapon would pose an unacceptable threat to the American people.

But because roughly one-fifth of all global oil flows through the Strait of Hormuz, the conflict has caused a temporary shortage of oil and gas. Thankfully, however, President Trump realizes that the solution to this real problem for American families lies right here at home — by increasing production of reliable, affordable American energy.

The president recently determined that "domestic petroleum production, refining, and logistics capacity," along with coal and gas transmission and supply chains and energy infrastructure, are "essential to the national defense" under the Defense Production Act. These determinations will allow for government purchases of important technology items, along with other actions "for the encouragement of exploration, development, and mining" of these vital natural resources.

The president's statements rightly noted that oil "fuels the nation's armed forces, industrial base, and crucial infrastructure," and that inadequate gas production and storage capacity "would leave the United States and its partners dangerously exposed in times of crisis." Indeed, some Asian countries are having to implement work-from-home orders and four-day work weeks due to ongoing energy shortages. These developments overseas echo scenes from the oil crises of the 1970s — and we should work night and day to make sure they never happen on our shores.

Thankfully, President Trump has spent the past 15 months working to promote domestic energy production, including in the Last Frontier. On Day One of his second term, he signed an executive order overturning many onerous restrictions the Biden administration placed on energy development, as part of a strategy to unleash Alaska's extraordinary resource potential.

As part of that energy dominance strategy, President Trump has promoted the Alaska LNG Pipeline on multiple occasions, including his 2025 State of the Union address. This major pipeline would facilitate the easy export of liquid natural gas to nations like Japan and South Korea, creating jobs in Alaska and making these countries less dependent on energy sources controlled by hostile powers. Action by Alaska's Legislature in the coming days could help clear the way for this economically and strategically important project.

Congress has likewise acted to encourage energy exploration and dominance. Last year's working families tax cuts act included provisions reducing the royalty rate for oil and gas extracted on federal lands, which will incentivize companies to purchase additional leases — and drill hundreds more wells. The law also required new rounds of onshore and offshore oil leases, including in Alaska.

By contrast, the Biden administration worked to squelch energy production domestically, as part of its campaign to appease leftist climate activists. The last administration blocked access to areas required by federal law, and canceled leases on Alaska's Coastal Plain, which a judge called illegal.

The Biden administration's actions didn't end Americans' need for affordable oil and gas. Instead, they just made us more dependent on hostile powers like Russia and Venezuela for our energy supply. But with Alaska alone holding proven reserves of 3.4 million barrels of oil and 125 trillion cubic feet of natural gas, it makes no sense for the United States to give money — not to mention crucial leverage — to foreign dictators when we have abundant, affordable energy resources here at home.

Thankfully, President Trump realizes what his predecessor did not. His latest determination under the Defense Production Act continues the efforts of the past year-plus. Individually and collectively, those actions will make Americans more secure, help bring down gas prices for hardworking families, and increase energy production and jobs in the Last Frontier and across America.

Mike Dunleavy, Governor of Alaska

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Military

For Subscribers

# The military wants to host data centers in Alaska, raising questions about whether there's enough gas to power them

By Alex DeMarban
Published: May 5, 2026

Mount Foraker towers over aircraft hangars and other buildings on Joint Base Elmendorf-Richardson on Jan. 29, 2021 in a view from the Anchorage Hillside. (Loren Holmes / ADN archive)

The Department of the Air Force is offering developers an opportunity to build artificial intelligence data centers on bases around the country, including in Alaska.

The plans stem from President Donald Trump's executive order to boost artificial intelligence in the U.S. It allows the Air Force to use "its real estate portfolio for technological advancement while creating new economic opportunities," an Air Force spokesperson said in a statement.

But there's a problem with the plans in Alaska.

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Electric associations that would potentially serve the facilities — Chugach Electric Association in Anchorage and Golden Valley Electric Association in Fairbanks — say that with natural gas from Cook Inlet dwindling, they can't produce enough electricity to meet the needs of large data centers.

An official with Chugach Electric suggested that the utility could potentially serve smaller data centers, depending on the details.

Some say the answer for large, power-hungry data centers could lie in the Alaska LNG megaproject that seeks to tap vast quantities of long-stranded gas from the North Slope.

Gov. Mike Dunleavy has said the project, if built, could help power data centers in the state.

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But it's unknown whether Alaska LNG, which has been unsuccessfully pursued for generations in one form or another, will ever be built.

The challenge for serving any large data centers will be the fuel supply that utilities need to make electricity, said Robert Pickett, a former longtime commissioner with the Regulatory Commission of Alaska.

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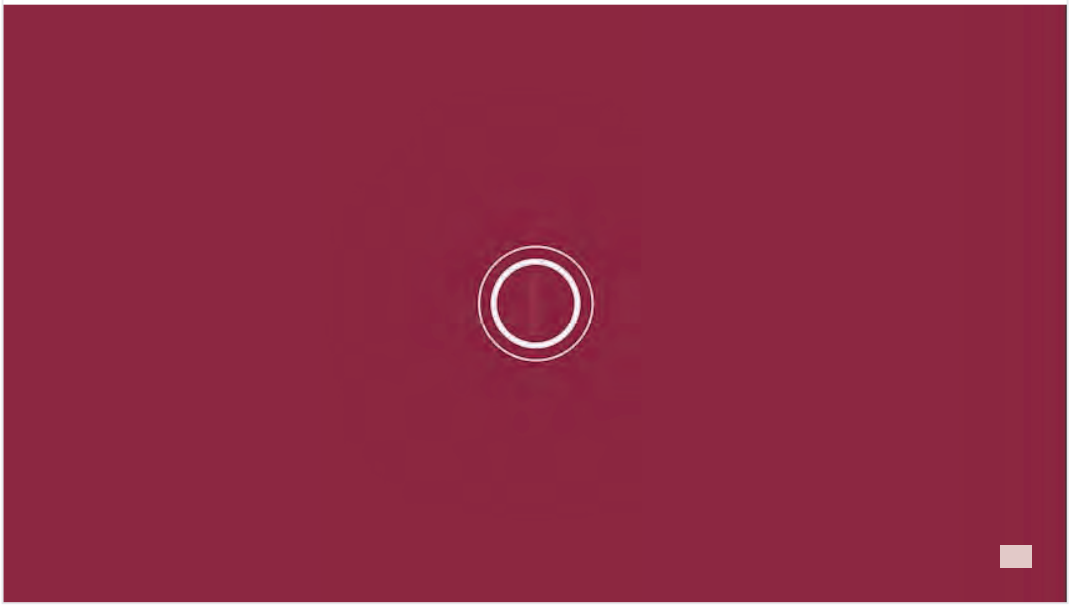

"I mean, the whole electric industry right now in Southcentral Alaska is in a world of hurt," he said.

## Huge jump in power prices

The Air Force department issued the request for proposals involving Alaska bases in April.

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It offered five sites for lease to potential developers at Joint Base Elmendorf-Richardson. The sites range from about 60 acres to nearly 200 acres.

The department also offered land for lease at Clear Space Force Station and Eielson Air Force Base, both in the Fairbanks area.

The request comes as controversy has grown around data centers, with companies investing hundreds of billions of dollars to build them across the U.S. to boost computing power.

The facilities, about the size of large warehouses, have raised a number of concerns, including about higher electric rates.

In some areas, data centers have forced power bills higher for residential customers, due to the increased demand for power and upgrades built by utilities.

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"Hyperscale data centers have increased the cost of wholesale electricity significantly, with costs up as much as 267% over five years in regions where they are developed," The Alaska Center, a group that advocates for clean air and water, said in a January report.

In Alaska, data centers also offer opportunities to strengthen grid infrastructure and address setbacks that have created "excess energy capacity and fewer consumers to share system costs," the report says. Construction jobs and some high-tech jobs, as well as property tax revenue, have also been cited as some of the benefits of data centers.

Dunleavy has taken steps to lure data centers to Alaska, along with the Matanuska-Susitna Borough Assembly.

The Anchorage Assembly recently established rules for potential data centers, including limits on location and an assurance from the local electric utility that the grid has "sufficient system capacity."

The new municipal rules would likely not apply to Joint Base Elmendorf-Richardson, which falls outside the Municipality of Anchorage's jurisdiction, said Anna Brawley, chair of the Anchorage Assembly and a co-sponsor of the ordinance.

Brawley said in an interview that she doesn't have a position on the military's pursuit of data centers.

But she said there has been concern about their potential impact to electric rates. Noise pollution, excessive water use, and other impacts have also been an issue.

On the flip side, she said, a selling point of Lower 48 data centers has been that if they produce their own power, they could sell some back into a grid, contributing to lower rates.

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"Broadly, I would be hoping that our local leadership has conversations with the Department of Defense, with the entity that would be coming, and with the utility," she said.

## Military: 'Insufficient power' at JBER sites

Asked how energy will be provided when Alaska faces a natural gas shortage, an Air Force spokesperson pointed to the request for proposals.

The solicitation says any potential project shall obtain and provide "power and water, and all services necessary for the Project."

That could happen in different ways.

A data center developer could have its own on-site power generation, the request says.

The project would need to "provide a mitigation and contingency plan" to ensure the local utility's "capacity" and resilience aren't negatively affected, the request says. It must comply with local and state energy regulations.

Any "proposed generation assets will at minimum require coordination" with the state's Alaska Energy Authority and the "Raibelt region" between Homer and Fairbanks to discuss energy cost needs and "resource adequacy," among other factors, the request says.

The solicitation also suggests that data sites may need to hook up to local power.

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The sites at JBER have "insufficient power" for a data center, and will require "a new connection" to Chugach Electric Association in Anchorage, it says.

Sites at the Fairbanks-area military bases could tap into power from Golden Valley Electric Association, the solicitation suggests.

The request points out that Alaska faces a "short-term" lack of natural gas.

May 29 is the deadline for submissions.

## Utilities: Not enough natural gas currently

Officials with the utilities said they currently can't meet the power needs of a large data center.

Julie Hasquet, a Chugach Electric spokesperson, said the utility is aware of the military's plans for data centers.

She also said other "other data center entities" have reached out to the utility in recent months, but declined to disclose names, saying the discussions are preliminary and confidential.

"We are always interested in new ideas and proposals for load growth in our system," she said in an email.

But Chugach Electric currently doesn't have enough natural gas to make the electricity needed by a large data center, she said.

Larger facilities can consume the same amount of electricity as 100,000 households, roughly about the same number of houses in the Anchorage area served by Chugach Electric.

But power demand for data centers can vary significantly, Hasquet said. Whether one can be served by the utility or not depends on different circumstances.

"We currently do not have gas to serve a large data center, but we do have generation capacity, so it depends on the size of the data center, their economics, project timing, and specific contractual terms of service," she said.

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Chugach Electric's gas supply contract with Hilcorp Alaska, its primary supplier, is set to end in 2028. But the utility is looking at importing liquefied natural gas, or LNG, to close the looming gap.

Hasquet said the utility follows a standard process for any prospective, large customer, including integration studies to determine "if, how, and when" they can be connected.

"Chugach's position is that any large new customer, including a data center, should pay rates that fully cover its cost of service," she said. "Existing members should not be required to subsidize the new load. That principle applies whether a project succeeds or fails."

To that end, Chugach Electric would rely on "cost-of-service-based ratemaking principles, long-term purchase commitments, and potential contributions in aid of construction," for any infrastructure that would be built specifically to serve a customer, she said.

The Regulatory Commission of Alaska would oversee those efforts under its requirement to ensure rates are just, reasonable and not unduly discriminatory, she said.

"Our objective in any arrangement of that size would be for the project to benefit members, not burden them," she said.

Ashley Bradish, a spokesperson with Golden Valley Electric, said the Fairbanks utility can't currently support a large data center.

Part of the problem is that the Cook Inlet natural gas it relied on in previous years to make power has dropped dramatically, from about 30% of its fuel supply to less than 1% last year.

Also, the utility, which relies heavily on diesel fuel and coal to make power, was at its power-production limits this winter during historically cold temperatures, she said.

Newly commissioned storage facilities for liquid fuel were the "saving grace," she said.

"If we did not have that storage, we would not have been able to meet our load this winter," she said.

Bradish said she's not aware of any large data centers looking to enter the Fairbanks area.

She said if a developer did plan to install a large data center on a military base with hopes of tapping into Golden Valley Electric's power, ratepayers would be protected under the Regulatory Commission of Alaska.

"Through the RCA, if we have to put new things on our system to meet a specific entity or load that does not serve the rest of our membership, that entity would pay for that," she said.

Pickett, the former commissioner with the RCA, said the commission would likely prevent "cross-subsidization," in which ratepayers subsidize the costs of a data center.

"That would be something the commission would definitely have a hard look at and probably not go along with," he said.

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Office of Governor
MIKE DUNLEAVY

# Governor Dunleavy to Welcome Global Leaders to Anchorage for Fifth Annual Alaska Sustainable Energy Conference

May 1, 2026

Governor Mike Dunleavy will host energy leaders, policymakers, and industry experts from across the nation and around the world at the fifth annual Alaska Sustainable Energy Conference, taking place May 19-21, 2026, at the Dena'ina Center in Anchorage.

The three-day conference will bring together decision-makers, innovators, investors, researchers, and energy developers to explore Alaska's critical role in America's energy security and economic future, with a focus on liquefied natural gas and North Slope development, advanced nuclear power, renewable energy technologies, and carbon capture innovations.

"Alaska stands at the forefront of America's energy future," **said Governor Dunleavy**. "This conference showcases our state's vast energy potential and our commitment to responsibly developing Alaska's resources to power our communities, strengthen our economy, and enhance energy security for our nation and our allies in the Pacific."

The conference will feature high-profile keynote presentations, including U.S. Department of Energy Assistant Secretary Audrey Robertson and National Laboratory of the Rockies Director Jud Virden on Day 1. Governor Dunleavy will host a fireside chat with Glenfarne CEO and Founder Brendan Duval on the future of the Alaska LNG project, as well as a keynote lunch presentation featuring entrepreneur and author Magatte Wade.

Key sessions will cover Alaska's opportunities in sustainable aviation fuel production, the 50-year legacy of the Alaska Energy Authority, advanced nuclear power deployment including the Eielson Air Force Base pilot project, and carbon capture utilization and storage (CCUS) technology.

Energy industry leader Maynard Holt of Veriten will also host a special session featuring Repsol CEO Josu Jon Imaz.

Other notable speakers include NERC President Jim Robb, National Hydropower Association President Malcolm Woolf, and former U.S. Sen. Kyrsten Sinema.

Additional panels will explore Alaska's role in renewable energy development, forest management and carbon offsets, critical minerals, synthetic aviation fuels, and Louisiana's leadership in CCUS technology, offering lessons for Alaska's emerging carbon management programs. A special breakout track will also focus on energy issues and solutions for rural Alaska. A pre-conference welcome reception will also take place on May 18 at the Anchorage Museum.

Registration and full conference details including the agenda and speakers are available at alaskasustainableenergy.com.

Members of the media interested in covering the conference should RSVP to Grant Robinson at grant.robinson@alaska.gov.

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# $26.3 Million Sustainable Energy Project Advanced by Alaska Energy Authority, Chugach Electric, and Carnival Corp

By **Natalie Spaulding** - April 30, 2026

*Image from AEA's grant application to US DOT for Whittier Shore Power Project*

*The following is an unaltered reprint of a press release provided to Must Read Alaska on 4/29/2026 by Chugach Electric Media Contact Julie Hasquet.*

ANCHORAGE, Alaska—The Alaska Energy Authority (AEA), Chugach Electric Association, Inc., and Carnival Corporation today announced continued progress on the Whittier Shore Power Project, a port electrification investment that enables cruise ships calling on Whittier to plug into shore-based electrical power instead of operating diesel generators while docked. Crews are actively constructing the project, with operations expected to begin in spring 2027.

AEA is providing $9.4 million in State of Alaska funding to support the project. Chugach Electric is contributing $7.8 million, and Carnival Corporation, the world's largest cruise company, is contributing $9.1 million, bringing total matching corporate contributions to $16.9 million. Combined, these investments bring total project funding to $26.3 million. State cruise ship head tax revenue will help support this effort.

As a port electrification project, the Whittier Shore Power Project will allow cruise ships to tur their engines and connect to shoreside power while docked, reducing emissions, noise, and fuel use

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and helping improve local air quality in Whittier.

The project includes electrical system upgrades and specialized equipment near the cruise dock to safely convert and deliver power from the local grid to large vessels. By replacing onboard diesel generation with electricity supplied by local utilities, port electrification supports Alaska's clean energy economy while delivering environmental and community benefits at Alaska cruise ship docks.

"This project is a meaningful example of how strategic partnerships can deliver long term benefits for Alaska's communities," said AEA Executive Director Curtis W. Thayer. "By investing in shore power infrastructure, we're reducing emissions, supporting economic activity in Whittier, and putting federal and state energy investments to work in a way that delivers real, measurable value for Alaskans."

"This investment represents a meaningful commitment to the Whittier community— enhancing reliability, strengthening environmental performance, and delivering long term value," said Chugach CEO Arthur Miller. "Residents and visitors alike will experience improved air quality and reduced noise, as we continue modernizing our infrastructure in support of the communities we serve."

Carnival Corporation, whose world-class cruise lines call regularly on Whittier as part of Alaska itineraries, has been a partner in advancing the project.

"Shore power investments like this directly support the guest experience while reflecting our long-standing commitment to being a responsible partner in Alaska," said Ralph Samuels, vice president, community and government affairs, Holland America Princess Alaska Operations. "By working closely with AEA and Chugach Electric, we're helping reduce emissions in port, protect the destinations our guests cherish and support the communities that welcome our ships year after year."

Project teams have already begun work, with additional construction planned for the upcoming summer season. Shore power infrastructure allows vessels to connect directly to the local electrical grid while docked, dramatically reducing diesel emissions and improving conditions for nearby residents, workers, and visitors.

AEA, Chugach Electric, and Carnival Corporation will share additional updates as construction progresses.

## About the Alaska Energy Authority

The Alaska Energy Authority is a public corporation of the state. Its mission is advancing affordable, reliable energy in Alaska. AEA leads the development of critical energy infrastructure, strengthens resilience, reliability, and redundancy across Alaska's energy systems, and supports statewide economic growth by enabling secure, long-term energy solutions for communities, utilities, and industry. To learn more, visit akenergyauthority.org.

## About Chugach Electric

Chugach Electric Association, Inc. is the largest electric utility in Alaska serving nearly 89,000 members at over 113,000 service locations. Chugach's service territory extends from Anchorage to the northern Kenai Peninsula, westward to Tyonek and eastward to Whittier. Chugach originated as an Alaska electric cooperative in 1948, designed exclusively to serve its members.

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# About Carnival Corporation & plc

Carnival Corporation & plc is the largest global cruise company and among the largest leisure travel companies, with a portfolio of world class cruise lines – AIDA Cruises, Carnival Cruise Line, Costa Cruises, Cunard, Holland America Line, P&O Cruises, Princess Cruises, and Seabourn. To learn more about Carnival Corporation's purpose and our positive impact worldwide on people and the planet, go to www.carnivalcorp.com/impact.

**Natalie Spaulding**

**PRESS RELEASE**

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**FOR IMMEDIATE RELEASE**
April 29, 2026

# AEA, Chugach Electric, and Carnival Corporation Advance Whittier Shore Power Project

*$26.3 million port electrification project delivers cleaner, quieter shore power to Whittier*

ANCHORAGE, Alaska—The Alaska Energy Authority (AEA), Chugach Electric Association, Inc., and Carnival Corporation today announced continued progress on the Whittier Shore Power Project, a port electrification investment that enables cruise ships calling on Whittier to plug into shore-based electrical power instead of operating diesel generators while docked. Crews are actively constructing the project, with operations expected to begin in spring 2027.

AEA is providing $9.4 million in State of Alaska funding to support the project. Chugach Electric is contributing $7.8 million, and Carnival Corporation, the world's largest cruise company, is contributing $9.1 million, bringing total matching corporate contributions to $16.9 million. Combined, these investments bring total project funding to $26.3 million. State cruise ship head tax revenue will help support this effort.

As a port electrification project, the Whittier Shore Power Project will allow cruise ships to turn off their engines and connect to shoreside power while docked, reducing emissions, noise, and fuel use and helping improve local air quality in Whittier.

The project includes electrical system upgrades and specialized equipment near the cruise dock to safely convert and deliver power from the local grid to large vessels.

By replacing onboard diesel generation with electricity supplied by local utilities, port electrification supports Alaska's clean energy economy while delivering environmental and community benefits at Alaska cruise ship docks.

"This project is a meaningful example of how strategic partnerships can deliver long-term benefits for Alaska's communities," **said AEA Executive Director Curtis W. Thayer**. "By investing in shore power infrastructure, we're reducing emissions, supporting economic activity in Whittier, and putting federal and state energy investments to work in a way that delivers real, measurable value for Alaskans."

"This investment represents a meaningful commitment to the Whittier community—enhancing reliability, strengthening environmental performance, and delivering long-term value," **said Chugach CEO Arthur Miller**. "Residents and visitors alike will experience improved air quality and reduced noise, as we continue modernizing our infrastructure in support of the communities we serve."

Carnival Corporation, whose world-class cruise lines call regularly on Whittier as part of Alaska itineraries, has been a partner in advancing the project.

"Shore power investments like this directly support the guest experience while reflecting our long-standing commitment to being a responsible partner in Alaska," **said Ralph Samuels, vice president, community and government affairs, Holland America-Princess Alaska Operations**. "By working closely with AEA and Chugach Electric, we're helping reduce emissions in port, protect the destinations our guests cherish and support the communities that welcome our ships year after year."

Project teams have already begun work, with additional construction planned for the upcoming summer season. Shore power infrastructure allows vessels to connect directly to the local electrical grid while docked, dramatically reducing diesel emissions and improving conditions for nearby residents, workers, and visitors.

AEA, Chugach Electric, and Carnival Corporation will share additional updates as construction progresses.

###

**About the Alaska Energy Authority**
The Alaska Energy Authority is a public corporation of the state. Its mission is advancing affordable, reliable energy in Alaska. AEA leads the development of critical energy infrastructure, strengthens resilience, reliability, and redundancy across Alaska's energy systems, and supports statewide economic growth by enabling secure, long-term energy solutions for communities, utilities, and industry. To learn more, visit akenergyauthority.org.

**About Chugach Electric**
Chugach Electric Association, Inc. is the largest electric utility in Alaska serving nearly 89,000 members at over 113,000 service locations. Chugach's service territory extends from Anchorage to the northern Kenai Peninsula, westward to Tyonek and eastward to Whittier. Chugach originated as an Alaska electric cooperative in 1948, designed exclusively to serve its members.

**About Carnival Corporation & plc**
Carnival Corporation & plc is the largest global cruise company and among the largest leisure travel companies, with a portfolio of world-class cruise lines – AIDA Cruises, Carnival Cruise Line, Costa Cruises, Cunard, Holland America Line, P&O Cruises, Princess Cruises, and Seabourn. To learn more about Carnival Corporation's purpose and our positive impact worldwide on people and the planet, go to www.carnivalcorp.com/impact.

UTILITY DIVE

OPINION

# Alaska's energy challenges require a national response

Alaska energy modernization should be treated as a national infrastructure priority, writes Northwest Public Power Association CEO Kurt Miller.

Published April 22, 2026

By Kurt Miller

*Trucks drive along a highway in Alaska, where electricity costs can reach several times the national average. Reliable energy should not depend on one's zip code, writes Kurt Miller, CEO and executive director of the Northwest Public Power Association.* Getty Images

*Kurt Miller is CEO and executive director of the Northwest Public Power Association, which represents more than 150 community-owned electric utilities across the Western U.S., including utilities serving Alaska.*

*Permission granted by Kurt Miller*

As policymakers focus on grid reliability, infrastructure investment and rising electricity demand, much of the national conversation assumes large, interconnected power systems that can expand transmission, add generation and spread costs across millions of customers.

Alaska operates under a very different reality. In many communities, the challenge is not optimizing the grid for new growth but ensuring reliable power at all.

That contrast is easy to overlook because when most Americans think about the electric system, they picture an interconnected network: power plants feeding high-voltage transmission lines, costs spread across millions of customers and fuel delivered by pipeline, rail or truck.

That model works for most of the United States.

It does not describe Alaska.

Across much of Alaska, communities operate small, isolated electric systems that must generate power locally. More than 200 communities rely on microgrids that are disconnected from any larger transmission network. Fuel often arrives by barge or aircraft, and equipment must operate reliably in extreme cold, remote terrain and long periods of limited daylight.

Because these systems serve relatively few customers, the cost of building and maintaining essential energy infrastructure falls on a much smaller base. When something breaks, solutions are rarely quick or inexpensive. Repairs often depend on narrow seasonal delivery windows, specialized labor and long supply chains with little margin for error.

The result is stark. In many rural communities, electricity costs can reach several times the national average.

For Alaskans, this is not an abstract policy debate. Energy affordability affects whether communities can attract teachers, health care workers and other essential employees. It influences whether small businesses can survive and whether young families choose to stay or leave. In a state already facing high costs and demographic pressure, energy affordability is inseparable from community survival.

Even Alaska's largest population corridor — the Railbelt region stretching from the Kenai Peninsula through Anchorage to Fairbanks — is facing a growing energy challenge. The Railbelt serves roughly three quarters of the state's population and relies heavily on natural gas for both electricity generation and home heating.

That dependence is becoming increasingly precarious.

Natural gas production from Cook Inlet, the region's historic supply basin, is declining. That reality became clear in 2022 when the region's dominant gas producer warned utilities not to assume new long-term supply contracts as production declines. Without timely investment in new supply or viable alternatives, utilities face rising costs and growing uncertainty.

For an isolated grid with no neighboring states or provinces to lean on during supply disruptions, there are no easy or inexpensive backstops — only hard choices and real consequences.

Fuel supply is only part of the challenge. The Railbelt also faces constraints along its backbone transmission system. In several locations, limited transmission capacity restricts power flows regardless of how electricity is generated. Reliability, in other words, can be constrained by wires as much as by watts.

Meeting these challenges will require significant infrastructure investment. Options include expanded fuel supply such as liquefied natural gas, a large-scale pipeline from Alaska's North Slope, upgrades to constrained transmission assets and long-duration energy resources capable of supporting a geographically isolated grid.

These are capital intensive, but critical, solutions.

To their credit, Alaska's community-owned utilities are not standing still. Public power utilities across the state have become some of the country's most innovative problem solvers. They have deployed microgrids, integrated renewable resources where feasible and used energy storage to reduce dependence on imported fuel. In many cases, they are operating at the edge of what is technically and financially possible.

Innovation alone, however, cannot overcome the structural realities of geography, isolation and scale. Anyone who has worked in remote systems knows there are limits to what ingenuity can substitute for infrastructure.

That is why Alaska's energy challenges should matter to policymakers far beyond the 49th state.

In an era of renewed geopolitical tension in the Arctic and Pacific, Alaska plays an outsized role in U.S. national security. The state hosts critical missile defense infrastructure and serves as a frontline region for air and maritime defense. National security depends on energy security. Critical missions, communities and industries cannot operate on an electric system that is perpetually one severe storm, one fuel disruption or one delayed infrastructure project away from crisis.

The federal government has begun to recognize Alaska's unique energy realities, but the response remains too small and too fragmented for the scale of the challenge.

Federal programs supporting rural and remote energy systems have delivered meaningful progress. Microgrid assistance, grid resilience funding and targeted infrastructure investments are helping utilities reduce costs and improve reliability. Taken together, however, these efforts do not yet constitute a strategy equal to Alaska's needs.

Federal reviews have repeatedly noted the barriers facing remote Alaska communities: limited road access, short construction seasons, seasonal barge delivery windows and small local staffs navigating complex grant programs. Requirements that may work in the Lower 48 can become major obstacles in rural Alaska. If the goal is to get projects built, policy must reflect the environment in which those projects must operate.

Addressing Alaska's energy challenges will require federal investment at a far larger scale than current funding levels. In practice, that means treating Alaska energy modernization as a national infrastructure priority, expanding and better coordinating existing programs and designing policy that reflects Alaska's realities, including cost share requirements, timelines and technical capacity.

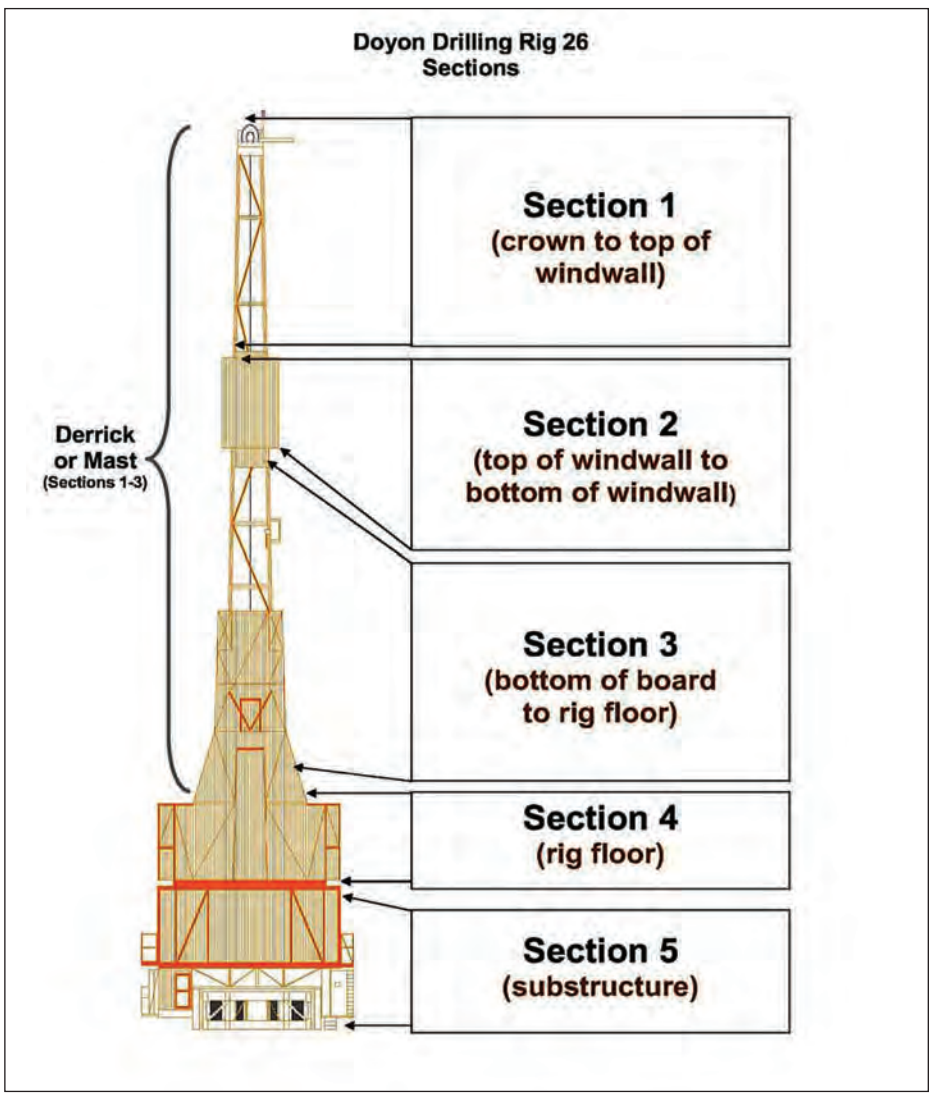
Investment should target the true constraints: firm and flexible local generation, reliable fuel supply and delivery options, and transmission upgrades that reduce bottlenecks and strengthen system resilience.

Public power utilities across Alaska stand ready to be partners in this effort. They bring deep local knowledge, operational expertise and a long track record of innovation under some of the most challenging conditions in the country.

But the scale of the challenge demands a national commitment.

Reliable energy should not depend on one's zip code. An energy system that works for America must also work for Alaska. Alaska's energy challenges are solvable, but only if the nation is willing to invest in solutions equal to their scale.

DOYON DRILLING




**The Doyon 26 rig was comprised of several sections. In phase 2 of the response, all sections of the rig, including the substructure, were deconstructed and removed from the site. The rig salvage has been cleaned and transported to a recycling facility. (Please note that the three-phase response process does not relate to the section numbers shown in this diagram.)**

*continued from page 1*

## RIG 26 UPDATE

Spill response crews, including Alaska Clean Seas, or ACS, are using existing, proven flush and recovery tactics to recover spilled product.

Flush and recover involves flushing contaminated areas with clean, hot water via low-energy nozzle or spray which forces the oil in the snow/ice and vegetation to float on top of the water where it can then be directed toward a collection area and recovered by a vacuum truck.

The recovered product and water are then taken off site for recovered product calculations and disposal.

When using these tactics to recover spills, it is not uncommon for the final amount of recovered product to exceed initial estimated amounts, given changes in product density through the flushing and vacuuming process.

While crews continue to work quickly and effectively, this final response phase is likely to last longer than prior stages of the incident response, as it is important to ensure a thorough remediation of the entire affected area. Fluctuations in weather caused by the changing seasons could also prolong phase 3 operations.

Clean-up will be finalized not when the estimated spill volume recovery hits 100%, but rather when the full square footage of the response site area has been cleaned and sampling meets all federal, state and local criteria.

The response team continues to update its delineation of the impacted area with additional field screening and analytical data following the rig's removal.

The delineation plan includes sampling of the tundra to confirm the initial delineation of the impacted area and direct field recovery efforts. Crews have now completed the first round of sampling.

Wildlife agencies, along with local and tribal entities, are assisting with the development of season-specific Wildlife Protection Plans as the response moves into spring and summer.

The response team continues to evaluate the site in real time, and there remains no immediate risk to the community, infrastructure, air quality, drinking water sources, nearby waterways, traffic or wildlife.

As safety is a top priority, safety evaluations for working around the site are ongoing throughout the entire cleanup. A third party has been hired and is conducting a thorough investigation of the incident.

The Unified Command will continue to provide regular updates and engage with key stakeholders, including in the community of Nuiqsut.

For more information, contact the Joint Information Center at WNSRMI@doyon.com, or call 907-452-0507.

**—KAY CASHMAN**

*Contact Kay Cashman*
*at publisher@petroleumnews.com*

# UTILITIES

## AEA issues transmission system funding

On April 13 the Alaska Energy Authority awarded $17.7 million in funding for the upgrading of transmission systems in Alaska. The agency is using funds available from the U.S. Department of Energy's Grid Resilience Formula Grant Program together with a $2.6 million appropriation from the Alaska State Legislature, supported by the governor.

$7.0 million of the grant funding has been awarded to Golden Valley Electric Association for the replacement and rehabilitation of aging wood pole transmission infrastructure in Interior Alaska. GVEA will prioritize upgrading structures that are at the highest risk of failure, to reduce the risks of power outages, harden the infrastructure against wildfire risks, and improve the long-term reliability of power supplies in the Fairbanks and North Pole region, AEA says.

A grant of $6.2 million is being awarded to Matanuska Electric Association for the relocation and upgrading of the Eklutna 115-kilovolt transmission line. Through the rerouting of the line and replacement of aging infrastructure, the project will strengthen system performance while supporting the reliable delivery of affordable power to Southcentral Alaska from the Eklutna Hydroelectric Plant.

The third grant, a grant of $4.5 million, is being awarded to the Southeast Alaska Power Agency for the construction of a new 115-kilovolt substation in Ketchikan. The substation will expand the transmission grid capacity, thus relieving the need to run an existing facility at full capacity. It will also improve the resilience of the transmission system during periods of peak load and extreme weather, while also enabling efficient grid interconnection to the community of Metlakatla on nearby Annette Island.

AEA says that it anticipates a third and final solicitation under the grant program, but the timing and scale of these further grants has yet to be determined.

**—ALAN BAILEY**

*continued from page 6*

## HISTORY

According to Customs' Office of Regulation and Rulings, Customs can also issue an administrative "non-enforcement order," which would have the same effect as a waiver. The law does not require the Secretary of Defense to sign off on a Customs non-enforcement order, per a 2002 report in American Maritime Officer (www.amo-union.org/newspaper/morgue/12-2002/Sections/News/jonesact.htm).

Bill Popp, special assistant to the Kenai Peninsula Borough mayor, DNR Commissioner Mike Menge and Alaska Gov. Frank Murkowski are all looking at ways to help Escopeta obtain a waiver.

"We're going to continue to push on it as hard as we can in all sectors," Menge told Petroleum News.

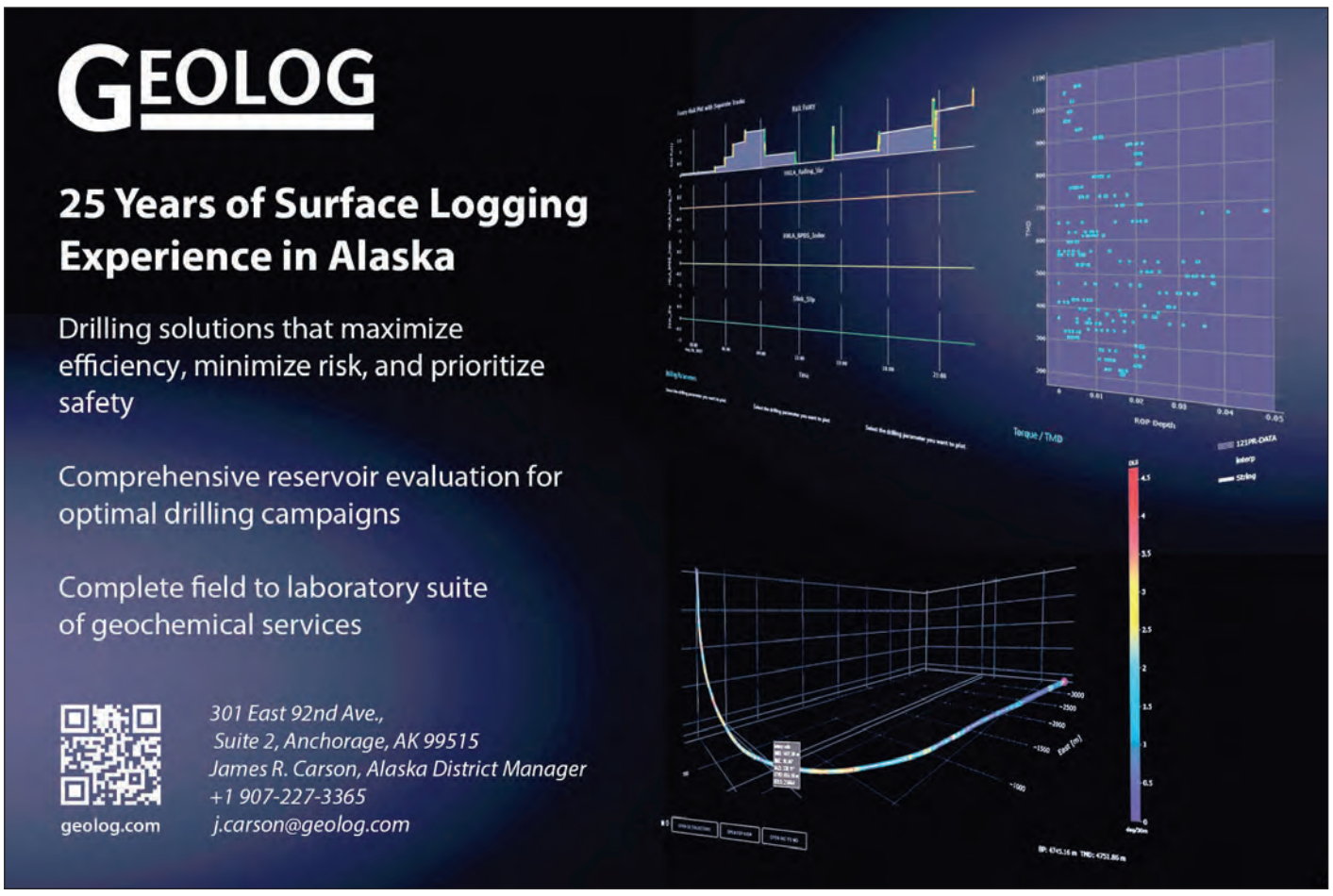
Menge and the governor stressed that it's difficult to obtain a Jones Act exemption through Congress.

However, a former ARCO Alaska executive told Petroleum News that the last jack-up rig in Cook Inlet was transported by a foreign-flagged vessel from the inlet to the Gulf of Mexico and that "Customs only ended up fining us what would be about a four or five day charge for leasing the Tellus. … It might be less expensive to just pay the fines than to try to get an exemption." When asked why Escopeta chose to use a foreign-flagged heavy lift vessel to transport the Tellus to Alaska, Davis said no U.S. flagged ships were available.

Escopeta could have chosen a slower U.S. flagged barge but the current day rates for jack-ups worldwide — $135,000 to $140,000 per day in the Tellus class — necessitated using a faster vessel to make the trip north.

Hong Kong-based Coscol (HK) Investment & Development Co.'s 520-foot-long Tai an kou heavy lift ship will pick up the Tellus in late May from the Gulf of Mexico where it is being refurbished and bring it to the port of Homer. From there it will be moved into and around the inlet by tug. Davis said between 50 and 70 jobs will be created for just the drilling portion of Escopeta's exploratory operations. ●

*Contact Kay Cashman*
*at publisher@petroleumnews.com*



HOMER NEWS

# The dwindling of Cook Inlet natural gas is real

Published 8:30 am Tuesday, April 14, 2026
By Bob Day

Low clouds hang over Cook Inlet north of Anchor Point on Oct. 23, 2025. (Photo by Yereth Rosen/Alaska Beacon)

The biggest challenge facing all utilities that are connected across Alaska's Railbelt from Homer to Fairbanks is the reliability and availability of Cook Inlet natural gas. Through dedicated hard work for more than 49 years, I developed Railbelt institutional knowledge of Homer Electric Association (HEA) and its utility partners. I have first-hand experience facing the challenges and resolving for the benefit of HEA members.

First, some relevant history on me and my experience. I have managed multiple assets across Alaska's utility infrastructure starting with Municipal Light and Power's (ML&P) gas turbine electric generation fleet, Homer Electric's Power Production, which includes building the Soldotna generation plant and adding a steam turbine to the Nikiski plant. Most recently, I managed the Bradley Lake Hydro project, including the construction of the Bradley Lake Battle Creek Dam project. Call me a "Dinosaur," but also call me an

opportunity to advance HEA goals and strengthen our place with unmatched experience.

A major discussion taking place across the industry is the threat of the dwindling Cook Inlet gas resources. To put this into perspective, the total usage of this gas is about 70bcf (billion cubic feet) annually across the Railbelt. HEA's share is approximately 4bcf. How will this affect HEA and other Railbelt utilities? You should know that easily accessible gas in Cook Inlet is reaching its lowest point yet, and the search and development of additional gas field reserves comes at a significantly higher cost. As the Cook Inlet gas supply continues to dwindle, what other resources must come online to offset the deficit, and which options make sense for HEA? And what is realistic in terms of short and long-term timelines? Future energy security depends on a balanced mix of new gas exploration success, imported LNG supplies, infrastructure investments and meaningful demand-reducing upgrades. My experience and institutional knowledge with these complex issues, and their coordination, are more important now than ever.

Did you know that Chugach Electric Association in Anchorage (CEA) and Harvest Midstream (an affiliate of Hilcorp) are working together to convert the former Kenai LNG export plant in Nikiski, into an LNG import facility (the export of LNG has, for the most part, been retired since 2017). And then, there is the Alaska LNG project proposing to bring gas from the North Slope directly to Nikiski. Another plan called the Cook Inlet LNG (CI LNG) is proposing to import gas and develop a floating storage and regasification unit (FSRU) moored to the existing Osprey Platform (west side of Cook Inlet). It would bring liquefied natural gas and convert it back to usable natural gas for Southcentral Alaska. It's designed as a fast, flexible "bridge" supply to address the region's declining Cook Inlet gas production without building new onshore terminals. All of these are sound ideas, but how long will it take to implement all or any of these projects? As your board representative, I will consider each proposal and ask the right questions to develop and deliver reliable electric service at the minimum cost for you. I will question the scope of each proposed project and whether it can be built and become operational within the next 2-6 years. Developing a long-term solution is of the utmost importance, otherwise our energy security is at risk. I am for what makes sense for HEA members, whether you are a resident or small business. I'm for sound engineering; how can we count on it when we need it (reliability).

My hydro energy background is substantial. Of the three Southcentral hydro plants, I have been very involved with two: Bradley Lake being the largest, which came online in 1991. I've been involved with Bradley since its conception in the mid '80s. I was manager

at the time the Battle Creek Diversion project was finalized in 2020. I also managed Eklutna on behalf of ML&P since it was bought by ML&P, CEA and MEA from the federal government in 2000. I've not had a role in the Cooper Lake hydro plant. The utilities share proportionally in the cost and benefits of these hydro plants. Again, to put into perspective, HEA receives a 12% share of Bradley Lake Hydro and none of Cooper Lake or Eklutna.

In a recent published opinion of a current HEA board member, she talked about how the U.S., on average, gets more than 18% of its energy from these renewable sources. And, 14 states produce more than 30% of their energy from variable renewables. That's all well and good, but it's like comparing apples to oranges. The electrical network or the "grid" of the lower 48 states is completely different, with many different renewable opportunities. The Alaska Railbelt "grid" pales in comparison to the lower 48; there are simply not the same opportunities in the "frontier". Then, there are the transmission constraints. Power transmission on the Railbelt stands alone and has only one transmission line north and one south. The southerly line traverses avalanche terrain and has had numerous outages over the years due to natural occurrences (fire, wind, avalanches). Some outages have lasted multiple weeks.

There's no question that renewables are an important factor in helping offset the dependability of natural gas. We definitely need more renewables and should make a concerted effort to install them. Here are some facts that make renewable energy more expensive to the consumer: They're not dispatchable on demand. They're not always economical. There is no longer a 30% federal tax rebate, which effectively makes renewables cost directly to HEA 30% higher than last year.

I will use my vast engineering experience to rigorously vet a transition plan, whether that involves securing new fuel sources, storage, or diversifying our generation. The reality is that the answer is a combination of many different strategies that will enable Southcentral to develop a solution to the dwindling gas problem. My priority is to ensure that every decision is technically viable and protects members from increasing costs.

*Bob Day is an electrical engineer running for the Homer Electric Board of Directors.*

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*Bob Day is an electrical engineer running for the Homer Electric Board of Directors.*

ALASKA ENERGY AUTHORITY

**PRESS RELEASE**

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Chief Communications Officer
(907) 771-3078

**FOR IMMEDIATE RELEASE**
April 13, 2026

## AEA Awards $17.7 Million to Upgrade Alaska's Transmission Infrastructure

ANCHORAGE, Alaska—The Alaska Energy Authority (AEA) has awarded $17.7 million to support three transmission infrastructure projects that will strengthen grid resilience across Southcentral and Southeast Alaska. AEA funded the awards using program funds from the U.S. Department of Energy (DOE), along with a $2.6 million appropriation from the Alaska State Legislature, supported by the Governor.

Golden Valley Electric Association (GVEA), Matanuska Electric Association (MEA), and the Southeast Alaska Power Agency (SEAPA) submitted the selected projects to improve transmission reliability and strengthen the grid's ability to withstand disruptive events.

The awarded projects include:

- **Interior Alaska Power Line Resiliency ($7.0 million):** AEA awarded funding to GVEA to strengthen transmission reliability and improve public safety in Interior Alaska. The project will replace and rehabilitate aging wood-pole infrastructure using condition-based assessments, including drone inspections, ground surveys, and AI analysis. GVEA will prioritize upgrades on structures at highest risk of failure across its 69-kV and 138-kV system, reducing outage risk, hardening infrastructure against wildfire hazards, and improve long-term reliability for communities in the Fairbanks and North Pole region.

- **Eklutna Transmission Line Relocation and Upgrade ($6.2 million):** AEA awarded funding to MEA to relocate and upgrade a critical segment of the Eklutna 115-kV transmission line, improving reliability and resilience across Alaska's Railbelt electric grid. The project will replace aging infrastructure and reroute the line to a more stable and accessible alignment, reducing exposure to environmental and operational hazards. The upgrade will strengthen system performance, reduce outages, and support the reliable delivery of affordable power from the Eklutna Hydroelectric Plant to Southcentral Alaska.

- **Ketchikan Substation Resilience ($4.5 million):** AEA awarded funding to SEAPA, to construct a new 115 kV substation in Ketchikan. The project with expand grid capacity, relieve an existing facility operating at full capacity, add redundancy, and improve system resilience during peak load and extreme weather. It will also enable efficient grid interconnection with Metlakatla and support growing regional electricity needs. Overall, the project will reduce outage risk and support the long-term delivery of reliable, low-cost hydro-power to Southeast Alaska communities.

AEA administers DOE funding allocated to states through the Grid Resilience Formula Grant Program, authorized under Section 40101(d) of the Infrastructure Investment and Jobs Act. To date, AEA has secured $40 million through the program. The required 15 percent cost match is supported by appropriations from the Governor and Legislature.

AEA expects issuing a third and final solicitation under the program. The timing and amount of funds available through that solicitation are not yet determined. Interested applicants can learn more about the Grid Resilience Formula Grant Program and the status of the future solicitations at https://www.akenergyauthority.org/grid-resilience-formula-grant-program.

###

**About the Alaska Energy Authority**
The Alaska Energy Authority is a public corporation of the state. Its mission is to reduce the cost of energy in Alaska. To achieve this mission, AEA strives to diversify Alaska's energy portfolio increasing resiliency, reliability, and redundancy. To learn more, visit akenergyauthority.org.

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Opinions

For Subscribers

# Opinion: Alaska's energy future just got more expensive — and more uncertain

ANCHORAGE DAILY NEWS

The shuttered Kenai LNG plant in Nikiski. The plant stopped producing LNG in 2015 amid a decline in Cook Inlet natural gas supply. (Loren Holmes / ADN)

President Donald Trump's war against Iran is moving in unpredictable ways. This happens in war, particularly ones that are not well thought out.

Alaskans are feeling the impacts. Fuel prices are rising because the Strait of Hormuz, the vital passage for oil and gas, is still blocked.

If the president wins his war, fuel prices will go down. No one knows when that will be.

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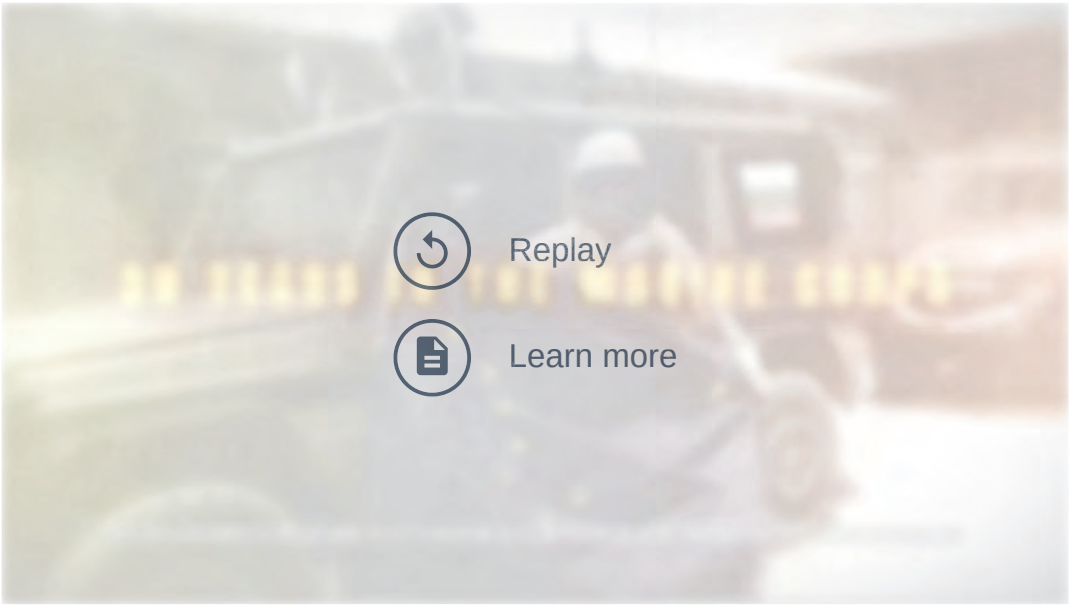


Liquefied natural gas, or LNG, presents another impact Alaskans may feel, but it's more complicated. The strait is also blocked for LNG tankers that supply Asia. It isn't just that the tankers can't sail, but also that the big LNG plants in the Persian Gulf have been damaged and will take years to repair. Meanwhile, LNG prices on the world "spot" market are soaring.

*[**Related coverage**: Alaska Senate votes to clarify state authority for imported natural gas prices]*

What brings this home to Alaskans is not just the pain commuters feel at the gas pump, but that 2028 and 2029 are likely to be the first years when Southcentral Alaska utilities will need to purchase LNG in the open market and bring it to the state. We'll need to import LNG because, by then, declining production from aging Cook Inlet gas fields will fall below what's needed for home heating and power generation, according to the state Division of Oil and Gas.

It's possible a planned natural gas pipeline from the North Slope can be built, but this is uncertain and, in any event, can't likely be built in time. It's also possible more gas can be found in Cook Inlet. This is also uncertain, but the prospects are good.

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However, utilities like Enstar Natural Gas Co. and Chugach Electric Association need to be sure they can provide fuel and power to their customers, and as a result, contingency plans are being made to import LNG. There are several plans for terminals to import the liquefied gas. The one furthest along is a project by Harvest Alaska, an affiliate of Hilcorp Energy, to convert the former ConocoPhillips LNG export plant on the Kenai Peninsula to an import terminal and to "regasify" LNG. This work could be underway soon. But the timing is terrible. We'll be in the market to buy LNG when the war effects on energy markets will still be felt. This will make imported gas much more expensive.

Prewar, the best guess for the cost of imported LNG was about twice what is now being paid for most gas from Cook Inlet. The war premium will drive it higher,

possibly by a third or more, is a good guess. Keep in mind, however, that the war price will affect only the portion of gas that is imported and not the gas produced in Cook Inlet. However, after 2030, regional gas production could drop substantially, according to the state Division of Oil and Gas. That means the amount of LNG imported will grow and have a greater impact on consumers' fuel and power bills.

You can also bet that prices for any new Cook Inlet gas will rise, too, because producers will want to be paid what LNG importers are paid. A North Slope gas pipeline, if it is built, could ensure a steady energy supply, but because the cost of the pipeline is unknown, the cost of delivering the gas is also unknown. This puts us in a murky position.

Our best course would be to encourage as much new drilling for gas in Cook Inlet as possible, and as quickly as possible. We know gas resources are there and that new drilling gets new gas. This should be less expensive than imported LNG. But drilling is costly, and the regional utility market is small, which makes the economics of new gas production in the region complicated. But incentives like lowering the state royalty for new gas have been shown to be effective. New Cook Inlet gas can be developed fairly quickly, too. The benefits of the assured energy outweigh the small cost to the state treasury with lower royalties.

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More renewable energy should be on the to-do list. President Trump's campaign against renewables has resulted in two significant wind projects, one in Southcentral

Alaska and the other near Fairbanks, being put on the shelf. Fortunately, Chugach Electric is moving ahead with a sizeable solar project and new hydro projects, and the state's Alaska Energy Authority plans an expansion of the Bradley Lake hydro project near Homer. These will help reduce the use of natural gas, but they won't solve the bigger problem of its short supply.

Meanwhile, let's do what we can to help the North Slope gas pipeline. It faces a lot of challenges, but it would solve a lot of problems. New gas from Cook Inlet and eventually the North Slope can shield us from the volatility we see now in LNG markets.

For Alaskans, the immediate pain is with the prices of gasoline and diesel. These will ease when the fighting stops and the Strait of Hormuz reopens. Right now, it's unknown when that will happen.

I think about these things when I go to the gas pump. I'd like to ask President Trump: "Mr. President, you started this war. How will you end it?"

***Tim Bradner*** *is publisher of the Alaska Legislative Digest and Alaska Economic Report.*

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ALASKA ENERGY AUTHORITY

Alaska Electric Vehicle Working Group Newsletter, April 10, 2026

# Update on NEVI Funding Rescission

Recent federal legislation reduced the total amount of National Electric Vehicle Infrastructure (NEVI) funding available nationwide by about $500 million, including funds previously allocated to Alaska. Congress included the changes in the Consolidated Appropriations Act, which was signed into law in early February 2026. Alaska's share of the recission was a little over $14.8 million.

Through this legislation, Congress rescinded a portion of NEVI funds that states had not yet obligated. The bill does not reference NEVI by name; it instead rescinds unobligated balances from specific federal accounts and authorizing statutes. Federal agencies later clarified which programs were affected, including NEVI, through supporting materials issued after passage of the bill. Federal Highway Administration guidance detailed the rescission's effect on each state's NEVI allocation.

*Photo: Tesla Superchargers in Trapper Creek along the Alternative Fuel Corridor.*

## What this means for Alaska

The rescission applied proportionally. States that had obligated less of their funding experienced larger reductions, while states that had obligated more funding saw smaller impacts.

Although the rescission reduced NEVI funding in Alaska by almost $15 million, the state remains well positioned to continue expanding EV charging infrastructure. With the Alternative Fuel Corridor now fully built out, Alaska can move into Phase 2 of implementation. Remaining NEVI funds can be used more flexibly to address regional needs and improve charging access across the state.

## Alaska NEVI funding overview

- **Originally allocated funding to Alaska:** $52,415,294
- **Funding reduction through this bill:** $14,861,630
- **Funding remaining:** $37,553,664
- **Program management:** $3,000,000
- **Selected project costs for Phase 1:** $5,544,660
- **Phase 2 available funds:** $29,009,004

Based on remaining funds, the total number of Phase 2 charging sites will depend on the mix of Level 2 and Level 3 infrastructure chosen. Using prior construction cost assumptions, funding could support about 30 sites with full four-port 150-kW DC fast charging, or, at the other end of the spectrum, more than 200 sites equipped with four Level 2 ports. Phase 2 focuses on expanding EV charging beyond the Alternative Fuel Corridor and includes secondary highway systems and destination sites. A mix of DC fast charging and Level 2 charging is anticipated for Phase 2 deployment.

# Visit AEA at the Anchorage Transportation Fair!

**Stop by and see us at the** Anchorage Transportation Fair**!** AEA will be onsite to share information and connect with attendees interested in transportation and energy projects happening across Anchorage.

🗓️ Tuesday, April 22, 2026
🕒 3–7 p.m. *(come by anytime!)*
📍 Alaska Airlines Center, Main Arena, 3550 Providence Drive, Anchorage Alaska
🍪 Snacks available! *(while supplies last)*

# Engagement Opportunity: Chugach Electric Member Appreciation

**Friday, May 29, 2026 | ChangePoint (Anchorage)**

Chugach Electric is preparing for its upcoming **13th annual Member Appreciation Event** and is inviting **EV owners** to participate. Chugach is seeking EV owners who are interested in showcasing their vehicles and engaging with the community.

**AEA** will also have a **booth at the event**, providing information and engaging with attendees on EV charging and related energy programs.

Here's a message from Chugach Electric:

*"Chugach Electric will have a special space dedicated to electric vehicles (EVs) at our Member Appreciation Event on Friday, May 29, 2026, and we would love to invite community members to participate by displaying their EVs. This is a great opportunity to show off your vehicle, connect with fellow members, and share what it's like to be an EV owner with others who may be curious or considering making the switch. We hope to include as many EVs in the space as possible; however, space is limited and we may not be able to accommodate all requests. Are you interested in showcasing your EV? If yes, please register at this link."*

*Photo Credit: Chugach Electric*

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