ELECTRIC VEHICLE DC FAST-CHARGING SITE SELECTION

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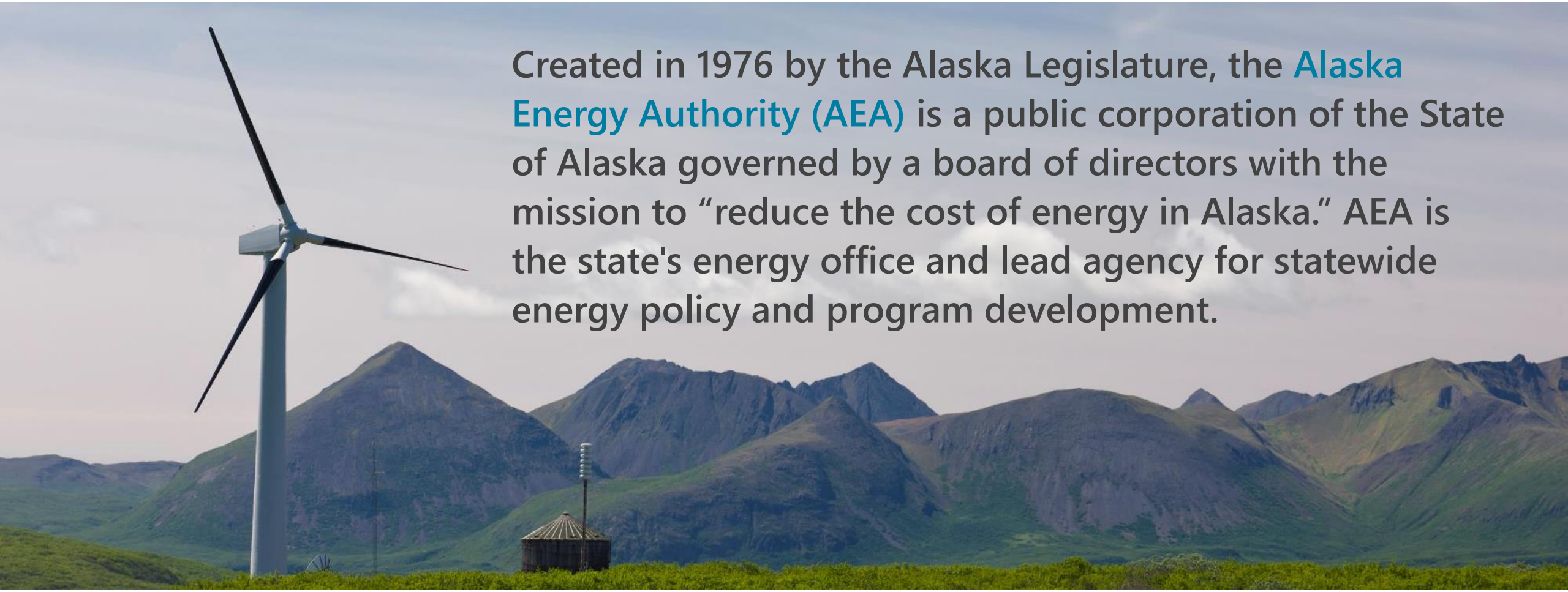
Informational Webinar
March 30, 2021

ALASKA ENERGY AUTHORITY

WHO WE ARE



Created in 1976 by the Alaska Legislature, the Alaska Energy Authority (AEA) is a public corporation of the State of Alaska governed by a board of directors with the mission to "reduce the cost of energy in Alaska." AEA is the state's energy office and lead agency for statewide energy policy and program development.

WHAT WE DO

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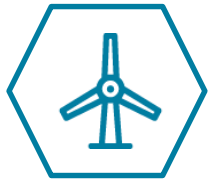
Railbelt Energy – AEA owns the Bradley Lake Hydroelectric Project and the Alaska Intertie. These assets benefit Railbelt consumers by reducing the cost of power.

Power Cost Equalization – The Power Cost Equalization Program reduces the cost of electricity in rural Alaska for residential customers and community facilities.

Rural Energy – AEA constructs bulk fuel tank farms, diesel powerhouses, and electrical distribution grids in rural villages. AEA supports the operation of these facilities through circuit rider and emergency response programs.

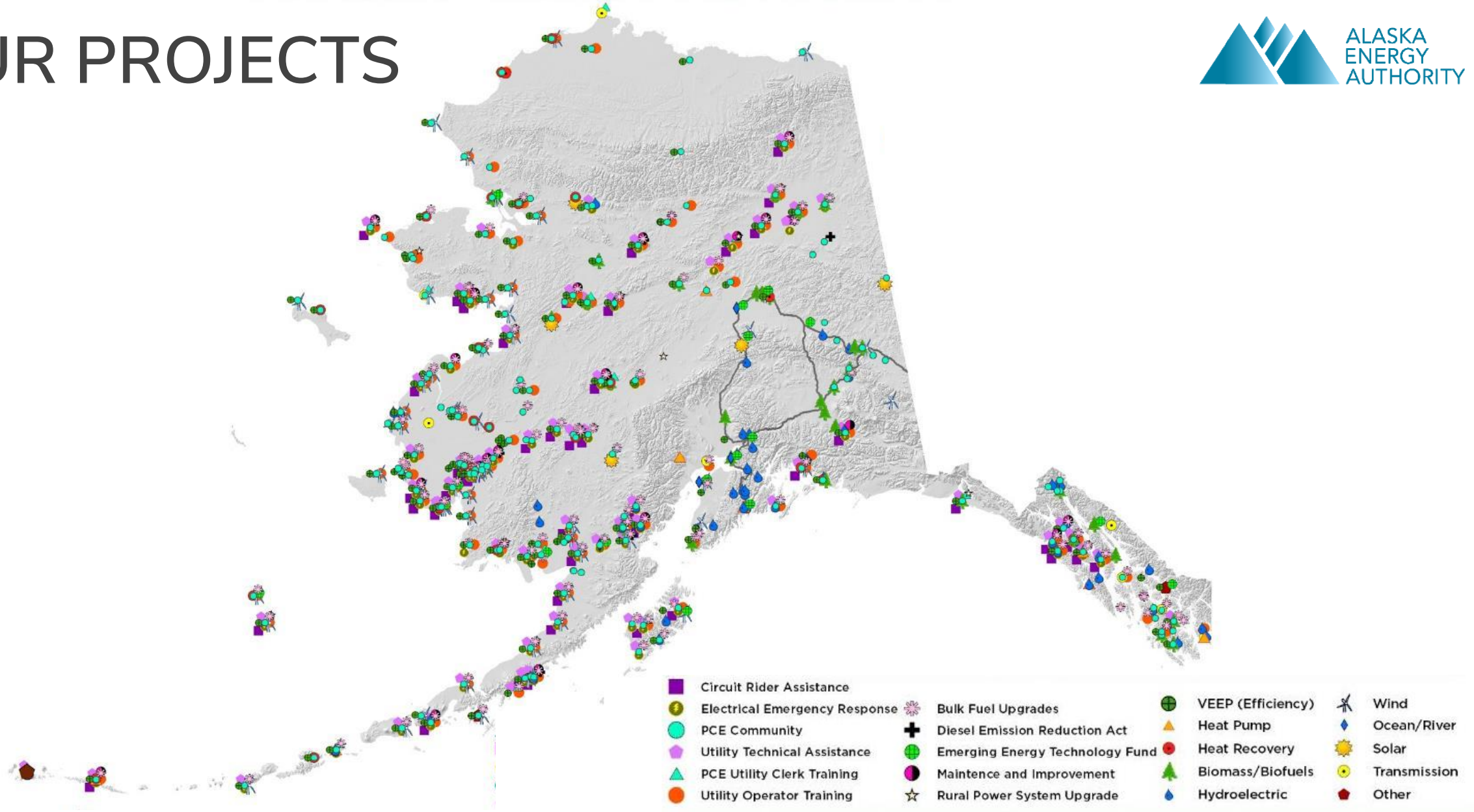
Renewable Energy – AEA provides renewable energy and energy efficiency grants, analysis, and expertise to benefit Alaskans. These include hydro, biomass, wind, solar, and others.

Grants and Loans – AEA provides loans to local utilities, local governments, and independent power producers for the construction or upgrade of power generation and other energy facilities.



Energy Planning – In collaboration with local and regional partners, AEA provides critical economic and engineering analysis to plan the development of cost effective energy infrastructure.

OUR PROJECTS



VW ENVIRONMENTAL MITIGATION TRUST

- AEA designated the Lead Agency in 2018
- School Bus Replacement
- Public Transit Bus Replacement
- Replacement of gensets used for prime power in Rural Alaska
- EV Charging Infrastructure (15%)
  - DC Fast-Charging Network (~$1 million)
  - Community-based Level 2 Chargers

DC FAST-CHARGING NETWORK PROGRAM

- Develop DCFC stations along highway corridors
- Stations located 50 to 100 miles apart
- Where communities and infrastructure exist
- Within 5 miles of highway system

DC FAST-CHARGING CORRIDOR

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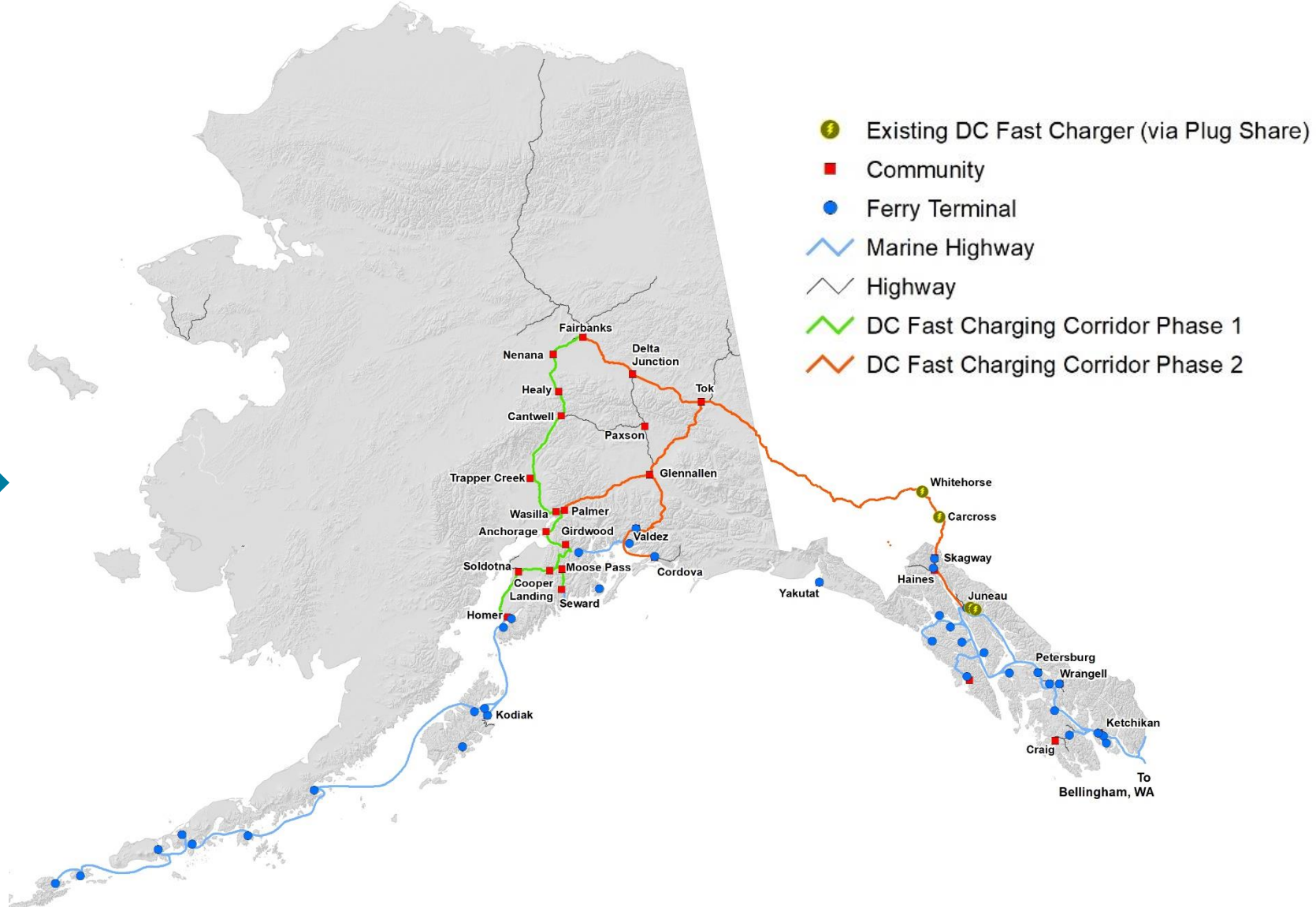
PHASE 1

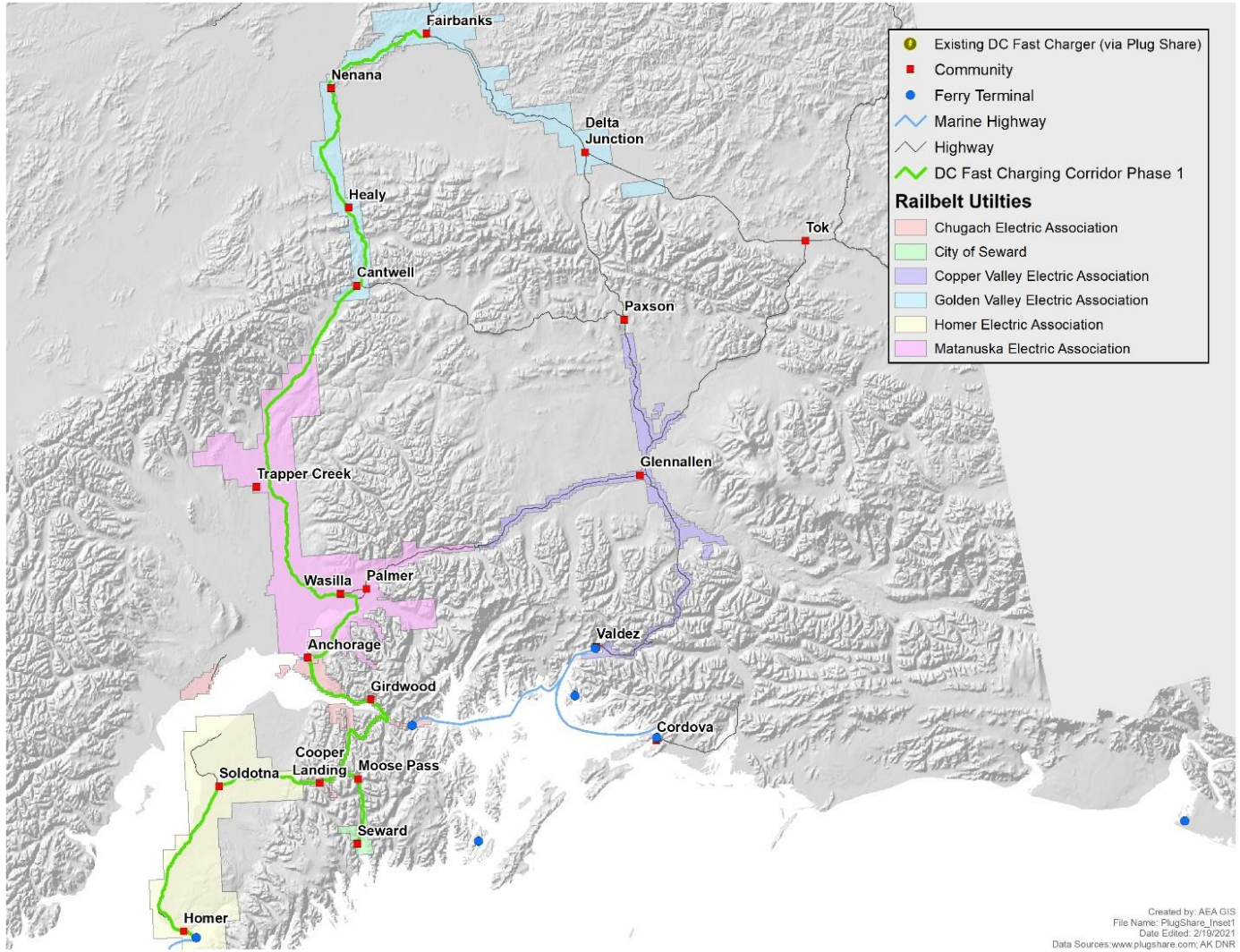
Kenai Peninsula to Fairbanks



DC FAST-CHARGING CORRIDOR

PHASE 1

- 615 miles
- 5 utility service territories
- Electricity calculator



DC FAST-CHARGING CORRIDOR

- RFQ to qualify EVSE Packages – open
- RFI to identify interested Site Hosts – open
- RFA to select Site Hosts
  - Round 1 – closes May 5, 2021 at 2 p.m. (Alaska Time)
  - Selected Hosts notified May 12, 2021
  - Subsequent rounds as needed to meet Program goals

AVAILABLE FUNDING

- VW Trust – 80%, not to exceed $100,000 per site
- Grantee – 20%
- AEA Round 1 Incentive – $10,000 per site (first 10 sites)
  - Must complete and submit:
    - Final site configuration plan
    - Host Site Agreement(s)
    - procure charging infrastructure
    - invoice AEA no later than June 30, 2021

ELIGIBLE EXPENSES

- Final site design
- Charging equipment and related material
- Electrical contractors
- Installation labor and parts
- Signage
- Network services, customer service, warranties and maintenance for a period of 5 years

INELIGIBLE EXPENSES

- Electricity
- Purchase or lease real-estate
- Capital costs
  - Construction of buildings, parking facilities, etc.
- General site maintenance

PROPOSAL COMPONENTS

- Application Form
- Proposal
- Budget Form
- Legal description of Site
- Letter from Servicing Utility
- Proof of Access to the Site
  - Property ownership, lease, letter from property owner
- Letter(s) of Support
  - Planning department, local organizations, EV owners, potentially impacted businesses

PROPOSAL COMPONENTS

Project Organization, Staffing, and Qualifications (Section 6.2)

- Organizational Chart
  - Project Lead
  - Site Host
  - EVSE Supplier
  - EVSE Management/Maintenance Provider
  - Grantee
  - Other parties
- Individual Qualifications – Project Lead, EVSE Supplier
- Corporate Qualifications – Project Lead, EVSE Supplier

PROPOSAL COMPONENTS

Financial and Ownership Structure (Section 6.3)

- Host Site Agreement – all relevant parties
  - 5 years operation and maintenance
  - Who has legal right to own and operate
  - Who will receive revenue
  - Responsible party to ensure payments
  - Non-disclosure of confidential/proprietary info
  - Disposition plan if agreement terminated
- Fee/rate Structure
  - Point of sale equipment, method for payment

PROPOSAL COMPONENTS

Site Suitability (Section 6.4)

- Meets requirements in RFA Section 3.1
- Located within 5 miles of highway segments
- 24 hours per day; 7 days a week; 365 days a year
- Wi-Fi or cellular service to support network services
- 2 dedicated parking spaces per DCFC
- Electrical infrastructure to meet load
- Nearby amenities

PROPOSAL COMPONENTS

Conceptual Site Configuration Plan (Section 6.5)

- Ingress and egress
- Buildings, other facilities on site
- Nearby amenities
- Point of interconnection with the existing electrical service
- Electrical meter
- Separate meter, if applicable
- Existing lighting or proposed lighting, if applicable
- DCFC EV charger
- Level 2 charger
- Dedicated parking spaces for EV
- Area for future expansion
- Signage

PROPOSAL COMPONENTS

Project Implementation Plan (Section 6.6)

- EVSE Package
- Installation
- Operations and Maintenance
  - Customer payment
  - Customer support
  - EVSE management and maintenance
- Data Capture
- Reporting
- Schedule

PROPOSAL COMPONENTS

Budget (Section 6.7)

- Complete Budget Form
- Explain budget

Budget Item	Description	VW Funds from AEA[1]	SEP Incentive Funds from AEA[2]	Mandatory Match Cash	Mandatory Match In-Kind	Voluntary Match Cash	TOTAL
Project Management							
							$0
Travel							
							$0
Charging Unit							
							$0
Other Mandatory Items (e.g., mounting hardware, activation fees)							
							$0
Engineering and Final Design							
							$0
Electrical System Upgrades, other components							
							$0
Installation Labor and Parts							
							$0
Permitting Fees							
							$0
Network Services (5-years)							
							$0
EVSE Warranty & Maintenance (5-years)							
							$0
Other Itemized Costs							
							$0
	PROJECT TOTAL	$0	$0	$0	$0	$0	$0
	Percent by Funding Source	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

SCORING CRITERIA (RFA SECTION 7)

CATEGORY	MAXIMUM POINTS
Application and Supporting Documentation	5
Project Organization, Staffing, and Qualifications	10
Financial and Ownership Structure	5
Site Suitability	20
Conceptual Site Configuration Plan	10
Project Implementation Plan and Schedule	15
Project Budget	10
Community Support	5
Site Location	20
Total	100

PHASE 1 HIGHWAY SEGMENTS

Highway 9 (Seward Highway)
From Seward to intersection with Highway 1
Highway 1 (Sterling Highway)
From Homer north to and including Kasilof
North of Kasilof to intersection with Highway 9
Highway 1 (Seward Highway)
From intersection with Highway 9 north to Potter Valley Road intersection
Anchorage from Potter Valley Road intersection to Muldoon Road exit
Highway 1 (Glenn Highway)
East of Muldoon Road exit to Highway 3 intersection at Wasilla
Highway 3 (Parks Highway)
West of Wasilla up to and including Trapper Creek
North of Trapper Creek up to and including Cantwell
North of Cantwell up to and including Healy
North of Healy up to and including Nenana
North of Nenana up to and including Fairbanks

SELECTED DCFC SITES

- Round 1 notified May 12, 2021
- Grant Agreement with AEA for 5+ years
- Incentive Funds Requirements
  - Obtain a DUNS number
  - Complete final site configuration plan
  - Complete Host Site Agreement(s)
  - Procure charging infrastructure
  - Invoice AEA no later than June 30, 2021

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QUESTIONS

CONTACTS

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AIDEA/AEA Procurement Home Page
aideaaeaprocurement.org

Register to Receive Updates and Amendments
aideaaeaprocurement.org/home/register/3212

AEA EV Webpage
akenergyauthority.org/what-we-do/energy-planning-project-development/electric-vehicles

Listserve
list.state.ak.us/mailman/listinfo/alaskaev

AEA provides energy solutions to meet the unique needs and opportunities of Alaska's rural and urban communities.

ALASKA ENERGY AUTHORITY

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