

Alaska EV Working Group Meeting Summary



Date & Time:	October 13, 2022, 12:00 PM – 1:00 PM
Location:	Fairbanks Pipeline Training Center 3605 Cartwright Court Fairbanks, AK 99709
ZOOM Info:	Join Zoom Meeting Meeting ID: 876 2822 3374 Passcode: 530651
Project Team Attendees:	AEA: Taylor Asher Michael Baker International, Inc.: Caitlin Frye, Jeff Kupko, Karin McGillivray

Presenters

Taylor Asher, Project Manager, Alaska Energy Authority

Rebecca Sereboff, EV Infrastructure Associate, Electrification Coalition

Presentation Summary

Alaska National Electric Vehicle Infrastructure Implementation Plan Update

Taylor provided an overview of the NEVI plan and its funding phases including an explanation of the Alternative Fuel Corridor, the federal requirements for each charging station, and plans for future funding phases. Taylor updated the group that the plan was approved by the Joint Office. She also announced that AEA received a response to its rural charging station infrastructure strategy and deployment concept paper encouraging the agency to submit a full application, which is due in early November.

Electrification Coalition

Rebecca provided an overview of the Electrification Coalition, a nonprofit electric vehicle advocacy group, and their work to promote adoption of electric vehicles across the U.S. She provided the group with data advocating for electrification as a national security issue, including that electricity is domestically produced and has remained stable in price compared to other forms of energy. She also provided some information about electric vehicle performance in cold weather.

Group Updates

Tim Leach – Launch Alaska

Tim provided a recap of the Arctic Road Rally. Ten electric vehicles made a successful drive from Fairbanks to Prudhoe Bay and back to demonstrate that electric vehicles are more than capable of traversing such a difficult and remote road. He also discussed the Clean Transportation Leadership Round Table, where the group discussed the emerging technology in electric freight vehicles.

Keith Palchikoff – Golden Valley Electric Association

Golden Valley has reviewed the potential sites called out in Alaska's NEVI plan along the AFC that are in



Golden Valley's range and three-phase power is available at all sites. More work needs to be done to evaluate the availability of distribution transformers, which have about a two-year ordering lead time. There are possible workarounds including installing a smaller transformer bank temporarily until others are available. Keith asked if NEVI funds would cover the installation of the temporary transformers.

Josh Craft – Matanuska Electric Association

They are finalizing procurement of Level 2 chargers for electric vehicle owners. They will be putting up applications for the chargers on their website next week. In exchange for the chargers, MEA will be collecting data on charging habits and how that will impact peak loading. He also asked if VW-funded projects can be used for match, and Taylor with AEA said she will have to check if money that is already spent can be used as match (funding that hasn't been spent can be used as match).

Sean Skaling – Chugach Electric Association

The Dimond Center fast-charger funded by VW settlement funds is being installed and will be open soon. Likewise, the Grizzly Ridge fast-charger will be opened in the spring. They have been analyzing data from other Level 2 chargers, and they are getting about a 30% utilization rate, which indicates that there may be demand for additional chargers.

Kris Hall – ReCharge Alaska

Their existing chargers are installed in Cantwell and Healy, and they are now focusing on the Richardson Highway in order to improve mobility throughout the state. They were focusing on areas where utility demand was lower than 50kW to keep costs low (the RCA has since allowed utilities to lower the cost of demand). They are also working on ensuring reliability in cold weather to meet the needs of Alaskans and relying on local knowledge to make smart decisions about charging installation. Kris discussed other charging station considerations like ensuring facilities are present and placing charging stations away from prime parking spaces to ensure they don't get blocked. Procurement delays have been a big challenge. With so much demand for charging stations due to infrastructure funding, Alaska is often at the bottom of the list due to our small market. Some items have a four-year lead time.