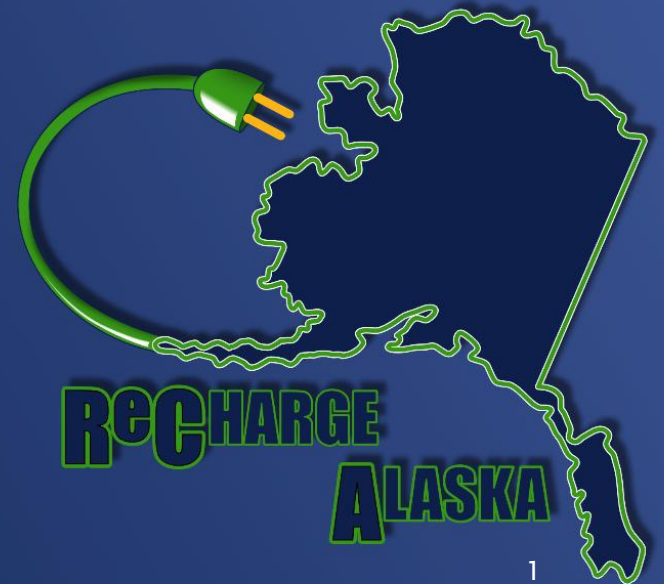


2022 Update

The Richardson Highway





Agenda

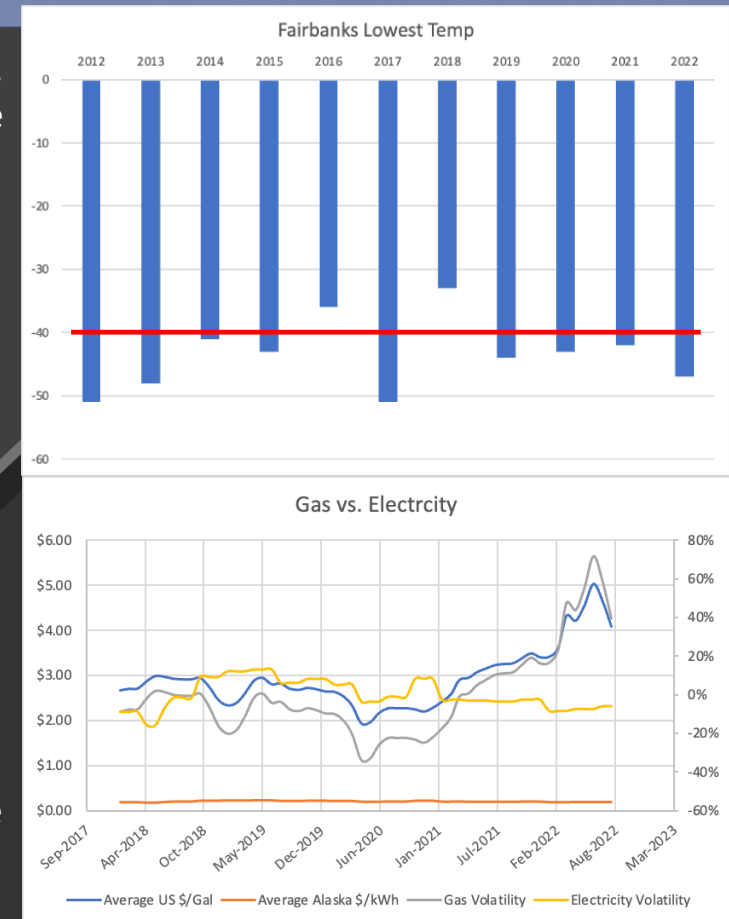
1. Philosophy
2. Procurement and Delays
3. Site Hosts
4. Ground Freezing Adversary
5. Location Siting





ReCharge Alaska Philosophy

1. EV adoption is a function of users being able to drive them throughout Alaska. We need a Public Charging Infrastructure to allow EV drivers the ability to take them where they want.
2. EVSEs are not developed for Alaska. The coldest rated commercially available EVSE is -40° . Alaskans will need adapt the equipment to meet the local environment.
3. Locals know better!
 1. Mr. White of Healy knew what the ground consisted of before breaking ground. Helped our underground work.
 2. Mr. Carlton provided gravel work to redirect spring runoff from affecting the planned Glennallen location and requested a skid for installation due to the ground moving frequently at his location.
4. Electricity prices are more stabile compared with refined hydrocarbon. Volatility is less a function of OPEC+ rulings.
 1. Local energy production reduces external forces on the market and increases resiliency to the end user.
 2. Alaska has one gasoline refinery in the State. How many Power Plants are in the State?





Procurement and Delays

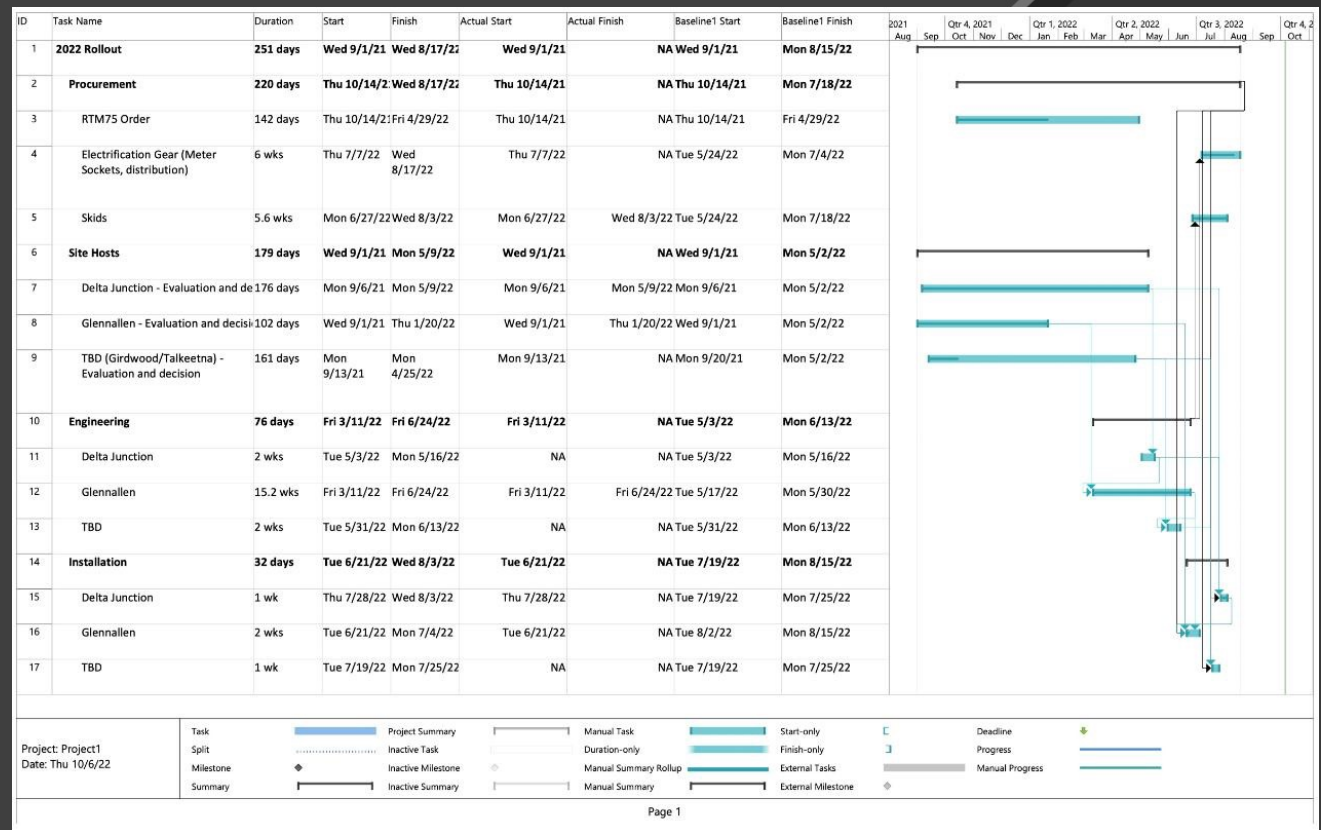
Known production delays with EVSE in 2021 made the decision to order early for 2022.

- 6mo order is now 12mo-13mo

Bipartisan Infrastructure Bill (IIJA) has put pressure on the suppliers and manufacturers; \$7.5B

- Meter Sockets went from 6w to 28w
- Pedi Transformers are ~200w

Equipment will not be easy to come by for the next 12 months.





Procurement Plan B

GVEA supports EV Transition!

Grant from GVEA to ReCharge Alaska for EVSE to own/operate

- Installed in Delta Junction

Panel Order with Anchorage Supplier was planned for 6w; currently at 28w.

- Panel pricing is 2x to 6x today as compared with 4 months ago.
- We found a cancelled farm job in Turlock California for two of the three panels needed for 2022.
- Will install one panel in Delta Junction and the other in Glennallen.
 - Allows for two operating sites but only 2 of the 3 EVSE operations.





Site Hosts

ReCharge Alaska is working toward opening travel routes around Alaska for all EVs. Owning the land where a charging location is installed provides more control for what our installations look like but reduces our ability to outlay more locations with tied up capital. We like to work with existing infrastructure to support the needs of a “Travel Stop”.

- Average time on charge is 54 minutes
- Site Hosts provide a service for EV users when charging
- Important to evaluate the what EV users will spend their time while charging
- Healy charging site is the Totem Inn with food served 12pm to 9pm
- Delta charging site is the Alaska Steak House with food served 6am to 3pm
- Glennallen charging site is the Subway with food served 9am to 8pm

Site hosts are instrumental in support for development of the site, support of the EV users, and keeping the site accessible throughout the year.



Ground Freezing Adversary



- 2023 outreach plan is to work with our suppliers to discuss prioritizing Alaska's shorter construction season.
- We saw EVSE deliveries to other regions before Alaska, putting us at a disadvantage for installation costs with winter construction.
- We are taking each construction season's lessons and applying them toward the next year's projects with hopes to provide a better product.



Location Siting

We believe that EVSEs should be placed out of the way of congested areas. See Birchwood's Tesla installation. This location requires nefarious actors to go out of their way to block EVSEs. Compared with Diamond Mall, where the EVSE is located in the ideal parking spots. Blocking of this EVSE has already happened.



ReCharge Alaska installs our EVSEs away from the “ideal parking” locations to reduce the negative impacts to the EV users. The intent is to co-exist and not prioritize one over the other.