PROJECT FACT SHEETS

Alaska Industrial Development and Export Authority

August 2026

AMBLER ACCESS PROJECT

AIDEA PROJECT FACT SHEET

Alaska Industrial Development and Export Authority

AUGUST 2026

CURRENT STATUS

In 2025, President Trump advanced the Ambler Access Road project. Under federal law (ANILCA) any denial of an access permit (including the Biden Administration's denial) can be appealed to the President. President Trump approved AIDEA's appeal of the denial of access and made a final executive decision to grant access rights. That decision is final and is not subject to further litigation.

The President's decision was broadcasted live at the White House where President Trump, Interior Secretary Doug Burgum and Secretary of Energy Chris Wright discussed the critical importance of the Ambler Road to National Security.

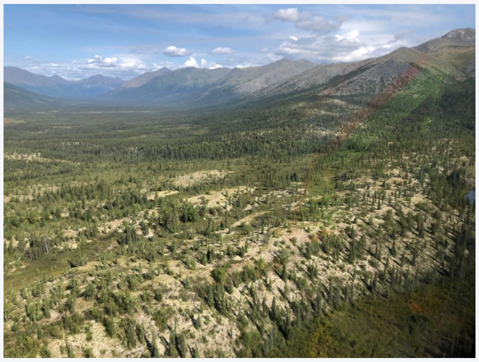
AIDEA has received the reinstatement of all federal permits. Fieldwork is ongoing for geotechnical and data collection. Work began in April including field preparation, clearing of the landing zones along with drilling at water crossings for bridge design data, excavation sites and material site investigations. HDR and Alaska Department of Fish and Game are working to collect data for the H&H, boundary, and fish habitat surveys.

POTENTIAL ECONOMIC BENEFITS

(Source: UAA CED 2019)

Estimated total tax and royalty revenue of $1,144,785,127

- **Estimates for Arctic Bornite, Sun, & Smucker Mines**
- **Mine Construction Impact**
  - **2,777 direct jobs → $286M in annual wages**
  - **2,034 indirect & induced jobs → $108M in annual wages**
- **Mining Operations**
  - **495 direct jobs → $72M in annual wages**
  - **3,436 indirect & induced jobs → $228M in annual wages**
- **Road Construction Operations**
  - **360 direct jobs annually → Average over construction period**
  - **Up to 81 direct jobs per year → Operations & maintenance over road lifespan**
- **Government Revenue Generation**
  - **$393M — Mining license tax revenues**
  - **$524M — Corporate income taxes**
  - **$214M — Production royalties**
  - **$ 13M — Claim rents**
  - **$193M — Local revenue (PILT - Payment in Lieu of Taxes and Village Improvement Fund)**
- **Independence from the import of minerals critical to U.S. economy and military**
- **Good paying jobs for families in rural Alaska**



LOCATION

Interior to northwestern Alaska

LAND OWNERS

NANA, Doyon, National Park Service, Bureau of Land Management, Northwest Arctic Borough, and Department of Natural Resources

FINANCIALS

AIDEA's Board has approved up to $103M for the project; Ambler Metals will reimburse AIDEA up to $35M under the Development Agreement.

Project Description

The Ambler Mining District has been recognized for over a century, and the 1980 Alaska National Interest Lands Conservation Act (ANILCA) guaranteed access to it. The Alaska Department of Transportation and Public Facilities evaluated a route in 2009, and responsibility for the project transferred to AIDEA in 2013 to pursue it as a public-private partnership.

The Bureau of Land Management issued its Final Environmental Impact Statement in March 2020, clearing a key regulatory milestone toward construction of the road.

SUPPORT

The project has broad federal, state, and borough support, including Governor Dunleavy, Alaska's congressional delegation, and the Alaska Miners Association, alongside project partner Ambler Metals.

Tribal resolutions of support have been passed by the communities of Allakaket, Hughes, Shungnak, Kobuk, and Ruby.

BLOOD BANK OF ALASKA

AIDEA PROJECT FACT SHEET

AUGUST 2026

CURRENT STATUS

In June 2026, Blood Bank of Alaska (BBA) CEO Bob Scanlon confirmed Alaska was experiencing its worst blood shortage in at least 15 years, a crisis linked to national blood banks building up reserves ahead of mass-casualty risk tied to major events such as the FIFA World Cup, compounded by a shrinking donor base as older generations age out of giving; BBA issued an earlier urgent donor appeal in January 2026 amid winter weather and heavy hospital demand.

In May 2026, BBA partnered with the Anchorage Fire Department to launch a new field blood-product program, named in honor of fallen AFD firefighter Elliott Taylor, enabling paramedics to administer blood products directly at the scene of traumatic blood loss.

Work continues on BBA's in-state Donor Testing Laboratory, a multi-year, State-funded project intended to make Alaska fully self-sufficient in blood testing and reduce reliance on out-of-state labs; in January 2026, incoming Alaska WWAMI medical students toured BBA's Anchorage laboratory under Chief Medical Director Dr. Megan Ritter to observe transfusion medicine operations firsthand.

JOBS

- 90 permanent jobs
- 133 construction jobs

ECONOMIC BENEFITS

- $10.4M in FY22 revenue
- $66M in induced spending
- $3.5M in recurring annual Anchorage economic activity
- An uninterrupted statewide blood supply

LOCATION

Anchorage, Alaska

PARTNERS

Lender: AIDEA / Borrower: Blood Bank of Alaska

FINANCIALS

$8.5M AIDEA loan toward a $45.7M total project budget.

Project Description

In 2015, AIDEA issued an $8.5M loan toward a $45.7M, 57,000-square-foot facility that consolidated four separate Anchorage locations into one modern center with in-house testing capability. Construction took 16 months, created 133 direct jobs (about 230 total), and the facility opened in 2016.

When the pandemic caused a roughly 50% drop in revenue, AIDEA guaranteed a $1M loan with a six-month forgiveness period, helping the Blood Bank stay operational and continue saving thousands of lives statewide.

SUPPORT

Alaska's hospitals and medical facilities rely on the Blood Bank of Alaska, including military hospitals and Alaska Native tribal health facilities — it is the state's sole blood provider.

CAMP DENALI READINESS CENTER

AIDEA PROJECT FACT SHEET

Alaska Industrial Development and Export Authority

AUGUST 2026

CURRENT STATUS

Construction finished in January 2014, ahead of schedule and under budget, and AIDEA now receives a $1.1M annual payment for the facility.

The center supports strong operational synergy between the U.S. Coast Guard, the State Division of Homeland Security and Emergency Management, and the Rescue Coordination Center.

JOBS

- 80+ construction jobs
- 116 U.S. Coast Guard jobs retained

ECONOMIC BENEFITS

- Enabled Coast Guard staff expansion at JBER
- Improved emergency-response coordination between the Coast Guard and the State

LOCATION

Joint Base Elmendorf-Richardson (JBER), Anchorage

PARTNERS

Facility Owner: AIDEA / Land Owner: JBER / Operator: DMVA / User: U.S. Coast Guard

FINANCIALS

$15M proposed budget; $14.1M actual cost. AIDEA receives a $1.1M annual payment.

Project Description

In August 2012, AIDEA's Board approved building an expansion of the National Guard Armory on JBER for U.S. Coast Guard use, under a Reimbursement Services Agreement with the Alaska Department of Military and Veterans Affairs (DMVA). DMVA reimburses AIDEA subject to legislative appropriation, operates and maintains the facility, and the Coast Guard in turn pays DMVA for its use.

Construction began in August 2012 and reached substantial completion on December 3, 2013 — ahead of schedule. The facility was delivered ready to occupy on December 18, 2013, with final sitework completed by the end of January 2014.

SUPPORT

Supported by the Department of Defense, the State of Alaska, the U.S. Coast Guard, DMVA, and surrounding communities.

DUCK POINT DEVELOPMENT II LOAN

AIDEA PROJECT FACT SHEET

AUGUST 2026

CURRENT STATUS

Icy Strait Point (ISP) rode Alaska's record-breaking 2026 cruise season, hosting near-daily calls from Celebrity, Norwegian, Holland America, Oceania, and Royal Caribbean's Ovation of the Seas, while also welcoming first-ever Alaska visits from MSC Cruises' MSC Poesia and Virgin Voyages' Brilliant Lady as both lines added Southeast Alaska itineraries in 2026.

On July 22, 2026, Disney Cruise Line signed a 15-year preferential berthing agreement with Huna Totem Corporation, securing continued weekly access to Icy Strait Point through at least 2041.

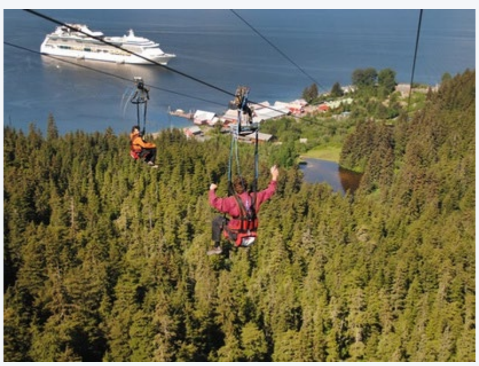
A widely syndicated May 2026 USA Today feature profiled ISP's model of dispersing visitors across its 23,000-acre footprint to protect Hoonah's character, citing Huna Totem Corporation Senior Vice President Tyler Hackman's estimate that the destination generates roughly $20 million a year in economic impact for the community of about 900 to 920 residents; ISP is Hoonah's largest employer and has welcomed more than four million cruise travelers since opening in 2004.

JOBS

- Up to 45 full-time jobs during Phase 2 construction
- Up to 60 seasonal jobs for dock facilities

ECONOMIC BENEFITS

- Local payroll grew from $2.1M to a projected $2.3M
- Icy Strait Point sales tax rose from $990K to $1.5M (2019 to 2020)
- Cruise excise tax rose from $1.2M to $1.8M (2019 to 2020)
- 20% projected growth in sales tax revenue



LOCATION

Hoonah, Alaska

PARTNERS

Lender: AIDEA / Borrower: Duck Point Development II

FINANCIALS

$9M AIDEA construction loan.

Project Description

The project scope includes a 500-foot floating dock and a 3,500-square-foot welcome center — Phase 2 of Icy Strait Point, Alaska's fourth most-visited cruise port. Duck Point Development II is a special-purpose company wholly owned by Huna Totem Corporation.

AIDEA already participates in an $18.8M loan for Phase 1 of the development. Cruise lines served at the port include Royal Caribbean, Celebrity, Norwegian, Holland America, Princess, Oceania, and Regent Seven Seas.

SUPPORT

Backed by the cruise lines calling on Icy Strait Point, the local Hoonah community, and Huna Totem Corporation.

MRO FACILITY

AIDEA PROJECT FACT SHEET

Alaska Industrial Development and Export Authority

AUGUST 2026

CURRENT STATUS

In January 2026, AIDEA issued a Request for Information for the lease or sale of the approximately 72,800-square-foot hangar, stating that FedEx now occupies the facility on a month-to-month holdover tenancy; AIDEA is seeking a lease term of 20-plus years but is open to spot leasing or a sale.

A roof replacement project at the hangar was underway in AIDEA's FY2025 capital budget.

In 2021, roughly 8,500 square feet was subleased to VIPER, a nonprofit that trains veterans in aircraft refurbishment, at no cost for the first year.

JOBS

Supports roughly 50 to 60 skilled aircraft maintenance jobs tied to FedEx's Asia operations hub in Anchorage.

ECONOMIC BENEFITS

- Helped bring a FedEx pilot base to Alaska
- Demonstrates the economic significance of FedEx's Anchorage line-maintenance capability, which is also used by other cargo carriers

LOCATION

Anchorage, Alaska

PARTNERS

Facility Owner: AIDEA / Land Owner: Alaska DOT&PF / User & Operator: FedEx

FINANCIALS

$30.75M construction budget.

Project Description

The facility includes a hangar sized for one wide-body aircraft (such as a 747), plus ramp, taxiway, road, utility, and landscaping improvements, along with a fire-suppression pump house and water storage. The ground lease at Ted Stevens Anchorage International Airport was conveyed to AIDEA, and FedEx approached AIDEA to finance the project.

Construction was completed in 1995 under a 20-year lease that expired in March 2015. AIDEA's Board approved a lease extension through July 2023; FedEx has continued in the facility on a month-to-month basis while AIDEA evaluates a longer-term lease or sale.

SUPPORT

Supported by FedEx, local communities, aviation businesses, and companies that depend on reliable express shipping.

INTERIOR ENERGY PROJECT

AIDEA PROJECT FACT SHEET

Alaska Industrial Development and Export Authority

AUGUST 2026

CURRENT STATUS

Interior Gas Utility (IGU) completed its transition to North Slope LNG during the first half of 2026, fully converting the Interior's gas supply chain from Cook Inlet to a Dalton Highway trucking model; sustained deliveries that began in December 2025 continued at an average of five to six trucks a day (about 14,000 gallons each), and the utility logged an all-time daily distribution record of 138,000 gallons on January 8, drawing on 5.5 million gallons of storage split between two Fairbanks facilities and one in North Pole.

In March 2026 legislative committee testimony, IGU General Manager Elena Sudduth confirmed the utility had received more than 5 million gallons of North Slope gas to date under new 20-year supply and liquefaction agreements with Hilcorp and Harvest Midstream, with contract terms formally commencing July 1, 2026.

IGU has continued expanding its mainline — roughly 17 miles added over the prior two years, concentrated in the fast-growing North Pole area — and now serves approximately 3,600 customers.

JOBS

Supports up to 520 local jobs.

ECONOMIC BENEFITS

- An average of 520 jobs and $14.2M in economic activity during expansion phases
- An estimated 480 additional jobs and $9.2M in income indirectly supported at Fairbanks North Star Borough businesses

LOCATION

Interior Alaska

PARTNERS

Trucking: Private Sector / Distribution: Interior Gas Utility / Natural Gas Supply: Hilcorp / LNG Capacity: Titan Expansion

FINANCIALS

$125M SETS financing; $57.5M capital budget appropriation; $150M in State-backed AIDEA bonds.

Project Description

The Interior Energy Project's goal is to reduce Interior Alaska's high fuel costs through a North Slope LNG plant paired with expanded natural gas distribution in the Fairbanks North Star Borough. It was introduced under Governor Parnell and enabled by Senate Bill 23.

The project is expected to reduce heating bills 40 to 50 percent — roughly $3,000 in annual savings per household — while also improving local air quality. At full production, the plant is capable of 24 LNG deliveries per day, with room to expand further.

SUPPORT

Supported by North Pole residents and businesses, the Fairbanks North Star Borough, the Alaska Railroad Corporation, the Federal Railroad Administration, and the City of North Pole.

ALYESCHEM NORTH SLOPE CHEMICAL & FUELS FACILITY

AIDEA PROJECT FACT SHEET

Alaska Industrial Development and Export Authority

AUGUST 2026

CURRENT STATUS

Alyeschem broke ground on May 15, 2026 on an existing AIDEA-developed gravel pad in Prudhoe Bay, marking the start of construction on the first petrochemical facility in the U.S. Arctic.

Truckable modules are being fabricated in Texas for assembly on-site; current site work includes pile driving and construction of a tank farm.

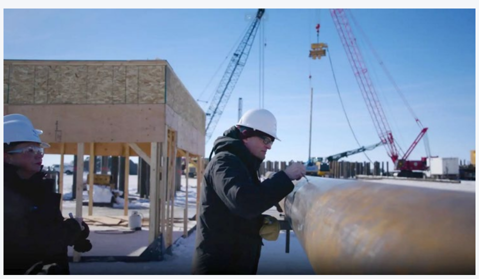
AIDEA board minutes from March 2026 note that construction is running slightly behind the original schedule, though progress remains positive overall; the facility is still expected to begin operations in late 2027.

JOBS

- About 80 jobs during construction
- 15 permanent operations jobs
- Up to 150 total jobs tied to the broader development effort

ECONOMIC BENEFITS

- Expected to cut North Slope operators' CO_2 emissions by 93%, about 45,000 tons per year
- Projected to eliminate an estimated 4,000 truck trips annually, reducing road wear and regional emissions
- Substitutes imported methanol with in-state production, creating a new revenue stream for the state



LOCATION

Prudhoe Bay, Alaska

PARTNERS

Owner & Operator: Alyeschem, LLC / Equity Investors: BP Energy Partners, McKinley Alaska Private Investment / Site: AIDEA-developed gravel pad, Prudhoe Bay

FINANCIALS

$70M AIDEA loan (Resolution G24-04); $20M converts to a permanent royalty expected to generate a minimum of $2.39M annually for AIDEA, plus over $5M annually in tax and royalty revenue for the State and North Slope Borough.

Project Description

The Alyeschem facility will convert North Slope natural gas and captured carbon dioxide into methanol and hydrogen; the hydrogen is then used to refine ultra-low sulfur diesel (ULSD) — the two largest-volume commodities currently imported to the North Slope.

Alyeschem's Distributed Chemical Manufacturing (DCheM) platform is designed to help the North Slope oil and gas industry reduce costs and emissions while building a new in-state manufacturing sector. AIDEA's $70M loan, approved via Resolution G24-04 in May 2024, matches investment from private equity partners on the roughly $140M project.

SUPPORT

Supported by the North Slope Borough, Governor Mike Dunleavy, and project partners BP Energy Partners and McKinley Alaska Private Investment / Alaska Growth Capital.

KETCHIKAN SHIPYARD, OPERATED BY JAG KETCHIKAN

AIDEA PROJECT FACT SHEET

AUGUST 2026

CURRENT STATUS

On June 29, 2026, AIDEA announced JAG Ketchikan won a $99.6M NOAA contract to modernize research vessel Bigelow, running June 2026 through April 2029 — the shipyard's largest contract to date.

Employment has grown substantially under JAG; AIDEA's June 29, 2026 release cites about 150 workers, while 2026 board minutes cited figures as high as 200 amid hiring for new contracts.

A new MOU with Generations Southeast establishes workforce training financed by the Central Council of Tlingit & Haida Indian Tribes, Sealaska, and other partners.

JOBS

- Pre-2025 (under Vigor): about 97 employees
- Mid-2025 wind-down: about 18 employees
- As of June 2026 (under JAG, per NOAA Bigelow announcement): about 150 employees, up from roughly 15

ECONOMIC BENEFITS

- $99.6M NOAA Bigelow contract awarded June 2026 — the largest in shipyard history, running through April 2029
- $3,343,113 to AIDEA and $133,389,676 to the local economy from Vigor, 2014–2024
- $80.1M in federal and state funds invested in the shipyard
- Business activity and jobs are rising again under JAG's operation

LOCATION

Ketchikan, Alaska

PARTNERS

Land Owner: Ketchikan Gateway Borough & City of Ketchikan / Lessee: AIDEA

FINANCIALS

$80.1M in federal and state funds invested (per Vigor's 2021 report, received July 2022).

Project Description

The shipyard sits on 25.27 acres adjacent to the Alaska Marine Highway System's ferry facility and includes two floating drydocks (10,000-ton and 2,500-ton capacity). The Alaska Department of Transportation and Public Facilities spent roughly $30M building the yard in the 1980s, and it continues to provide maintenance support for AMHS vessels.

AIDEA acquired title to the shipyard in 1997 and entered an operating agreement with Alaska Ship & Drydock. Vigor Industrial purchased AS&D in 2012 (renamed Vigor Alaska in 2013), and in 2025 AIDEA transitioned shipyard operations to JAG Marine Group.

SUPPORT

Supported by JAG Marine Group, the Ketchikan Gateway Borough, the City of Ketchikan, Ketchikan Public Utilities, and the Alaska Marine Highway System.

KETCHIKAN SHIPYARD — CONTINUED

AIDEA PROJECT FACT SHEET

AIDEA
Alaska Industrial Development and Export Authority

AUGUST 2026

HISTORY OF ASSET & OPERATING AGREEMENT

- 1997 — AIDEA acquires the Ketchikan Shipyard.
- 2012 — Vigor Industrial assumes shipyard operations.
- 2015 — Vigor's operating agreement is extended through November 30, 2025.
- February 28, 2025 — AIDEA declines to further extend the agreement.
- July 2025 — A tentative agreement is reached to transfer operations to JAG.
- September 19, 2025 — JAG Marine Group becomes the shipyard operator.

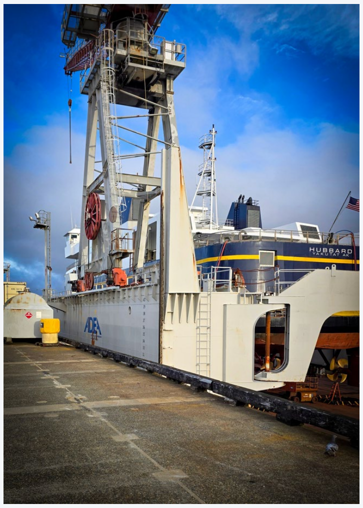
CURRENT OPERATIONAL UPDATE

Workload & Contracts

JAG has secured multi-year federal and state work, including NOAA vessel contracts, while Alaska Marine Highway System vessels remain the shipyard's core customers.

Workforce Development

A January 13, 2026 memorandum of understanding establishes a training-to-employment pipeline with Generations Southeast, the Central Council of Tlingit & Haida Indian Tribes, Sealaska, and the State of Alaska.



RED DOG MINE ACCESS INFRASTRUCTURE (DMTS)

AIDEA PROJECT FACT SHEET

Alaska Industrial Development and Export Authority

AUGUST 2026

CURRENT STATUS

Teck's 2026 shipping season at the Red Dog port began July 12, 2026; the mine posted Q2 2026 gross profit of $131M, up from $117M in Q2 2025, according to Teck's second-quarter results.

Teck continues exploration drilling at the nearby Aktigiruq (estimated 80–150 million tonnes at 16–18% zinc) and Anarraaq (19.4 million tonnes at 14.4% zinc) deposits, both within about 15 miles of the mill; construction of an access road to support this winter's exploration program is planned to begin in January.

Current ore reserves are sufficient to sustain operations at Red Dog into the early 2030s while exploration works to extend mine life via these newly confirmed zinc discoveries.

JOBS

- 500+ direct full-time jobs in mine and port operations
- 100 seasonal jobs in port operations

ECONOMIC BENEFITS

- About $100M in annual royalties paid to NANA and other ANCSA corporations
- Payment-in-lieu-of-taxes (PILT) to the Northwest Arctic Borough
- Teck support for Northwest Arctic Borough organizations and events
- Bulk fuel cost savings passed on to nearby villages

LOCATION

Near Red Dog Mine, northwest Alaska

PARTNERS

Owner: AIDEA / Operator: Teck / Landowner: NANA Regional Corporation, Inc.

FINANCIALS

$180M for initial construction; $85M for the 1997 expansion.

Project Description

The De Long Mountain Transportation System (DMTS) is a 52-mile road-and-port system that opened in 1989 to serve the Red Dog Mine, one of the world's largest zinc mines. Teck operates the mine on land owned by NANA Regional Corporation. A 1999 port expansion increased overall throughput.

- 52-mile, 30-foot-wide gravel haul road
- A shallow-water dock
- An offshore conveyor and lightering system
- A fuel distribution facility with six tanks and roughly 15 million gallons of capacity
- Ore storage in two buildings totaling about 1.2 million tons of capacity
- On-site power, utilities, and residential quarters for up to 96 workers

SUPPORT

Supported by the Northwest Arctic Borough and its residents, through jobs, reduced heating costs, and support for local non-profits.

SECTION 1002 COASTAL PLAIN LEASES

AIDEA PROJECT FACT SHEET

Alaska Industrial Development and Export Authority

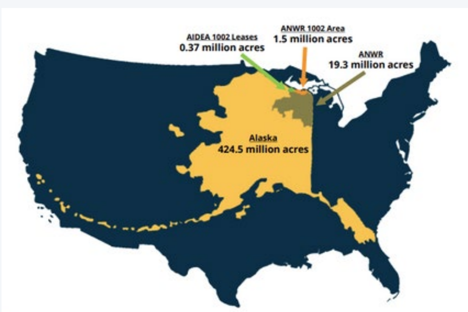
AUGUST 2026

CURRENT STATUS

On February 10, 2026, the U.S. District Court for the District of Alaska voluntarily dismissed a lawsuit that had sought to block development on AIDEA's Coastal Plain leases, a result Executive Director Randy Ruaro called a removal of “another potential obstacle” to responsible development; days earlier, fifteen Democratic-led states dropped their own six-year-old challenge to the Coastal Plain leasing program, though opponents including the Gwich'in Steering Committee continue a separate suit, with a related Ninth Circuit appeal set for oral argument September 15, 2026.

Building on this legal clarity, AIDEA's Board approved up to $190M on May 13, 2026 for 3D seismic work and lease-sale bidding, then won three additional tracts at the Bureau of Land Management's June 5 Coastal Plain sale, bringing total holdings to nine leases representing over 345,000 acres.

AIDEA has since engaged contractor ACES to advance a multi-year seismic acquisition and interpretation program, targeting completion of permitting and cultural-resource surveys by year-end 2026 and field data acquisition during the winter 2027 season.



LOCATION

Non-wilderness Coastal Plain of the Arctic National Wildlife Refuge (ANWR), Alaska

PARTIES

Lessor: Bureau of Land Management /
Lessee: AIDEA

Project Description

The Section 1002 Area covers 1.56 million non-wilderness acres within ANWR, set aside for potential development in 1980 under the Alaska National Interest Lands Conservation Act (ANILCA). Surface infrastructure is capped at 2,000 acres — less than 0.001% of the Area.

In December 2020, the Bureau of Land Management held the first of two planned lease sales, at which AIDEA bid on 11 tracts and was awarded 9. Following the June 2026 Coastal Plain lease sale, AIDEA holds nine leases totaling over 345,000 acres. Revenue from development is intended to help fund local services.

Government Revenues (in Millions of 2017 Dollars)

Category	Annual Average	Total
North Slope Borough property taxes	$49	$1,119
State of Alaska royalties	$782	$15,648
State of Alaska taxes	$1,220	$24,425
Federal royalties	$782	$15,648
Federal taxes	$673	$13,459

Source: Northern Economics, Inc., 2023 estimate.

Jobs (Average Number of Part-Time and Full-Time Positions)

Effects	Category	Annual Average	Peak
Direct	Exploration	250	650
Direct	Development	2,260	3,300
Direct	Production	770	1,200
Indirect	Exploration	130	390
Indirect	Development	1,720	2,500
Indirect	Production	1,020	1,600

Source: Northern Economics, Inc., 2023 estimates based on IMPLAN 2021 data, Section 3.4.10 (Economy) of the Supplemental EIS.

SUPPORT

Voice of the Arctic Iñupiat — a coalition of 24 entities — along with Governor Dunleavy, the Alaska Legislature, and Alaska's congressional delegation have supported development since ANILCA's passage in 1980.

Kaktovik, the only Alaska Native community located inside ANWR, remains a strong supporter of the project.

SNETTISHAM HYDROELECTRIC FACILITY

AIDEA PROJECT FACT SHEET

AIDEA Alaska Industrial Development and Export Authority

AUGUST 2026

CURRENT STATUS

The facility continues to supply most of Juneau's electricity. Alaska Electric Light and Power (AEL&P) is investing in reliability upgrades, including vegetation management and line undergrounding.

In May 2026, AEL&P filed a rate case with the Regulatory Commission of Alaska seeking roughly a 25% base-rate increase, citing rising maintenance and capital costs; the proposal drew public pushback over affordability and remained under RCA review as of mid-2026.

The proposed Sweetheart Lake project (Juneau Hydropower) — a $265M, 19.8-megawatt development that would add about 20% renewable capacity — has a construction-start deadline of September 2026; whether that deadline has been met is not yet confirmed.

JOBS

- 11 full-time jobs (5 at AEL&P, 6 at DIPAC)
- 10 indirect jobs
- 5 seasonal jobs at the fish hatchery

ECONOMIC BENEFITS

- Provides about 70% of Juneau's electricity
- Delivers reliable, low-cost power
- Supplies power to Princess Cruise ships when available
- Supplies power to the Greens Creek Mine when available

LOCATION

Juneau, Alaska

PARTNERS

Owner: AIDEA / Operator: Alaska Electric Light and Power Company / Debt Trustee, Registrar & Paying Agent: U.S. Bank National Association

Project Description

The facility provides renewable, low-cost power to Juneau while reducing reliance on diesel generation and its associated emissions — continuing a hydroelectric tradition in Juneau dating back to the gold-mining era. Long Lake and Crater Lake, identified about 30 miles southeast of Juneau, became the project's water sources.

The U.S. Army Corps of Engineers built the Long Lake facility starting in 1967, delivering 47.2 megawatts by 1973 through an 8,400-foot power tunnel, a remote camp, a boat slip, an airstrip, and a 44-mile transmission line. Crater Lake was added in 1990, contributing 31 additional megawatts for a combined 78.2 megawatts — about 65% of AEL&P's total power supply.

SUPPORT

Supported by the City and Borough of Juneau, its consumers, AEL&P, and local businesses, as well as Princess Cruise ships and the Greens Creek Mine when excess power is available, the Snettisham Fish Hatchery, and the State of Alaska.

SSQ LINE

AIDEA PROJECT FACT SHEET

AUGUST 2026

CURRENT STATUS

On December 18, 2025, the U.S. Fish and Wildlife Service signed a 50-year right-of-way decision record authorizing the transmission line rebuild (Projects 2 and 3) through the Kenai National Wildlife Refuge, clearing a key federal approval for the upgrade corridor.

Chugach Electric Association's Project 2 construction bids were due July 2, 2026, with the rebuilt segment targeted for completion by June 30, 2027, as part of the Alaska Energy Authority's (AEA) multi-year Railbelt modernization effort continuing through January 2029.

The upgrade is financed through existing power sales agreements, placing no additional burden on ratepayers or the state budget, and is expected to save an estimated $3.3 billion over 50 years.

ECONOMIC BENEFITS

- The SSQ Line became part of the Bradley Project under the Bradley Lake Project Management Committee, improving cost alignment for capacity upgrades
- Increased reliability and reduced outage risk for the region

LOCATION

Sterling, Alaska

PARTNERS

Lender: AIDEA / Borrower: Alaska Energy Authority

FINANCIALS

$17M AIDEA loan.

Project Description

The transmission path runs through Homer Electric Association's system, including the Sterling-Quartz Creek 115kV line (SSQ), which was taken out of service during the 2019 Swan Lake Wildfire.

AIDEA's bond financed AEA's acquisition of HEA's roughly 39.3-mile SSQ line and associated right-of-way permits as part of the Bradley Lake Hydroelectric Project — benefiting the region, the state, and Railbelt ratepayers broadly.

SUPPORT

Railbelt utilities — Homer Electric, Chugach Electric, Matanuska Electric, Golden Valley Electric, and the City of Seward — supported the purchase, and AEA and its utility partners continue upgrading the line to reduce losses and increase capacity.

WEST SUSITNA ACCESS PROJECT

AIDEA PROJECT FACT SHEET

AUGUST 2026

CURRENT STATUS

AIDEA's Section 404 permit application — including a Skwentna Alternative Crossing analysis and Jurisdictional Determination Report — remains under review by the U.S. Army Corps of Engineers, which continued working through the applicant-prepared Environmental Assessment in March 2026, with an outstanding regulatory-compliance item resolved by May 2026.

JOBS

Supports a variety of jobs across mining, oil and gas production, construction, alternative energy, forestry, agriculture, and road maintenance and operations.

ECONOMIC BENEFITS

- Enables mineral development (gold, silver, copper, antimony, coal, and platinum)
- Supports agricultural development and timber harvest
- Opens opportunities for alternative energy development
- Expands recreational access and emergency/wildfire responder access
- Unlocks more than 45,000 acres of State and Mat-Su Borough land

LOCATION
Western Matanuska-Susitna Borough, Alaska

PARTNERS
Matanuska-Susitna Borough

FINANCIALS
To be determined.

Project Description

Since 2024, AIDEA has been advancing a public industrial toll road to support economic development, resource extraction, recreational access, and job creation in the western Mat-Su Borough.

The route runs roughly 78 miles from the west side of Alexander Creek to the Whiskey Bravo airstrip, near the Nova Minerals and U.S. GoldMining camp. The project is modeled after the De Long Mountain Transportation System serving Red Dog Mine and will be funded through toll revenue, reducing reliance on state funding.

SUPPORT

Supported by the Matanuska-Susitna Borough, AIDEA, the State of Alaska, the Alaska Miners Association, and local hunters and recreational users.