

AMBLER ACCESS PROJECT



August 2024



Current Status

On June 28, 2024, the Bureau of Land Management issued an illegal Record of Decision on the Supplemental Environmental Impact Statement (SEIS), claiming discretion to adopt a "No Action" alternative. AIDEA disputes this, citing ANILCA 201(4)b, which mandates access across Gates of the Arctic National Preserve for surface transportation purposes, without discretion of the Secretary of Interior.

AIDEA continues to advance the project, processing robust field data from 2023 to enhance design and expanding stakeholder outreach in local communities and tribes closest to the project. As of December 2023, the project has boosted economic impacts with investments exceeding \$25,750,000 from state mining claims spanning nearly 600,000 acres. The projects development activities totaled \$18 million in 2023, with approximately \$9 million reimbursed by Ambler Metals under the development agreement.

Investments in the Ambler Mining District state mining claims and the Ambler Road surpassed \$43,750,000 in 2023. This represents a 4.8-fold contribution from mining companies for every dollar invested by AIDEA.



Potential Jobs

- 4,811 jobs relating to mine construction
- 3,931 jobs relating to mining operations
- 441 jobs relating to road construction, operations, and maintenance over the life of the road



Potential Economic Benefits

- \$393 million in mining license tax revenues, \$524 million in corporate income taxes, \$214 million in production royalties, and \$13 million in claim rents, boosting government revenues
- Independence from the import of minerals critical to U.S. economy and military
- Good paying jobs for families in rural Alaska



Project Description

The Ambler Mining District is a large prospective copper-zinc mineral mine with extensive deposits of critical minerals and other elements making this a secure, reliable US supply-chain resource essential for our nation's tech-focused economy and military effectiveness. The project approach is modeled on the successful DeLong Mountain Transportation System (DMTS).

In 2009, the Alaska Department of Transportation and Public Facilities (DOT&PF) began evaluating possible routes to the Ambler Mining District, ultimately resulting in the identification of a potential corridor that would connect the Dalton Highway via the Gates of the Arctic National Preserve. In 2013, the project was transferred from the DOT&PF to AIDEA with the goal of forming a public-private partnership to finance, construct, operate, and maintain the controlled industrial private access road. In March 2020, the Final Environmental Impact Statement was issued by the Bureau of Land Management. In October 2021, the Northwest Arctic Borough Assembly passed a resolution in support of the Ambler Access Project. In 2022, the Bureau of Land Management began a supplemental environmental impact statement process which is anticipated to be concluded in 2024.

The project is currently in Final Feasibility and Permitting Phase and preparing for a final investment decision.

Location

Interior to northwestern Alaska

Stakeholders

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

Financials

AIDEA Board and Ambler Metals have approved \$53 million of the \$70 million funding agreement. The funding agreement is a cost recovery between AIDEA and Ambler Metals to cover 50% of the approved cost.

Support

The project has broad support from the Northwest Arctic Borough, Governor Dunleavy, members of Alaska's congressional delegation, Alaska Miners Association, Ambler Metals. The following local tribes have adopted resolutions of support: Allakaket, Hughes, Shungnak, and Ruby.

BLOOD BANK OF ALASKA



August 2024



Current Status

The BloodBank of Alaska's (BBA's) main facility was specifically designed to support additional laboratory testing and an onsite donor testing laboratory and align with its mission of serving the Alaskan community by meeting the changing healthcare needs of the state. The BBA was granted additional funding in Q2-24 by the Alaska Legislature to build a donor testing lab, projected to be operational by Q4-26. This investment is crucial for the state's infrastructure, as BBA is responsible for providing blood to all 23 hospitals in Alaska in a declared emergency. Once completed, BBA's Donor Testing lab will extend the useful life of blood and the blood products to the benefit of Alaska's health. The lab will increase efficiency, lower costs, and enable rapid response to blood needs in emergencies, benefitting the health of Alaskans.

The loan to BloodBank of Alaska (BBA) is current, and the borrower is meeting all requirements of the AIDEA loan.



Jobs

- 90 permanent
- 133 construction



Economic Benefits

- Induced spending of \$66 million for the project
- Recurring \$3.5 million annually in new economic activity in the Anchorage area
- Continues to assure uninterrupted availability of blood and blood products to Alaskans



Project Description

In 2015, AIDEA's Board approved a loan of up to \$8.5 million to construct and furnish a 57,000 sq. ft. laboratory and collection facility for the Blood Bank of Alaska. This project, budgeted at \$45.7 million, consolidated all four of its Anchorage facilities and expanded upon existing capacity. In addition to a more convenient, consolidated space, blood samples from donations do not have to be sent out of state for testing but can be done in-house at the facility.

Over the 16-month construction period, the project directly employed approximately 133 workers, while total employment, including indirect and induced employment, was approximately 230 jobs. They officially opened the doors of the new facility in 2016.

When 50% of its ongoing revenues were lost due to the pandemic, AIDEA was able to guarantee a million-dollar loan from a local Alaskan bank and a six-month forgiveness on payment. Because of AIDEA's prompt actions, the Blood Bank of Alaska was able to keep its doors open and ensure that blood and blood products were available to Alaskans in their time of need, which saved thousands of lives.

Support

Support comes from a wide range of hospital and medical facilities across Alaska, including both military and Alaska Native tribal hospitals that rely on the Blood Bank of Alaska as the sole provider of blood and blood products in Alaska.

Location

Anchorage, Alaska

Partners

Lender: AIDEA

Borrower: Blood Bank of Alaska

Financials

\$8.5 million loan to construct and furnish a 57,000 sq. ft. laboratory and collection facility.

\$45.7 million budgeted for entire project.

BLUECREST ENERGY DRILLING RIG LOAN



August 2024

Current Status

Recognizing the potential for loss when preparing the FY-23 financial statements, AIDEA established an allowance for loan losses for the AIDEA direct project finance loan that originated in 2015 with BlueCrest and co-borrowers. On June 20, 2024, the AIDEA Board passed Resolution G24-06, approving a payoff of this loan with the following terms:

- No further loan modifications or forbearance;
- Payment of \$3.0 million on or before July 1, 2024;
- Release of the BlueCrest Rig #1 and associated equipment as collateral pursuant to current and valid UCC filings with the State of Alaska within 90-days of the payment in #1, above;
- Remaining amount of loan, net of the payment in #1 above, will be secured by a lien and active UCC interest in the 50-bed man camp;
- The Borrowers shall provide additional collateral satisfactory to the Authority;
- A second payment of \$3.0 million plus accrued interest shall be made on or before July 1, 2025;
- Monthly interest to accrue at 8.0% for a period of 12-months, from July 1, 2024 to July 1, 2025;
- Amount of any royalty reduction if granted paid over 50% to AIDEA with corresponding reductions in balance owed on the \$3.0 million plus accrued interest due on or before July 1, 2025.

Jobs

- Up to 100 full-time jobs associated with active drilling operations
- Up to 20 full-time jobs associated with production facility operations
- Additional management, admin, and support of drilling operations jobs



Economic Benefits

- Rig and facility provide new Borough property tax revenues
- Oil from the Cosmopolitan Unit will increase current total
- Cook Inlet oil production supporting local communities, businesses, and residents
- Oil produced is sold to the Tesoro Refinery, supporting local jobs and reducing oil imports



Location

Nikiski, Alaska

Partners

Lender: AIDEA

Borrower: BlueCrest Alaska Operating, LLC

Financials

\$30 million AIDEA direct project financing loan investment

Project Description

BlueCrest Energy Inc. utilized an AIDEA direct-financing loan for the procurement, transportation, initial outfitting, and commissioning of a new on-shore drilling rig, rig man camp, and associated materials, tools, and equipment to support its ongoing development of the Cosmopolitan oil and gas lease blocks in the southern portion of Cook Inlet. The Cosmopolitan Project area, which consists of four State leases comprised of over 13,000 off-shore acres is capable of accessing six known oil zones and 6+ unknown gas zones, is 100% owned and operated by BlueCrest.

BlueCrest Energy is currently producing oil and natural gas at a level of 1,000 to 1,500 barrels per day (BOEPD) from the Cosmopolitan Field, with the oil trucked to Marathon Petroleum Co.'s refinery at Nikiski, near Kenai. Producing at these levels has generated over \$13 million of royalty revenue for the state of Alaska. Three of four wells now producing oil for BlueCrest incorporate the company's new "fishbone" concept. The fishbone wells are particularly suited for the rock formation within the Cosmopolitan Unit because the consolidated nature of the geology allows wellbores to remain open after drilling, making hydraulic fracturing less effective than BlueCrest's multilateral approach.

Support

Support comes from the Kenai Peninsula Borough, the State of Alaska, local engineering and construction companies, local communities and residents of those communities who benefit through the economic impact and job opportunities afforded by this project.

CAMP DENALI READINESS CENTER

August 2024



Current Status

The project was completed and delivered to the U.S. Department of Military and Veterans Affairs (DMVA) in January 2014 ahead of schedule and under budget. The project provides an annual payment to AIDEA of \$1.1 million. The consolidation of services provides great synergy between the U.S.C.G., the State of Alaska Division of Homeland Security & Emergency Management and the Rescue Coordination Center.



Jobs

- More than 80 new construction jobs
- Retained 116 USCG Anchorage-based jobs



Economic Benefits

- Allows USCG to expand their civilian, local and military staff
- Provides improved synergy between USCG and State of Alaska Emergency response personnel



Location

Joint Base Elmendorf- Richardson in Anchorage, Alaska

Partners

Facility Owner: AIDEA

Land Owner: Joint Base Elmendorf-Richardson

Operator: DMVA

User: United States Coast Guard

Financials

\$15 million proposed budget

\$14.1 million actual spent

\$1.1 million annual payment to AIDEA

Project Description

In August 2012, the Board approved AIDEA to construct, own, and operate a facility, which would be an expansion of the existing National Guard Armory, for use by the U.S. Coast Guard on Joint Base Elmendorf-Richardson (JBER). Using funds provided via a Reimbursement Services Agreement to AIDEA from the Department of Military and Veterans Affairs (DMVA), AIDEA retained a consultant to advance specifications to a design level.

Through the Project Development and Operations Agreement, the DMVA is responsible for payments to AIDEA, subject to future legislative appropriations. DMVA is responsible for the operations and maintenance of the facility and the USCG will pay the DMVA directly for these services.

Construction of the Camp Denali Readiness Center Addition Project (CDRCAP) began in August 2012. Substantial completion was achieved on December 3, 2013, more than a month ahead of schedule. This project proceeded without any significant issues. The CDRCAP was delivered to the DMVA substantially complete in a ready-to-occupy state on December 18, 2013. Final delivery of all site work was the end of January 2014.

Support

Support comes from the Department of Defense, the State of Alaska, the United States Coast Guard, the Department of Military and Veterans Affairs, as well as surrounding communities benefitting from civilian job opportunities.

DUCK POINT DEVELOPMENT II LOAN



August 2024

Current Status

Icy Strait Point has seen increased cruise ship activity from notable cruise lines like Carnival, Viking, Disney, Crystal, Silversea, and Norwegian. Following repairs in Skagway due to rockslides, Royal Caribbean's Quantum of the Seas has been rerouted to include Icy Strait Point instead. This change affects multiple summer sailings, boosting the port's exposure to cruise passengers and showcasing its readiness to accommodate large cruise ships.

Jobs

- Up to 45 full-time jobs associated with Phase 2 of construction
- Up to 60 seasonal jobs in support of new dock facilities

Economic Benefits

- Local payroll at \$2.1 million in 2019 and anticipated to increase to \$2.3 million
- Total sales tax revenue from ISP at \$990,000 in 2019, increasing to \$1.5 million by 2020
- Cruise passenger excise tax revenue to municipality at \$1.2 million in 2019 and \$1.8 million in 2020
- Projected growth of sales tax revenue by 20%



Location
Hoonah, Alaska

Partners
Lender: AIDEA
Borrower: Duck Point Development II

Financials
\$9 million AIDEA construction loan

Project Description

The scope of the Duck Point Development II project was to provide financing support for the development and construction of a new 500-foot floating dock, a 3,500 sq. ft. welcome center and related uplands development as Phase 2 of Icy Strait Point (ISP).

Duck Point Development II is a special purpose company, wholly-owned by the Huna Totem Corporation (HTC) and was established to construct and manage Phase 2 of HTC's ISP.

AIDEA has an existing loan participation to Phase 1 of ISP in the amount of \$18.8 million. ISP caters to cruise ship guests and offers a unique port for those traveling with Royal Caribbean, Celebrity, Norwegian Cruise Lines, Holland America, Princess, Oceania, and Regent Seven Seas cruise lines.

ISP is the fourth most-visited port in Alaska.

Support

Support comes from the numerous cruise lines that visit port, local communities who benefit from the tourism and subsequent economic stimulation, local communities and Huna Totem Corporation.

FEDEX AIRCRAFT MAINTENANCE FACILITY



August 2024

Current Status

The building continues to perform well and meets FedEx's operational needs in Alaska. Preliminary discussions have begun regarding lease renewal and a future capital improvements program. In 2021, AIDEA and FedEx agreed to sublease approximately 8,500 sq. ft. of space to VIPER, a non-profit organization that assists veterans with transitioning into the private sector workforce at no charge for one year. VIPER utilizes the space to train veterans in aircraft refurbishment work. Efforts are underway to address the PFAS conversion to an EPA acceptable fire suppression agent.

Jobs

- Approximately 50 to 60 highly skilled aircraft maintenance jobs supporting a critical hub of Fed Ex's Asia operations. The hangar provides a sheltered place for routine and non-routine maintenance of Fed Ex's diverse wide body freighter fleet.



Economic Benefits

- Brought a pilot base to Alaska
- Demonstrates economic significance of the FedEx Anchorage operation by their ability to perform line maintenance on their fleet of aircraft operating through Anchorage and use by other cargo carriers



Location

Anchorage, Alaska

Partners

Facility Owner: AIDEA

Land Owner: AK DOT&PF

User: FedEx

Operator: FedEx

Financials

\$30.75 million construction budget

Project Description

The FedEx Maintenance, Repair, and Operations (MRO) Facility consists of a hangar capable of accommodating one wide-body aircraft, such as a Boeing 747. The project also includes a ramp, taxiway, road, utilities, and landscaping. The hangar is supported by a fire suppression pump house and water storage facility, which was constructed as part of this project.

FedEx has a ground lease agreement at the Ted Stevens Anchorage International Airport (TSAIA), which was conveyed to AIDEA. FedEx management realized the potential to enhance their Anchorage operation by being able to perform line maintenance on their fleet of 747 aircraft operating through Anchorage and approached AIDEA to finance the facility.

The facility was completed in 1995 and FedEx signed a 20-year lease with AIDEA for use of the Aircraft Maintenance Facility and adjacent Fire Suppression Facility. The lease expired in March 2015 and the AIDEA Board approved the new lease through July 2023. AIDEA is actively negotiating a long-term extension for the anchor tenant.

Preliminary discussions have started with FedEx about lease renewal and capital improvement project development.

Support

Support comes from FedEx and local communities and aviation-related businesses as well as businesses relying on express shipping.

INTERIOR ENERGY PROJECT



August 2024

Current Status

Management of the Interior Gas Utility (IGU) will attend the American Public Gas Association Conference at the end of July to receive the Public Gas System Achievement Award. This award recognizes their work utilizing North Slope gas supply.

IGU has 350 applications approved for construction in 2024. In the last 9 months, over 440 connections have been installed. IGU expects to start receiving gas in February, 2025, from the Harvest LNG facility, a former AIDEA-owned and constructed pad. To date, three new LNG trailers have been received in Fairbanks. They are currently being registered with the Department of Transportation and will soon be put into service.

Jobs

- Up to 520 local jobs



Economic Benefits

- During the period of infrastructure expansion and customer conversion, the project is anticipated to support on average 520 jobs, creating up to \$14.2 million in economic activity
- Of these, approximately 480 jobs and \$9.2 million in income are indirectly supported at other FNSB businesses



Project Description

The goal of the Interior Energy Project (IEP) is to reduce the long-term cost of fuel to Interior Alaska by providing an alternative, lower cost, and cleaner fuel source. The Interior Energy Project (IEP) was introduced by former Governor Sean Parnell to bring affordable energy to as many Interior Alaska residents as quickly as possible. Senate Bill 23 passed unanimously and provided the financial tools for AIDEA to partner with the private sector in the development of both a liquefied natural gas (LNG) plant on the North Slope and an expanded natural gas distribution system within the Fairbanks North Star Borough.

The IEP was anticipated to reduce monthly heating bills by 40-50%, resulting in up to \$3,000 in savings annually by residential ratepayers. Clean-burning natural gas helps substantially improve FNSB air quality over wood and fuel oil heating systems, helping to meet Environmental Protection Agency (EPA) standards.

At full production, the initial North Slope LNG plant is anticipated to require 24 deliveries per day. The IEP will have the capability to expand and produce more LNG as natural gas demand grows in Interior Alaska.

Location

Interior Alaska

Partners

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

Financials

\$125 million in SETS financing
\$57.5 million in capital budget appropriation
\$150 million in State-backed AIDEA bonds

Support

Support comes from the local residents of North Pole and surrounding serviceable areas, as well as surrounding local businesses. This is also supported by the Fairbanks North Star Borough, the Alaska Railroad Corporation, the Federal Railroad Administration, and the City of North Pole.

KETCHIKAN SHIPYARD, OPERATED BY VIGOR ALASKA



Current Status

The Ketchikan Shipyard, operated by Vigor Alaska (KSY/VA) is currently working on four contracts, including the CGC John McCormick, the first Coast Guard maintenance solicitation awarded to the KSY/VA since 2011.

Upcoming work is forecasted through 2024 on three additional contracts that have been awarded.



Jobs

- 80 currently employed
- Year-round, steady jobs with benefits & advancement opportunities among strongest in the community



Economic Benefits

- Reliable, cost effective and quality vessel maintenance repair and construction services
- Since 2014 Ketchikan Shipyard/Vigor has provided \$3,343,113 in profit and revenue sharing and has contributed \$133,389,676 in the community as combined payroll and vendor purchases
- All share in facility profits when milestones are met

August 2024



Project Description

The Ketchikan Shipyard, operated by Vigor Alaska (KSY/VA), is located in Ketchikan, Alaska, and is adjacent to the Alaska Marine Highway System (AMHS) ferry facility. The shipyard consists of approximately 25.27 acres of real property, various buildings, fixtures and improvements, floating drydocks (10,000 ton and 2,500 ton lift capacity), various equipment and tools and other personal property.

The Department of Transportation & Public Facilities (DOT&PF) spent approximately \$30 million to construct the shipyard during the 1980s. The KSY/VA provides maintenance for of providing maintenance for the AMHS. Under an agreement with the State of Alaska, the City of Ketchikan subleased operation and management of the shipyard to private contractors.

In 1997, AIDEA acquired the title to and ownership of the Ketchikan Shipyard and entered into an agreement with Alaska Ship & Drydock (AS&D) for the operation of the shipyard. Vigor Industrial purchased the shipyard operator (AS&D) in March 2012. The following year, AS&D changed their name to Vigor Alaska.

Location

Ketchikan, Alaska

Partners

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

Financials

\$80.1 million* in Federal and State funds expended for construction, upgrades, deferred maintenance, and other improvements.

*Numbers reported from Vigor's 2021 Annual Operations and Performance Report received July 2022.

Support

Support primarily comes from Vigor Alaska, Ketchikan Gateway Borough, the City of Ketchikan, Ketchikan Public Utilities, and the Alaska Marine Highway System.

KETCHIKAN SHIPYARD, OPERATED BY VIGOR ALASKA



History of Asset and Operating Agreement

AIDEA acquired title and ownership of the Ketchikan Shipyard in 1997 through an agreement with the State Department of Transportation and Public Facilities. AIDEA entered into an amended and restated ten-year operating agreement with Alaska Ship & Drydock, Inc. in 2005 which included two ten-year extension options. The operations of the shipyard were transferred to Vigor Alaska, LLC (Vigor) in 2012 and the operating agreement was subsequently extended for the first of the ten year extensions through November 30, 2025. Annual payments from Vigor Alaska, LLC for the use of the shipyard are based on a minimum maintenance requirement and a payment of a percentage of revenue, which is applied in three ways:

1. Reimbursement from R & R account to AIDEA for administrative costs up to \$18,000 annually, adjusted for inflation.
2. Repair and Replacement (R&R) Account contributions established under the agreement. Vigor's contributions to the R&R account are calculated as One percent (1%) of Vigor's gross revenues derived from uses of the shipyard. All cost of such maintenance, up to maximum annual limit of \$420,013, shall be borne by Vigor at Vigor's sole cost and expense.
3. Any remaining funds are to be distributed to AIDEA and the local Ketchikan governments once the R&R account is fully funded.

Operating Agreement Amendment

On November 16, 2020 and through AIDEA Board Resolution G20-28, AIDEA and Vigor management executed Amendment No.6 to the Operating agreement that updated the calculation for Vigor's maximum obligation to identify the true costs of maintenance spending required to safely and efficiently operate the Shipyard, while maintaining AIDEA's asset to the highest possible standard. This included:

- An increase in Vigors' annual repair and replacement obligation by \$50,000, to a new annual maximum limit of \$420,013.
- Apply the annual increase retroactively beginning from 2018 and continuing for 5 consecutive years thru 2022.
- Review the total annual maintenance spending levels during Q1 2023 and adjust Vigor's total obligation amount up or down using historical costs from 2018 thru 2022 as a baseline.



Location

Ketchikan, Alaska

Partners

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

Current Operational Update

Employees:

- Approximately 80 currently employed

Financials:

- Since 2014, KSY/Vigor has provided AIDEA with all in payments (Profit and revenue sharing) of \$3,343,113
- Since 2014, KSY/Vigor has provided a combined payroll and local vendor purchases total in the community of \$133,389,676

Repair and Maintenance Fund

- Maintenance expenses for the Ketchikan Shipyard in 2022 are, in total, \$866,819.62
- The planned items not accomplished are due to conflicting revenue jobs during the optimal time to complete those jobs.
- Major maintenance costs totaled \$380,440.25
- Minor Maintenance costs totaled \$486,379.37

As the yard ages and inflationary pressures continue these maintenance costs are expected to climb over the next several years.

Forecast of work for 3rd quarter of 2023 to 2024

- Current ongoing work, on awarded contracts:
 - MV Kennicott FY 24 Overhaul, CGC John McCormick DD Repairs, MV Tazlina FY 24 Overhaul, and MV Lituya FY 24 Overhaul
- Upcoming work, on awarded contracts:
 - MV Columbia FY 24 Overhaul, AMAK Towing - Haulout Barge, and MV LeConte FY 24 Overhaul

RED DOG MINE ACCESS INFRASTRUCTURE (DMTS)



August 2024

Current Status

On April 25, 2024, Teck Resources Ltd. reported Red Dog mine produced 145,000 metric tons (319.7 million pounds) of zinc and 25,400 metric tons (55.8 million pounds) of lead during the first quarter, putting the operation on track to meet its annual production projections. The first-quarter zinc output is about 15% higher than the same period last year, and the lead output is at the upper end of the projected range. However, Teck forecasts a drop in production of both metals in the future due to lower ore grades.

Currently, there are enough reserves remaining to keep Red Dog in operation until 2031. Teck, however, is currently advancing some world-class zinc deposits on state lands in the wider Red Dog district that could provide future ore. This includes the Aktigiruuq, Anarraaq, and Lik deposits, all within 15 miles of the Red Dog mill.

Jobs

- 500+ regular direct full-time positions related to the mine and port operations
- 100 seasonal jobs, mostly related to port operations



Economic Benefits

- Greater than \$120 million of annual royalty payments to NANA and other ANCSA corporations
- Provides sizeable payments-in-lieu-of-taxes (PILT) to the Northwest Arctic Borough (NWAB)
- Teck provides significant support to NWAB organizations and events
- Bulk fuel is shared with local villages at significant cost savings



Project Description

The DeLong Mountain Transportation System (DMTS) was opened in 1989 to support the development of the Red Dog Mine in northwest Alaska. The Red Dog Mine, operated by Teck Alaska, Inc. on behalf of NANA Regional Corporation, Inc., is one of the world's largest producing zinc mines. The DMTS provides the necessary infrastructure to transport ore from the mine site to the ore export barges. The expansion of the DMTS port facilities in 1999 enabled Teck to increase mine and port throughput, improving the overall project economics.

The full system includes the following infrastructure:

- A 52-mile, 30-foot all-weather gravel industrial haul road from the mine to the port.
- A shallow water dock to receive supplies, fuel, equipment, and personnel.
- An offshore conveyor system to load ore concentrate to lightering vessels that can convey the concentrate to larger ships further offshore.
- A fuel distribution facility, including six bulk tanks capable of storing approximately 15 million gallons of fuel for port and mine use.
- Storage facilities, including two buildings with approximately 1.2 million tons of ore storage capacity.
- On-site power, other utilities and residential quarters for up to 96 workers.

Location

Near Red Dog Mine in northwest Alaska

Partners

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

Financials

\$180 million for initial DMTS facility construction
\$85 million for 1997 expansion

Support

Support comes from the Northwest Arctic Borough and its residents who benefit through the creation of jobs at the mine, lowered cost of heating, and through support of local non-profit organizations.

SECTION 1002 AREA LEASES

August 2024



Current Status

AIDEA continues to challenge the lease suspension ruling by filing an appeal with the 9th Circuit Court. Additionally, AIDEA is preparing motions for summary judgment regarding the lease cancellation. All documents related to the summary judgment are due in Q3, 2024, and a ruling is expected later this year. There is broad support for pursuing legal action against the unlawful cancellations of the leases.



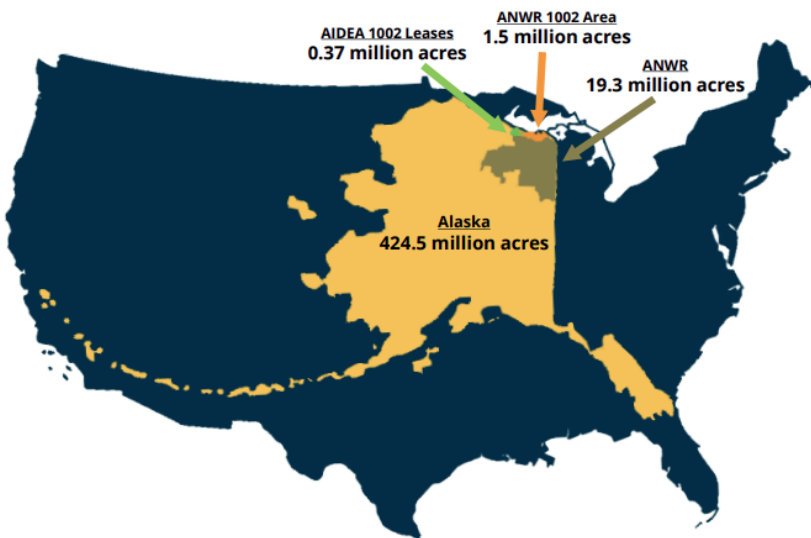
Jobs

- 1,430 direct jobs annually
- 6,350 indirect jobs annually
- 2,480 direct jobs at peak
- 10,100 indirect jobs at peak



Economic Benefits

- Est. 7.6 billion barrels of recoverable oil
- Est. 7 trillion cubic feet of natural gas
- Est. add 1.4 million barrels per day through TAPS
- 16.67% fixed royalty to State of Alaska
- Significant tax revenue to North Slope communities on oil and gas infrastructure



Project Description

The Section 1002 Area is 1.56 million acres of land designated as non-wilderness within the Arctic National Wildlife Refuge (ANWR) on Alaska's North Slope. This area was specifically set aside for future oil and gas development when ANWR was created in 1980 under the Alaska National Interest Lands Conservation Act (ANILCA). This non-wilderness area was named "Section 1002 Area" after the section of ANILCA that excludes the area from wilderness designation. Of the 1.56 million acres, only a maximum of 2,000 acres can be used for surface infrastructure development—less than .001% of the Section 1002 Area.

In December 2020, the Bureau of Land Management hosted the first of two congressionally-authorized oil and gas lease sales in the Section 1002 Area. AIDEA bid on 11 tracts, was awarded nine tracts, and finalized 10-year lease agreements on seven tracts totaling 365,775 acres within the non-wilderness Section 1002 Area. Much of the economic development and jobs supported across Alaska's indigenous and rural North Slope communities is the result of responsible development of oil and gas resources. Public funding from taxes on oil and gas infrastructure has significantly contributed to economic security within these communities and provided revenue to fund local services, schools, health clinics, housing, water and wastewater, heat and electric utilities, and countless essential services. AIDEA intends to advance the responsible development of these oil and gas leases in partnership with private capital investors.

Location

Non-wilderness Coastal Plain of ANWR, Alaska

Parties

Lessor: Bureau of Land Management
Lessee: AIDEA

Support

A wide cross-section of Alaskans, including the VOICE of the Arctic Iñupiat (a non-profit coalition of 24 entities located in and around the 1002 Area, including: tribal councils, regional organizations, municipal governments, and Alaska Native corporations), Governor Dunleavy, Alaska's Legislature, and all members of Alaska's congressional delegation since 1980.

SNETTISHAM HYDROELECTRIC FACILITY



August 2024



Current Status

The Snettisham power station infrastructure provides key support to the associated Snettisham Fish Hatchery, owned by the State of Alaska and operated by DIPAC, a non-profit focused on salmon sustainment. Alaska Electric Light and Power (AEL&P) is owned by Avista Corp Juneau Hydropower, Inc. (JHI) has applied for an interconnection agreement with AEL&P to utilize a portion of the Snettisham transmission system operated by AEL&P. AIDEA has entered into an MoU with JHI to help facilitate their facilities study for the interconnections.



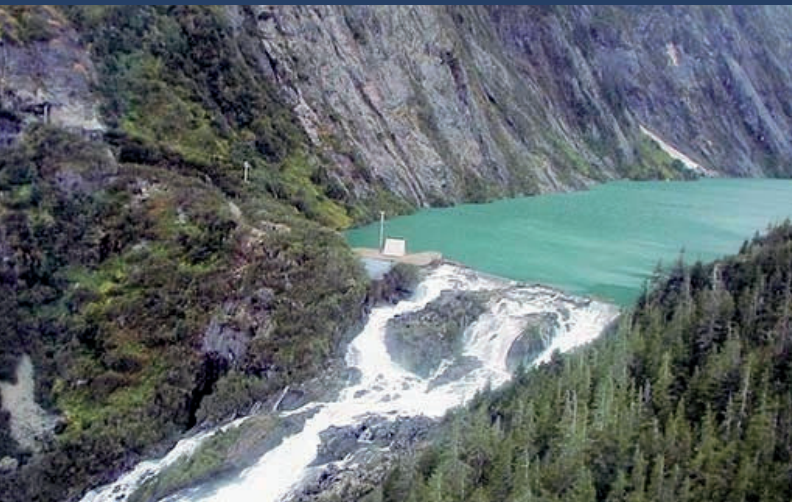
Jobs

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



Economic Benefits

- Facility provides approximately 70% of Juneau's electricity
- Provides reliable, low-cost power to Juneau residents and businesses
- When available, provides power to Princess Cruise Ships
- When available, provides power to the Greens Creek Mine



Project Description

The purpose of this project is to provide a renewable, long-term and low-cost power source for Juneau, support local jobs and reduce costly diesel consumption, while minimizing air emissions. Ever since Juneau's gold-mining heyday over a century ago, the majority of the electric power required for the City and Borough of Juneau (CBJ) has come from hydroelectric facilities. Rapidly growing power demand in the 1950s and 1960s prompted the search for a long-term, low-cost power source. Long and Crater lakes, located about 30 miles southeast of Juneau, were identified as developable hydroelectric resources. In 1967, construction began on the Long Lake hydroelectric project by the U.S. Army Corps of Engineers. In 1973, 47.2 megawatts (MW) of power were delivered to the City of Juneau by the recently completed facility that included:

- an 8,400-foot power tunnel (to deliver water from the lake to the turbines),
- a remote camp,
- a boat slip,
- an airstrip, and
- a 44-mile high-voltage transmission line.

In 1990, the nearby Crater Lake facility was brought online, contributing an additional 31 MW. The combined 78.2 MW from the project now provides approximately 65% of the power for the local electric utility, AEL&P.

Location

Juneau, Alaska

Partners

Owner: AIDEA

Operator: Alaska Electric Light and Power Company

Debt, Trustee, Registrar, and Paying Agent:

U.S. Bank National Association

Support

Support for Snettisham comes from the City and Borough of Juneau as well as local consumers, Alaska Electric Light and Power Company, local businesses, Princess Cruise ships and Greens Creek Mine, when excess power is available. The Snettisham Fish Hatchery & State of Alaska also support this project.

Current Status

Through Resolution G20-22, AIDEA provided financing for AEA using AIDEA's statutory authority under the Sustainable Energy Transmission and Supply Development Fund (SETS), AS 444.88.650-44.88.690. As proposed through SETS, AIDEA purchased a new 20-year bond series issued by AEA under the Bradley Lake Power Revenue Bond Resolution, adopted on September 7, 1989. As of December 17, 2020, AEA completed its acquisition of the HEA asset for \$17 million. The loan is current and performing as agreed.



Economic Benefits

- The SSQ Line became part of the Bradley Project under the Bradley Lake Project Management Committee with better cost alignment to facilitate capacity upgrades benefiting Alaska ratepayers.
- Increased reliability through reduction in risk of extended outages



Location

Sterling, Alaska

Partners

Lender: AIDEA

Borrower: AEA

Financials

\$17 million AIDEA loan

Project Description

The transmission path for energy produced by the Bradley Project travels through Homer Electric Association's (HEA's) electric system, including the Sterling Substation to Quartz Creek Substation 115 kV transmission line (also known as the SSQ Line). The Sterling Substation to Quartz Creek Substation (SSQ) transition line was out-of-service for an extended time during the Swan Lake Wildfire in the summer of 2019.

The purpose of this bond was to provide financing support for Alaska Energy Authority (AEA)'s acquisition of HEA's approximately 39.3-mile 115 kV electricity transmission SSQ Line system and all associated rights of way permits, as part of the Bradley Lake Hydroelectric Project.

AIDEA's financing of the SSQ Line acquisition by AEA provides benefits to the region, the state, and to railbelt utility ratepayers.

Support

The Railbelt utilities (Homer, Chugach, Matanuska, Golden Valley, and City of Seward) all supported the purchase.

AEA and utilities are in the process of upgrading the 115 kV transmission line to 230 kV to reduce electrical line losses and increase capacity and resilience.

WEST SUSITNA ACCESS PROJECT



August 2024



Current Status

On July 27, 2023, Alaska Department of Transportation & Public Facilities (DOT&PF) announced its intent to develop a separate project for a public road and associated facilities in the Matanuska-Susitna Valley to meet the region's growing demand for improved access to public land, personal properties, waterways, and recreational areas west of the Little Susitna and Susitna Rivers.

With DOT&PF taking steps to expedite development of a public road, AIDEA will turn its attention to a separate project in the planning and development of an access corridor to reach mining, energy, agricultural, and other economic interests in the area.



Jobs

A variety of jobs created for mining, oil and gas production, initial construction, alternative energy exploration and development, forestry, and agricultural development as well as maintenance and general operations of the access road.



Economic Benefits

- Development of minerals such as gold, silver, copper, platinum, and other elements
- Agricultural development and production
- Harvest of timber resources
- Harnessing alternative energy
- Recreational access for local community members
- Enhances access for emergency and wildfire first responders
- Unlocks over 45,000 acres of State and Mat-Su Borough land



Project Description

In 2019, AIDEA and the Mat-Su Borough (MSB) signed a Memorandum of Understanding that provided a partnership framework for a phased feasibility analysis of the West Susitna Access Project.

In 2021, AIDEA accepted \$8.5 million of appropriated funds from the Alaska State Legislature, under HB 69, to advance pre-development work on the West Susitna Access Project.

The Alaska State Legislature requires land use for the utilization of State-owned land. Advancement of this project relies on meaningful participation in the planning for access and road development. Local, State, and Federal agencies, area land owners, and the public will be involved at each step along the way as any regional land use plan is adopted.

Location

Western Mat- Su Borough, Alaska

Partners

Mat- Su Borough

Financials

TBD

Support

Support for the West Susitna Access Project comes from the Mat-Su Borough, AIDEA, the State of Alaska, Alaska Miners Association, and local hunters and recreationalists.