Northwest Territoriesmi
Ihumiurviat
Malirutaliatigun

MEETING EDE 73-20-26

STANDING COMMITTEE ON
ECONOMIC DEVELOPMENT AND ENVIRONMENT

TUESDAY, MARCH 24, 2026
EAGLE ROOM
10:00 AM

AGENDA

1. Call to Order

2. Prayer/Reflection

3. Review and Adoption of Agenda

4. Declarations of Conflict of Interest

5. In Camera Matters
    a) Correspondence
        i. 2026-03-12 Honourable Minister of Environment and Climate Change

6. Public Matters
    a) Public Briefing on Yellowknife Airport with Honourable Minister of Infrastructure – 10:30 a.m.

7. Recess

8. Public Matters
    a) Public Briefing on Renewable Heating and Economic Diversification with Fred Behrens, SAO Wekweèti – 1:30 p.m.
    b) Public Briefing on Renewable Heating and Economic Diversification with Tim Kalke, Sustainable Energy Galena Alaska Inc. – 3:00 p.m.

9. In Camera Matters
    a) Debrief
    b) Workplan

10. New Business
    a)

11. Date and Time of Next Meeting: Tuesday, April 28, 2026 at 9:00 a.m.

12. Adjournment

Yellowknife Airport (YZF)

Where The North Connects

Economic strategic initiatives, goals, and objectives

March 24, 2026

Government of Northwest Territories

Yellowknife Airport I Aéroport

Today's Objectives

1. **Gateway Strategy and Land Use Plan**
   Provide insight into the evolution of our Gateway Strategy and the Land Use Plan.

2. **Next Steps for ATB**
   Provide you with an opportunity to comment on YZF priorities and the Land Use Plan.

3. **"What we Heard"**
   Provide key insights from Stakeholders.

4. **DND Update**
   Provide an update on where we are in the process.

YZF's Value Proposition

75,000
Visitors to NWT in **2025,**

$150 M in NWT Visitor spending in **2025**

74% of visitors to YZF are Canadian

26% are international visitors

> 45,000
Aircraft Movements in **2025**

15,100
flights scheduled in **2025**

73% On-Time Performance @+15 Minutes

Most in-demand routes


Edmonton


Vancouver


Calgary


Toronto


Inuvik

YZF generates over
$315 M
in GDP annually.

23,782
NWT and NT medical patients transported via YZF in **2023**

YZF supported nearly
1,500
jobs in **2024**

Existing State of the YZF Terminal

Facility Age

Originally constructed in 1963, existing terminal assets are past their useful life which creates higher operating expenses for the airport to maintain a crippling facility.

Adjacent Facilities

Areas surrounding the terminal have been developed to accommodate other tenant needs and airside improvements, limiting the airport's ability to expand the terminal without displacing other critical assets.

YZF Continues to Operate Beyond its Capacity

Boarding Areas

Additional holdroom area is required for both clean/southern and dirty/northern flights. Other passenger amenities such as concessions and restrooms are needed in addition to the holdroom requirement.

Baggage Claim

One additional bag claim device or additional frontage on the two existing devices required to meet the demand.

YZF Continues to Operate Beyond its Capacity

Check-In Counters

Requirements exceed the currently provided capacity of 16 counters.

Meet & Greet Space

Existing areas designated for meeters and greeters is sufficient to meet the current demand.

CATSA Screening

A second CATSA screening lane required immediately.

Need for Long-Term Plan

Identify locations of key airport facilities that support growth over the next 50 to 100 years

Understand the balance between aeronautical & non-aeronautical development

Four key project outcomes were identified early in the planning process to establish clear success metrics

Develop a roadmap identifying the optimal locations for the future terminal and related areas such as cargo and logistics.

Deliver a rationale and justifiable land use plan

Land Use Plan - Principles

Elements and Planning Parameters

01
Economic Value
Ensure the land use plan considers the future development of assets that will provide economic value to the airport and the territory

02
Runway & Taxiway System
Incorporate runway extension options outlined in the current airport master plan. Assumed that the taxiway design accommodates the correct aircraft and that the VOR remains in its current location when evaluating concepts

03
DND Requirements
Develop a plan based on the largest known DND development concept

04
Terminal
Situated centrally on the airfield, with peer airport benchmarks applied to determine the necessary amount of land to reserve

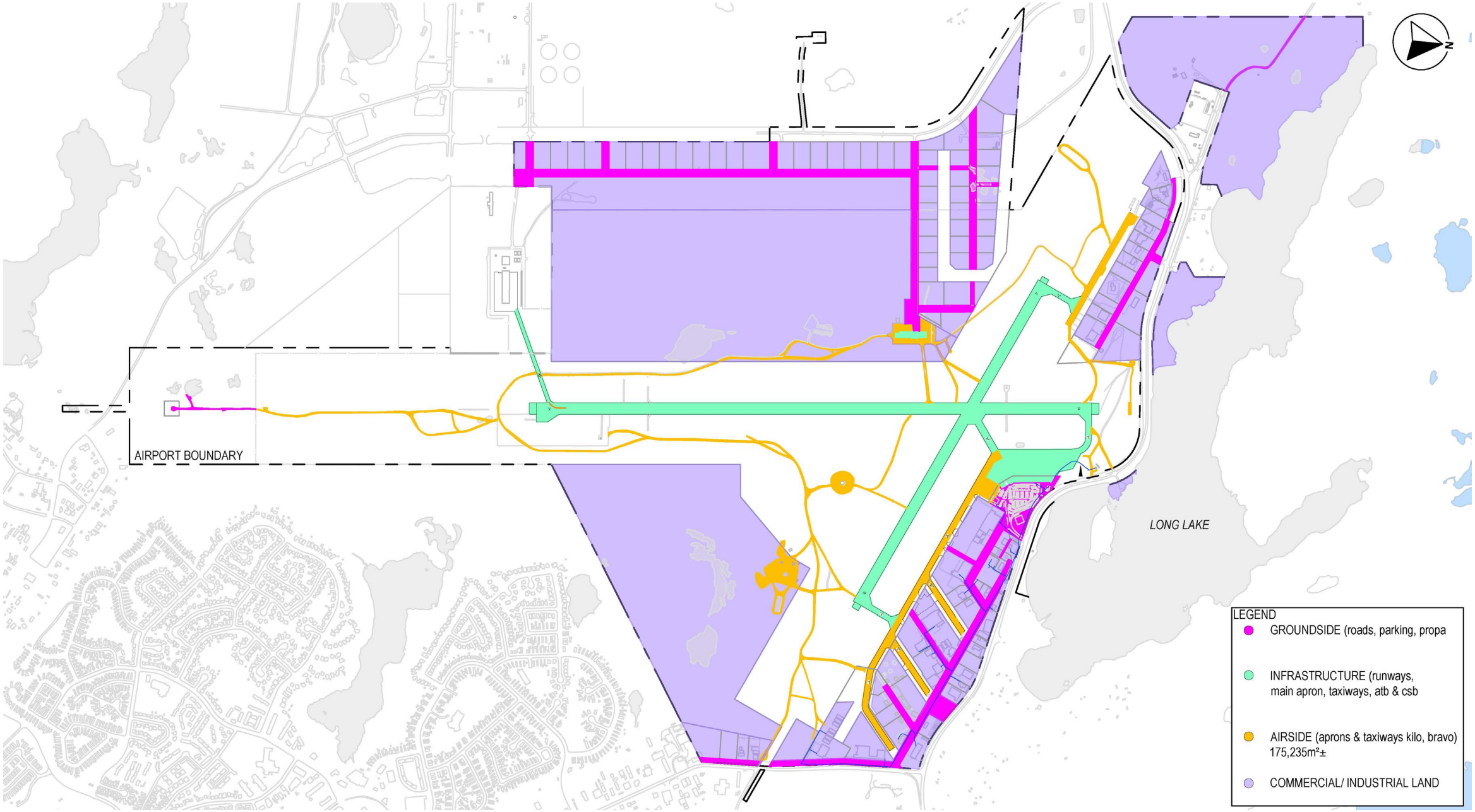
05
Air Cargo
While some air cargo facilities may need to be located next to the terminal, the majority can operate independently, away from the terminal area

06
Corporate Tenants
Maintain corporate tenants in their current location

07
Small GA Tenants
Maintain small general aviation tenants in their current location

08
Nonaeronautical Development
Utilize the remaining available land for potential non-aeronautical development

Land Use Concept



Defining Sizes for Each “Puzzle Piece”

DND

Reserved Area: 72 ha
Rationale: DND has developed plans to support both existing and future development needs. Accommodating DND has a significant economic impact, and their presence can serve as a key driver for justifying future projects and initiatives at the airport.

Terminal Area

Reserved Area: 20 ha
Rationale: YZF has experienced a surge in passenger growth, and the existing facility is at or near capacity. The reserved land will provide enough space to meet needs over the next 50 years, allowing the terminal to grow incrementally while maintaining a high level of service for travelers.

Air Cargo

Reserved Area: 40 ha
Rationale: Allows YZF to accommodate growth driven by e-commerce and time sensitive goods. Additionally, existing space is not fully optimized and can be further enhanced to ensure the airport remains competitive, supports regional economic growth, and sustain its role.

Corporate Tenants

Reserved Area: +/- 49 ha
Rationale: As the surrounding community and region continue to grow, there is an increasing demand for corporations to have aircraft and facilities at YZF to support their operations. The reserved land provides the airport with a valuable opportunity to meet this demand and drive regional business and economic growth.

General Aviation Tenants

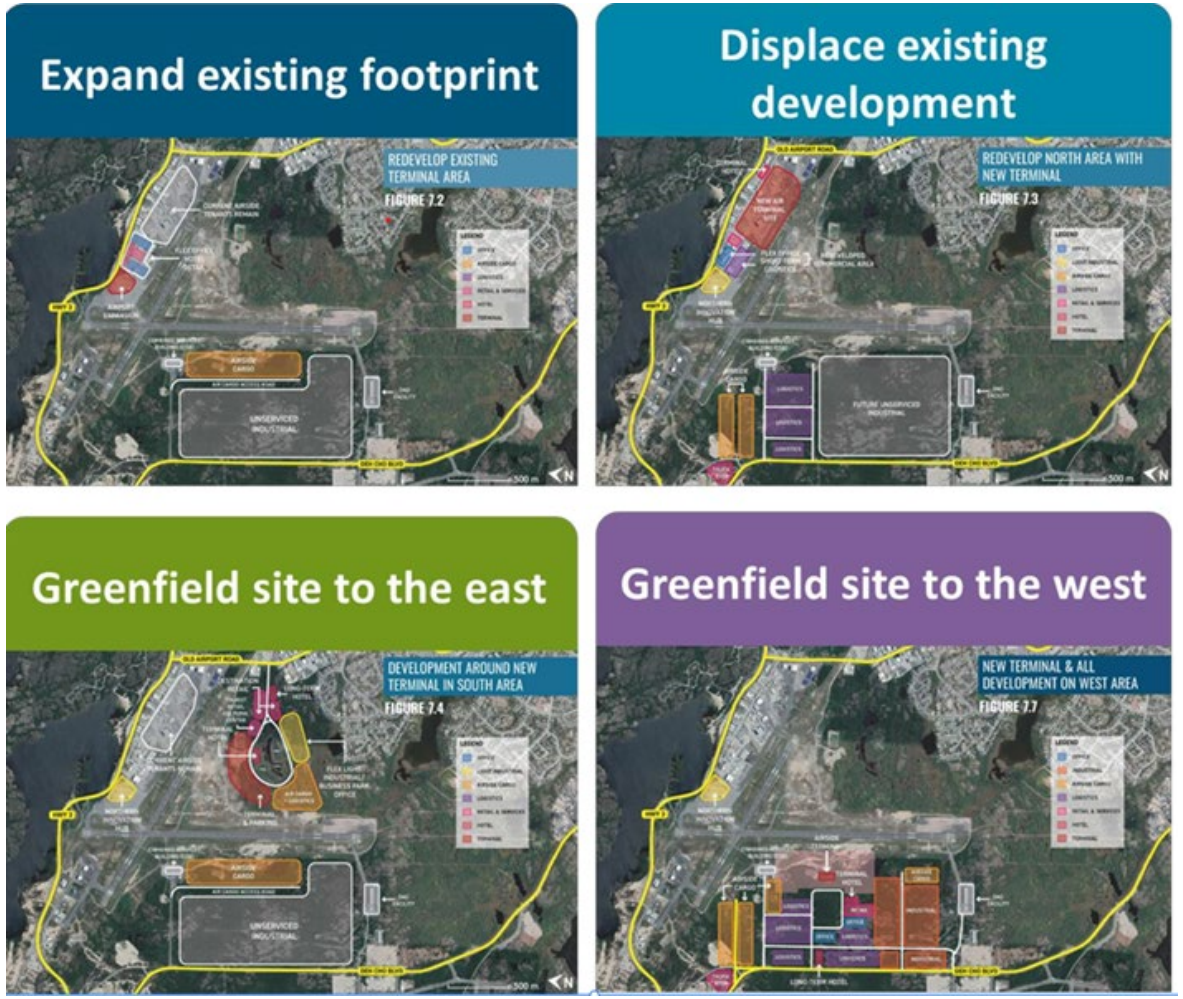
Reserved Area: 5 ha
Rationale: General aviation activity enables a variety of operations, such as pilot training, recreational flying, and emerging services, all of which contribute to the aviation ecosystem and the local economy. Preserving this space for these activities allows the airport to promote growth while maintaining its role as a vital community and regional asset.

Nonaeronautical Development

Reserved Area: +/- 55 ha
Rationale: Preserving space for non-aeronautical development enables the airport to offer a variety of services, diversify its revenue streams, and enhance its economic impact, ultimately better supporting the region’s needs.

Airfield

Building on Previous Work



- Four land use concepts identified through past work.
- Determined that upgrading or replacing existing site is impractical for a variety of reasons.
- Ultimately selected the **east and west side** concepts for further evaluation.

Terminal Area Evaluation Summary

Evaluation Criteria	East Side Terminal Area	West Side Terminal Area
Compliance with Aerodrome Standards	🟢	🟢
Long-Term Operational Readiness	🟢	🟢
Optimized Facility Placement	🟡	🟢
Prioritize Territorial Development	🟢	🟢
Community Accessibility and Convenience	🔴	🟢
Coordinated Support for the Department of National Defence and Arctic Sovereignty	🟢	🟢
Environmental Sustainability	🟡	🟢
Financial Sustainability	🟡	🟢
Economic & Revenue Potential	🔴	🟢
Noise Pollution Management	🔴	🟡
Air Carrier Operational Costs	🟡	🟢
Maintenance and Operational Support	🔴	🟢

Legend

- 🟢 Performs **well** compared to other alternatives
- 🟡 Performs **fair** compared to other alternatives
- 🔴 Performs **poorly** compared to other alternatives

Key Conclusions for West Side Terminal

Strategic Placement for Airfield Efficiency
The terminal's location allows operators to access either of the airport's runways via taxiways efficiently, eliminating the need to cross a runway for departures aligned with the airport's predominant wind direction.

Consolidation of Land Uses
Defining zones for specific tenant needs allows space to be fully optimized, enhances operational efficiency and creates a tailored environment that meets the unique needs of each tenant.

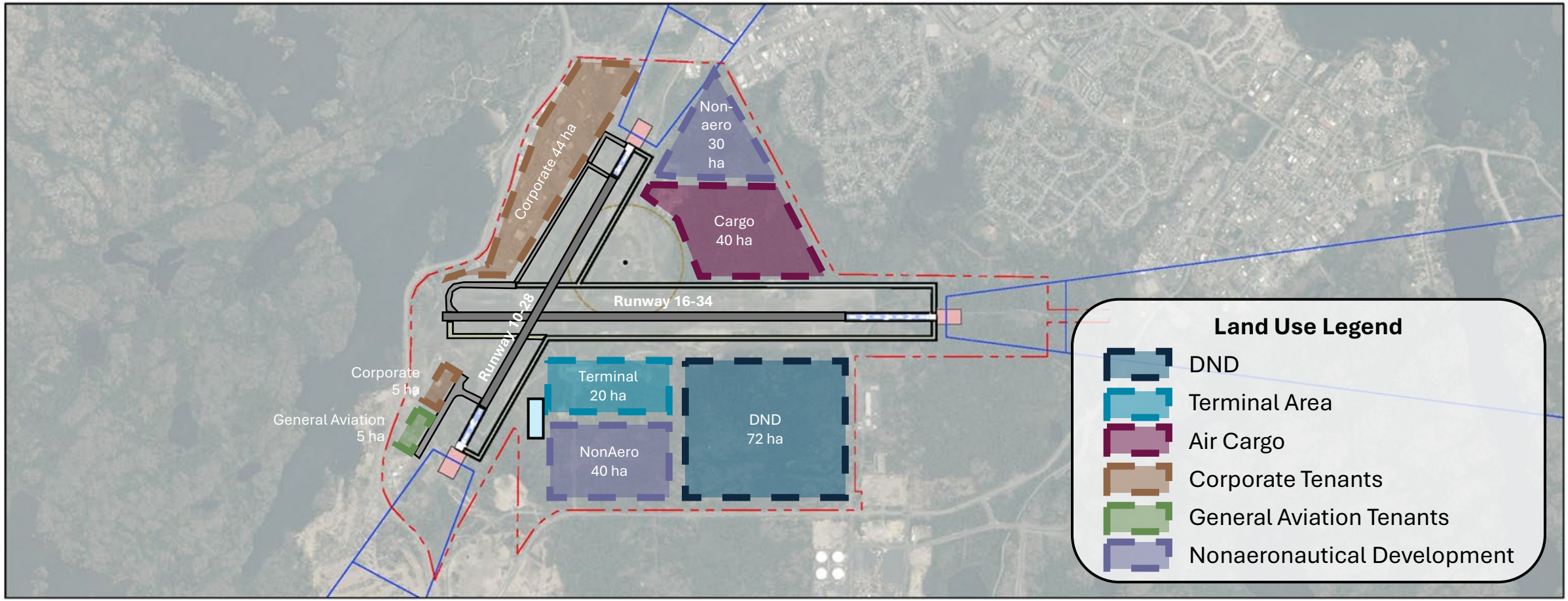
Reduced Environmental Impact
By situating the terminal further from existing developed areas, it could help minimize the environmental impact on residential or commercial properties.

Long-Term Economic Diversification
Portions of undeveloped land on the west side of Deh Cho Blvd could be further developed to provide amenities or a business district.

Improved Traffic Flow and Accessibility
Improves access for passengers and employees needing airport access and avoids arterials roadways that can create bottlenecks for individuals.

Foundation for Site Utilities
If DND moves forward with their proposed plan, they could help lay the foundation of the proposed utilities needed to support a future terminal area, helping to reduce overall implementation costs.

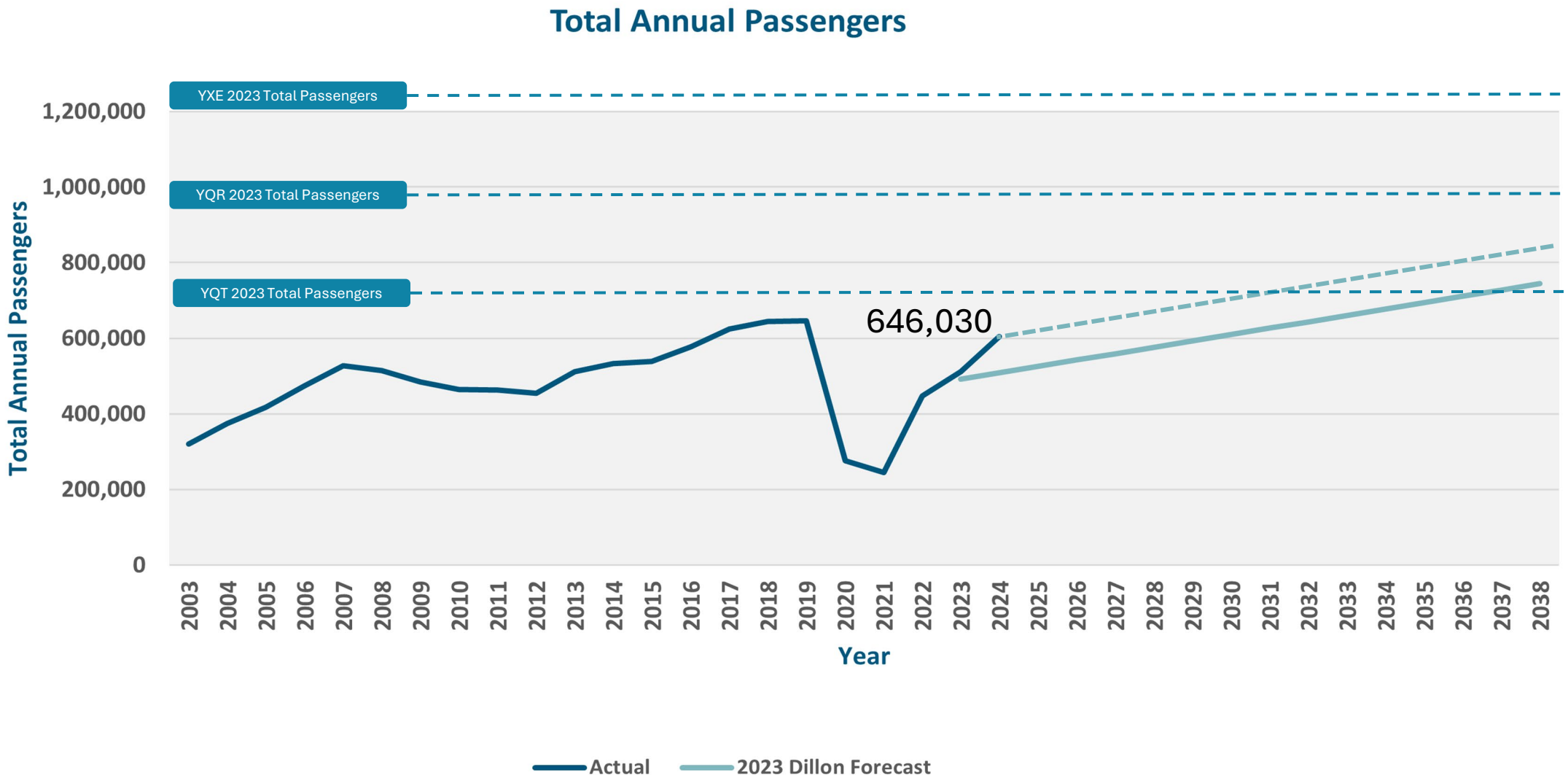
Land Use Concept – West Side Terminal Area



Legend

- Existing Runway Pavement
- Existing Taxiway Pavement
- Proposed Pavement
- TP 312, 5th Edition Proposed RESA
- TP 312, 5th Edition Approach Surface
- Airport Property Boundary
- VOR Critical Area
- Relocated Combined Services Building

Traffic Growth Outpacing 2023 Forecast



Peer Airport Benchmarking

Thunder Bay International Airport

Key Metrics

- 714k total passengers in 2023
- 7 aircraft gates
- 3 RON positions
- 4,000 m^2 terminal building
- 31,000 m^2 apron
- 25,000 m^2 parking

Regina International Airport

Key Metrics

- 980k total passengers in 2023
- 7 gates connected with PBBs
- 5 RON positions
- 9,000 m^2 terminal building
- 75,000 m^2 apron
- 60,000 m^2 parking

Saskatoon International Airport

Key Metrics

- 1.27 million total passengers in 2023
- 8 gates connected with PBBs
- 4 RON positions
- 13,000 m^2 terminal building
- 70,000 m^2 apron
- 60,000 m^2 parking

Key Insights from Stakeholders

Participants (October 20-22, 2025)

- Air Canada, Air Tindi, Canadian North, Buffalo Air, Summit Air, Great Slave Helicopters, General Aviation
- Transport Canada, Nav Canada, Department of National Defence
- City of Yellowknife, North Slave Metis Association, Yellowknife Dene First Nation, Deton Cho Logistics

1 Broad Alignment on West-Side Development

- East-side congestion, cost of extending utilities, and long-term growth pressures support a shift to the west side.

1

- New terminal, expanded cargo area, and future runway upgrades are seen as essential for long-term capacity and safety.

2 Integration with DND is a *Critical Driver*

- Runway expansion and several major infrastructure elements are tightly linked to DND timelines, notably the arrival of F-35 aircraft (expected by 2030).

- DND supports the land use direction and is conducting studies to finalize their exact requirements.

3 Need for Detailed Planning

- The current land use plan is acknowledged as high-level.
- All stakeholders expressed the need for forthcoming detail on:
  - Facility layouts
  - Utilities
  - FBO/FA capacity
  - Access and circulation (cargo, airside, groundside
  - Tower location and airfield navigation
  - Roles, responsibilities, and cost-sharing formulas

Key Insights from Stakeholders

4

Infrastructure and Utilities are major cost drivers

- Utility upgrades (power, water, sewer) present significant project costs across east and west sides.
- City and DND stress the importance of co-investment opportunities to reduce duplication.

5

Demand and Forecast Uncertainty

- Passenger and traffic projections questioned.
- Airlines expect continued growth but note operational limitations in the current environment.

6

Operational Pressures on the Existing Terminal

- Current east-side terminal faces safety, congestion, and winter operations challenges.
- Interim investment may be required while the new terminal is built.

DND – Advanced Procurement Notice

The **advance notice** of potential contracts with anticipated security requirements, providing interested design-builders with an opportunity to begin the sponsorship request process for potentially obtaining the required security clearance(s) that are anticipated.

Hangar	Northern Basing Initiative - Large, dual-bay Multi-platform with Strategic Tanker Transport bay	NB	Inuvik, Goose Bay,Yellowknife, Iqaluit
Hangar	Northern Basing Initiative - Medium, dual-bay Multi-platform	NB	Inuvik, Goose Bay, Yellowknife, Iqaluit
Hangar	Northern Basing Initiative - Small, dual-bay Multi-platform	NB	Inuvik, Goose Bay, Yellowknife, Iqaluit
Multi-purpose bldg	Northern Basing Initiative - Multi-purpose bldg	NB	Inuvik, Yellowknife, Iqaluit

NORAD Northern Basing Infrastructure (NNBI)

Canada's NORAD modernization investments focus on the following five inter-related areas:

1. Improving situational awareness;

2. Modernizing command, control, and communications systems;

3. Modernizing the CAF's air weapons systems;

4. Improving and adapting infrastructure and sustainment capabilities in the North, including:
    - Northern basing infrastructure at four locations in Canada's North, and
    - Fighter infrastructure and NORAD Quick Reaction Alert capabilities.,
    - Modernizing our air operational training infrastructure, and
    - Additional air-to-air refuelling capacity.

5. Fostering collaborative research, development and innovation.

Arctic Infrastructure Fund

The Arctic Infrastructure Fund features two funding streams:

Stream 1: Dual Use Transportation Infrastructure that Supports Defence and Community/Civilian Requirements in the Arctic (Invitation Based)

Stream 2: Investing in Industry and Community-Led Transportation Infrastructure with Dual-Use Benefits (Open Call)

GNWT has been invited to submit an application through Stream 1

Yellowknife
Airport I Aéroport

Thank You

Wekweeti Wood chip District Heating Network Project

and

Fall 2025 FireSmart program

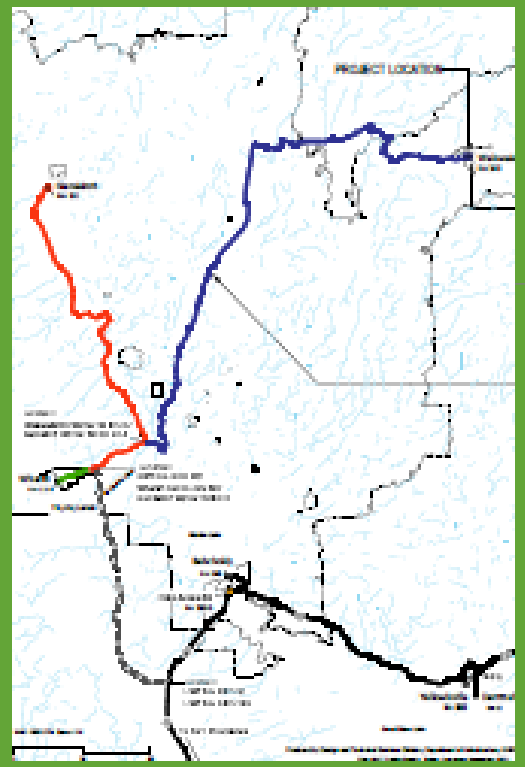
- NT Standing Committee on Economic Development and Environment
- Yellowknife, NT
- March 24, 2026

Presenter: Fred Behrens

Wekweeti - Senior Admin Officer

867-445-4394

Wekweètì's Thermal Energy Planning Process



Summer 2018 – Arctic Energy Alliance (AEA) completed energy consumption study for Wekweeti

Fall 2022 – Community Energy Plan completed for Wekweeti with AEA assistance

June 2023 – ATCO Power completed a renewable heat and electrical report for Wekweeti

October 2023 – Renner Consulting completed 95% Biomass CHP Feasibility Study - Phase 3 study

January 2024 – Decision to pursue only District Heating Network (DHN) with wood chips and waste heat.

May 2024 - Submit an initial funding application to CFM-GMF for $200,000 for design work

July 2024 - Receive approval of initial application from GMF and complete full funding Phase 4 application

Sept 2024 – Submit $50,000 funding application to Northern REACHE for wood study and receive approval

October 2024 – Meet with community members and start on wood chip operational and business plan

February 2025 – FCM_GMF approved funding for detailed design phase, hire Rocky Point Engineering

March 2025 – Complete biomass volume inventory for fire damaged forests – southside of Snare Lake

May 2025 – Meet with community members and start detailed engineering review and design phase

Summer 2025 – Apply for GNWT FireSmart funding and awarded $102,000 for Fall 2025 initial phase

October 2025 – Present detailed engineered drawings to Chief and Council and Community members

November 2025 – Chief and Council approved motion to seek suitable capital funding for project

January 2026 – After six months of design, Class B Capital cost estimate completed for DHN project

District Heating Network (DHN) Design Phase

Rocky Point Engineering visited Wekweeti in May 2025 to research and start detailed design phase, funded by FCM-GMF

Design includes thermal heat plant, underground District Heating Network (DHN), building connections, and diesel heat capture

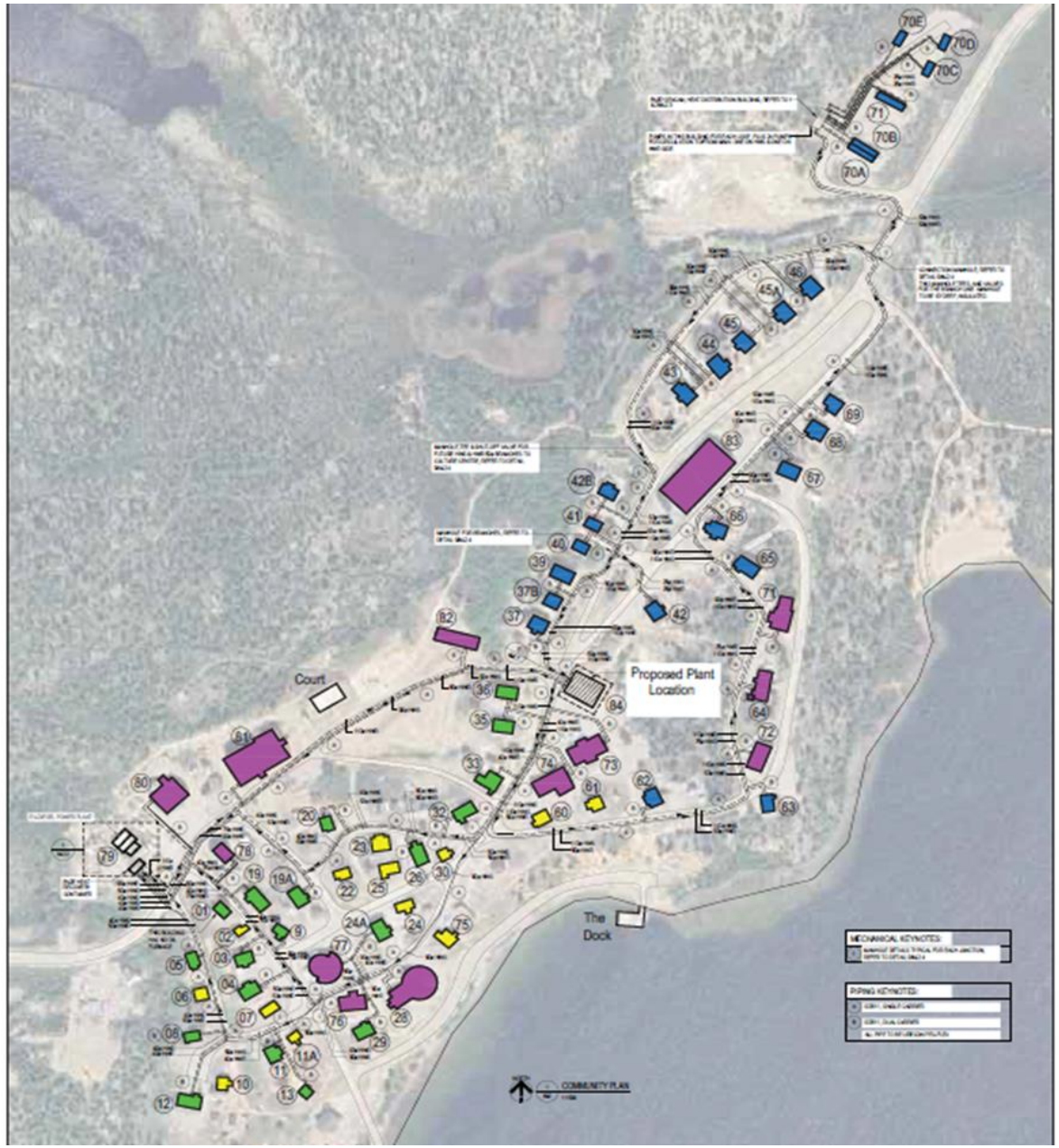
Designed to connect all 14 institutional buildings and up to 44 homes

Ability to connect future buildings

Class B Cost Estimate has now been completed based on detailed design drawings

Project is close to shovel ready and now seeking suitable capital funding

District Heating Network map



Wood chip heat plant

The heat plant is centrally located, creating two separate DHN zones

Minimizes pipeline sizes, distances, and material costs

Waste heat from the diesel generators is the primary heat source

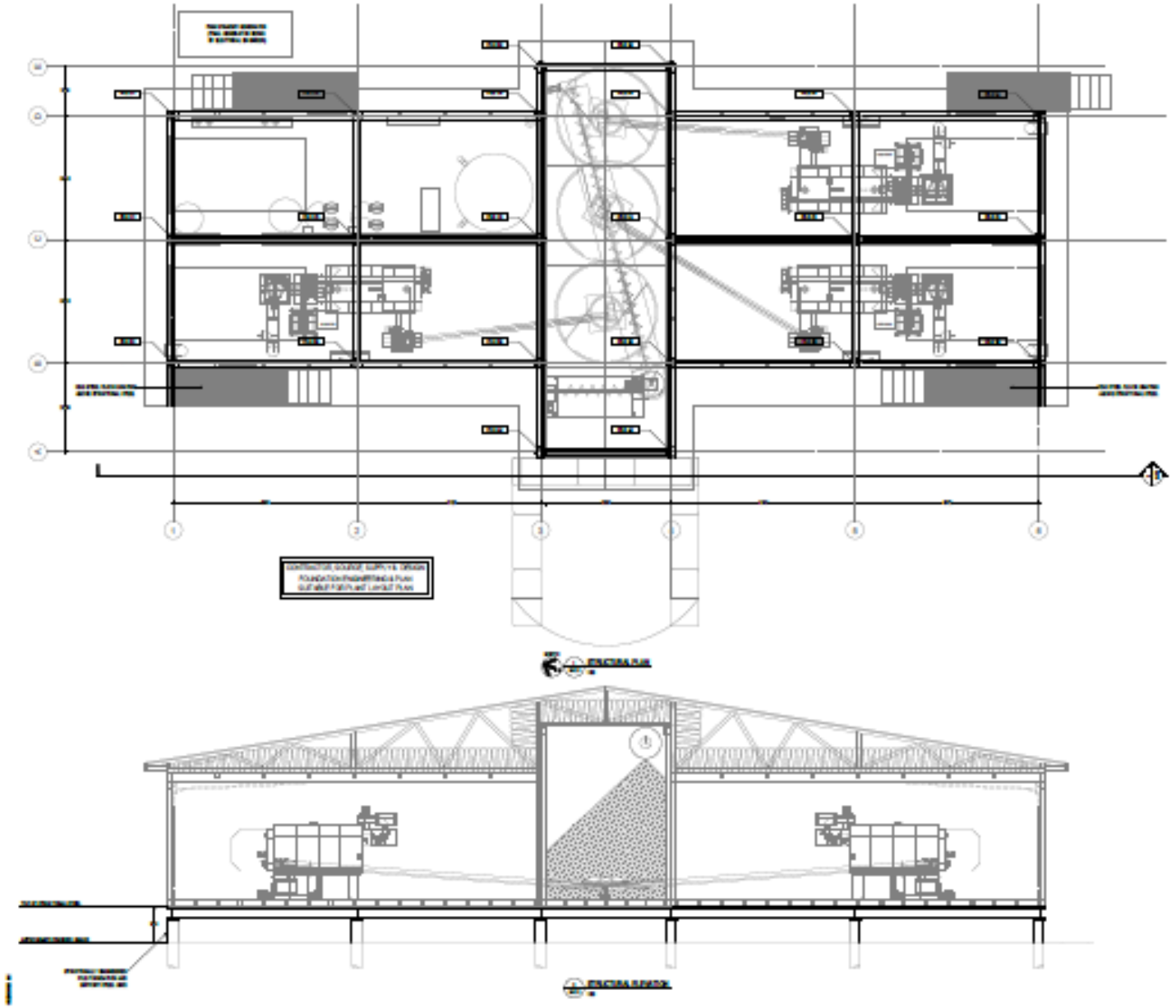
Wood chip heat is only supplied during coldest winter months, requiring 210 Air Dried Tonnes/year (ADT = 20% MC)

Based on three – 300 Kw wood chip boilers

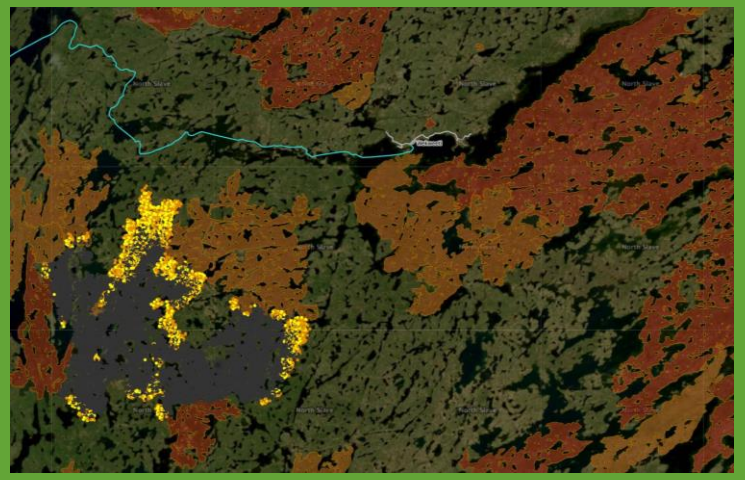
Heat plant and wood chip supply are contained in five – factory-built units to be shipped on the seasonal ice road

Modular units allow for easier and quicker installation once on site

Design includes back up generator and biomass CHP is also being re-evaluated



Wood chip DHN summary



What makes this project unique and innovative?

- Community is totally off-grid, relying on a seasonal ice-road, and was evacuated twice in 2023 due to 85,000 ha wildfire

- DHN project has been studied since 2023 and detailed design is now completed, thanks to four different funding grants.

- Community mandate is to supply 95% of annual thermal heat

- Designed to capture over 50% of thermal heat from Naka Power owned diesel-powered generators that operate year round

- Biomass Heat plant is modular, contains 3 -300 kW boilers, and built to store and use locally produced wood chips

- After three community engagement meetings and four Chief and Council meetings, community support is growing stronger

- The Community Government of Wekweeti manages 17,000 hectares of community owned forest lands around village

- The Fall 2025 FireSmart program is demonstrating that forest management, fuel procurement, and wildfire risk reduction programs are compatible, economical and feasible.

- Wekweeti is implementing a step by step, proactive approach towards energy sustainability and wildfire management

Fall 2025 FireSmart process

- Trained six residents to complete the first year of the FireSmart program, focused on the Cultural Camp and towards Airport
- Used a “Leave Tree Selection Guide”, resulting in 400 mature conifer trees per hectare or 1 mature conifer tree per 5 x 5-meter square.
- Piled all harvested fuels, smaller trees and branches over 1 m in length in piles for later transport to roadside for chipping into truck
- Create multiple piles to minimize hand dragging of biomass material
- Collect labor hours, harvest area, and volume data for further analysis
- Hand piled material will air-dry over summer and then chipped at the roadside for Fall 2026 heating fuel
- Completed over 65 hectares in one month and gathered more biomass than anticipated. (Est. 8 ADT of wood chip material and 2 cords of firewood per hectare)

Lessons Learned, so far

Wekweeti has a mandate to supply 95% of community thermal and electrical requirements with renewable, local energy

Proactive forest management can supply sufficient, sustainable biomass fuels while creating healthy forests that lower wildfire risk and intensity.

Feasibility studies, community engagement, grant writing, and detailed design take time, patience, funding, and outside expertise.

Suitable funding programs change frequently and are over-subscribed

Locating suitable capital funding is difficult as governmental changes bring new mandates and remove existing programs

These projects require numerous steps, research, partnerships, and significant leadership decisions along the way

This DHN project is a long-term infrastructure project, that can be implemented in multiple NT communities while impacting economic development and local environments for future generations.

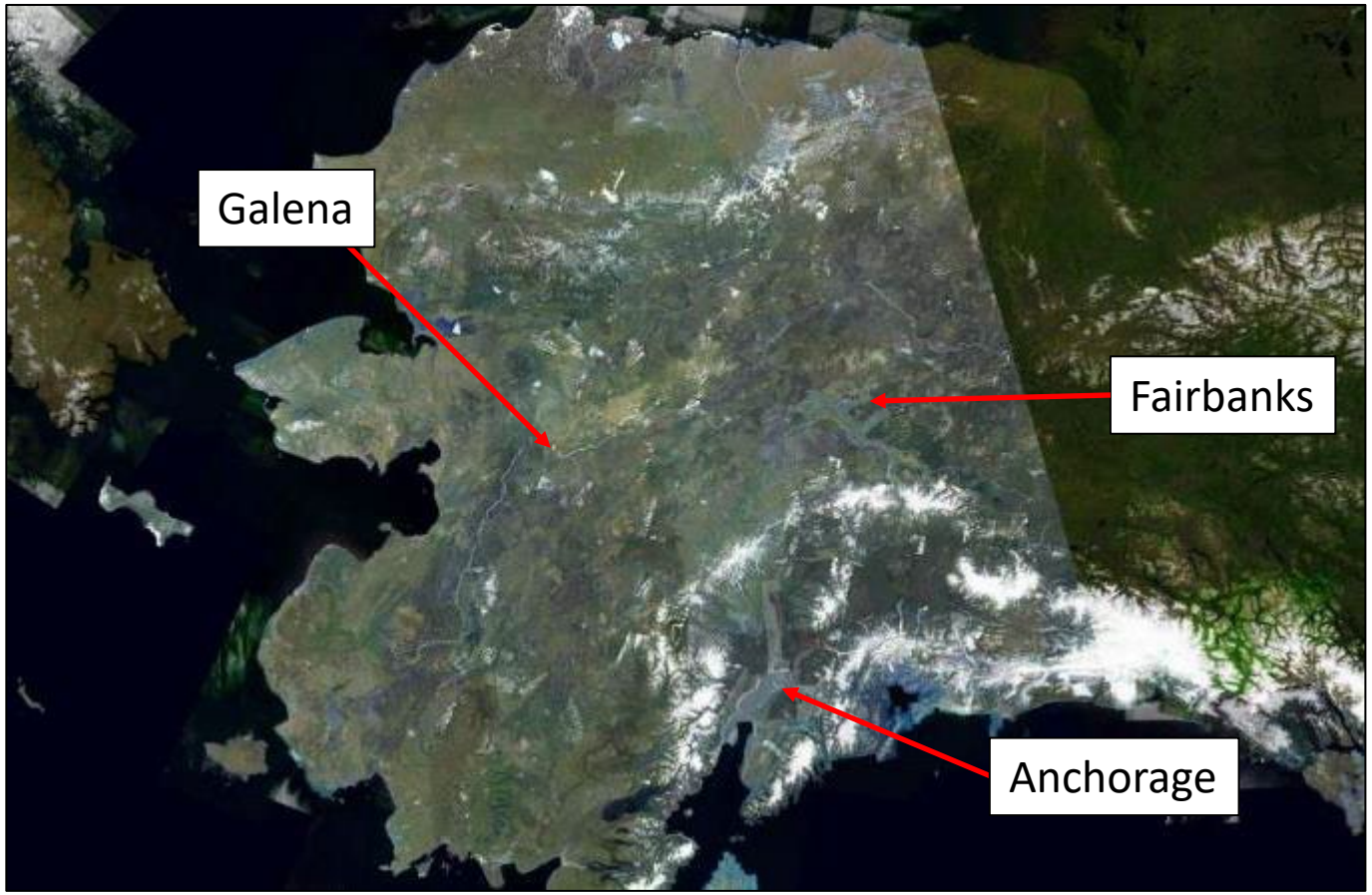
Wekweeti is planning to double the size of their Fall 2026 FireSmart program. Currently collaborating with Behchoko to demonstrate a mechanized FireSmart project to create local wood chips in Fall 2026.

Galena Community Energy

TIM KALKE
SEGA GENERAL MANAGER
ACEP ADJUNCT RESEARCH FACULTY

Presentation Agenda

- Community Energy
- Galena Context
- RE Integration Projects
- Building Energy Literacy and Future Planning Initiatives



Community Energy – What does it mean?

- Case Study – Action Research

- Framework based on the main components of **Energy Justice**:
  - Procedural (*Participatory Decision-Making Process*)
  - Recognition (*Ownership/Management Models*)
  - Distribution (*Community Benefit Plan*)

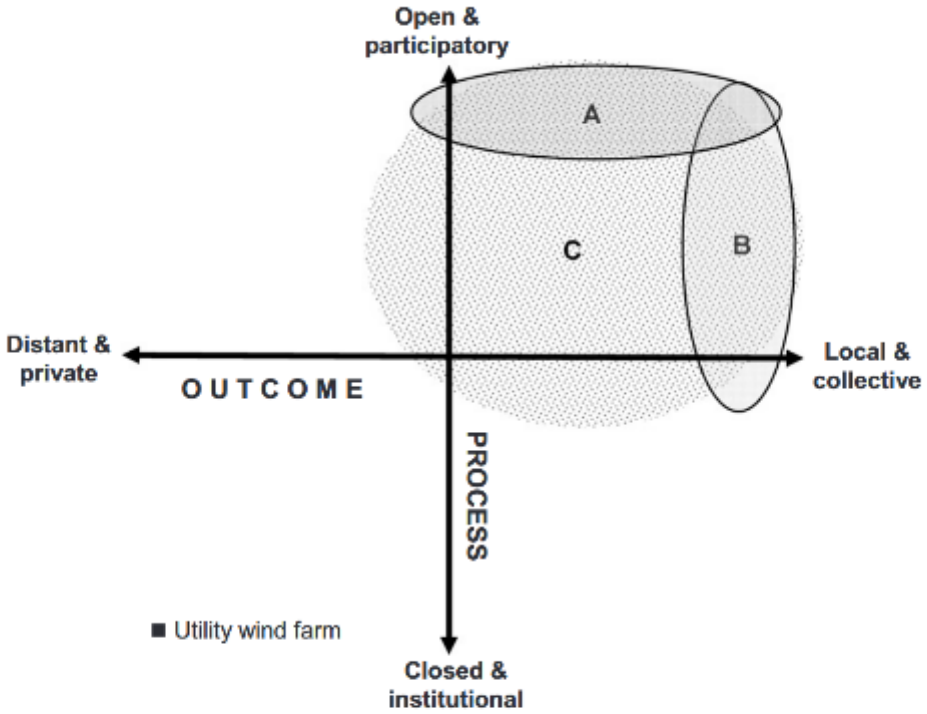


Fig. 1. Understanding of community renewable energy in relation to project process and outcome dimensions.

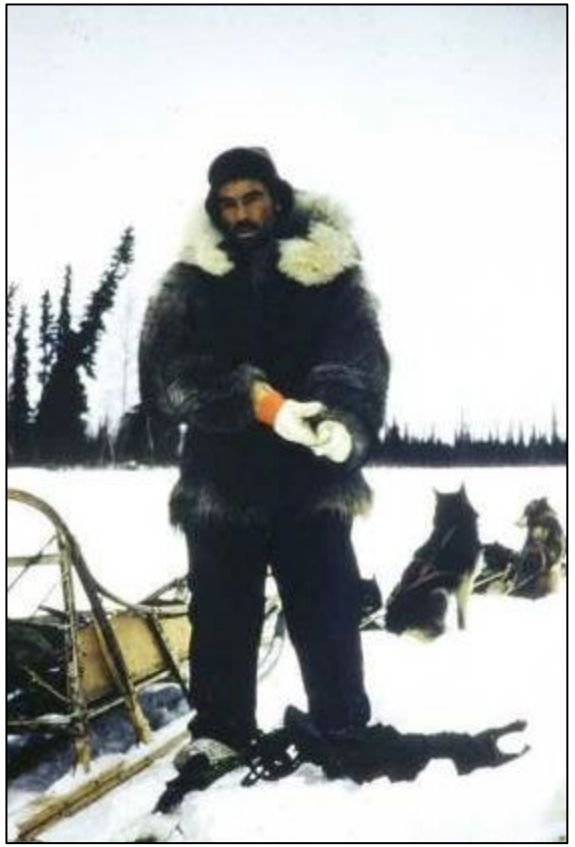
Walker, G., & Devine-Wright, P. (2008). Community renewable energy: What should it mean? *Energy Policy*, *36*(2), 497–500. https://doi.org/10.1016/j.enpol.2007.10.019

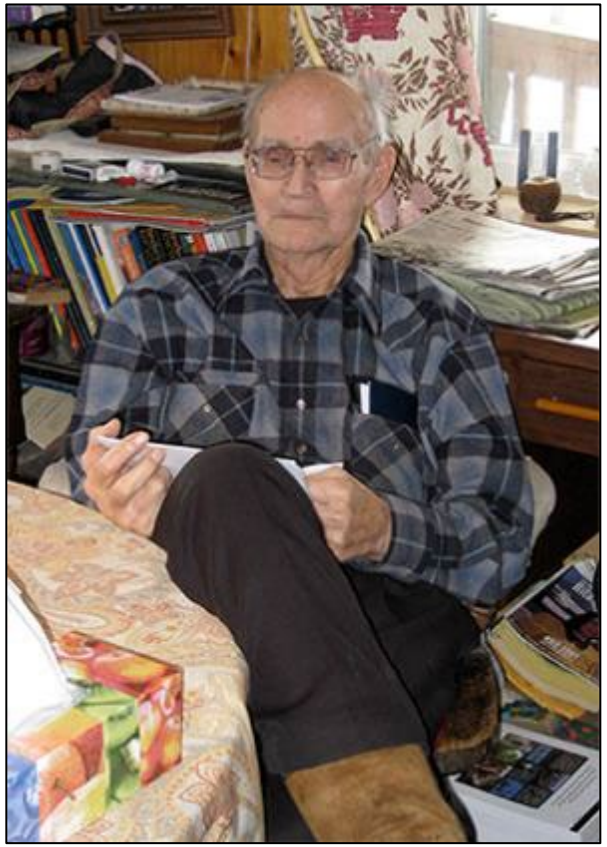
Notaalee Denh – Galena, AK

- Koyukon-Athabascan
- 400 residents – 65% Native Alaskan
- Mining Camp, U.S. Air Force, Education
- Mixed-Economy

Notaalee Denh – Galena, AK

- Koyukon-Athabascan
- 400 residents – 65% Native Alaskan
- Mining Camp, U.S. Air Force, Education
- Mixed-Economy





Community Energy Challenges

- High-cost of fossil fuel for energy generation.
  - Electricity - $0.72USD($0.99 CAD)/kWh
  - Heating Fuel - $8.50USD($11.65CAD)/g
    - $2.91CAD/Liter
- Long-transportation lines
- Limited capacity (e.g., physical, administrative, economic)

(photo credit Jeff Fisher – Alaska Center for Energy & Power)

Biomass Project

Former Galena Air Base

- Ownership transition to City of Galena
- Rural Energy Issues
  - Inefficient and aging infrastructure
  - Old steam distribution system consumed ~230,000 gallons (870,550 liters) annually
  - Expensive diesel fuel
- Project Funding
  - AEA Grant
  - AHFC & ADEC Loans

Biomass Project

Former Galena Air Base

- Ownership transition to City of Galena
- Rural Energy Issues
  - Inefficient and aging infrastructure
  - Old steam distribution system consumed ~230,000 gallons annually
  - Expensive diesel fuel
- Project Funding
  - AEA Grant
  - AHFC & ADEC Loans

Biomass Project

Former Galena Air Base

- Ownership transition to City of Galena
- Rural Energy Issues
  - Inefficient and aging infrastructure
  - Old steam distribution system consumed ~230,000 gallons annually
  - Expensive diesel fuel
- Project Funding
  - AEA Grant
  - AHFC & ADEC Loans

Biomass Project

Former Galena Air Base

- Ownership transition to City of Galena
- Rural Energy Issues
  - Inefficient and aging infrastructure
  - Old steam distribution system consumed ~230,000 gallons annually
  - Expensive diesel fuel
- Project Funding
  - AEA Grant
  - AHFC & ADEC Loans

Sustainable Energy for Galena Alaska, Inc.

Timber Harvest & Chip-Processing Entity

- The City of Galena, Galena City School District (GCSD) and Louden Tribal Council (LTC) created a local non-profit organization, **Sustainable Energy for Galena, Alaska** (SEGA) tasked with providing wood fuel supply

- Successfully completed 10 timber-harvest and chip-processing seasons!

Avg. Estimated Results

Est. 16.5 billion Btu Heat Requirement

Annual averages:

- Oil used – 25,000 gallons (g) (94k liters)
- Wood used - 60,000 cubic feet (cf) / 1700 cubic meters
  **Solid Wood Estimate*
- Oil displaced - 200,000 g / (757,000 liters)
- Oil displaced **due to biomass** – 100,000 g (378,500 liters)

Avg. Estimated Results

Est. 16.5 billion Btu Heat Requirement

Annual averages:

- Oil used – 25,000 gallons (g) (94k liters)
- Wood used - 60,000 cubic feet (cf) / 1700 cubic meters
  **Solid Wood Estimate*
- Oil displaced - 200,000 g / (757,000 liters)
- Oil displaced **due to biomass** – 100,000 g (378,500 liters)

Sustainable Energy for Galena Alaska, Inc.

Expansion of Purposes (2018)

- Provide wood fuel supply
- Facilitate sustainable energy education initiatives
- Implement other EE and RE projects in the community

Additional Equipment = Increased Capacity

2023- 3 Bedroom Homes

2024 - 2 Bedroom Home

2025 & Beyond

- Future construction includes 10 additional Tribal homes and 6 teacher housing (Rural Professional Housing Grant opportunity through AHFC)

Increased Capacity = Increased Activities

- On-Call and Repair Maintenance for Clinic and Elder's Center
- Completed Contracts for School District, US Post Office, local grocery store, radio station
- SAFE Home
- Milling Services
- Healthy Homes (NREL/CCHRC)
- Homeowner Assistance Fund (Louden Internal Program)

Increased Activities = Increased Community Well-Being

- Fish-Wheel
- Smoke House
- Healthy Food Distribution Program
- Elder Assistance Program
- Temporary Summer Hires
- Wellness Events & Workshops

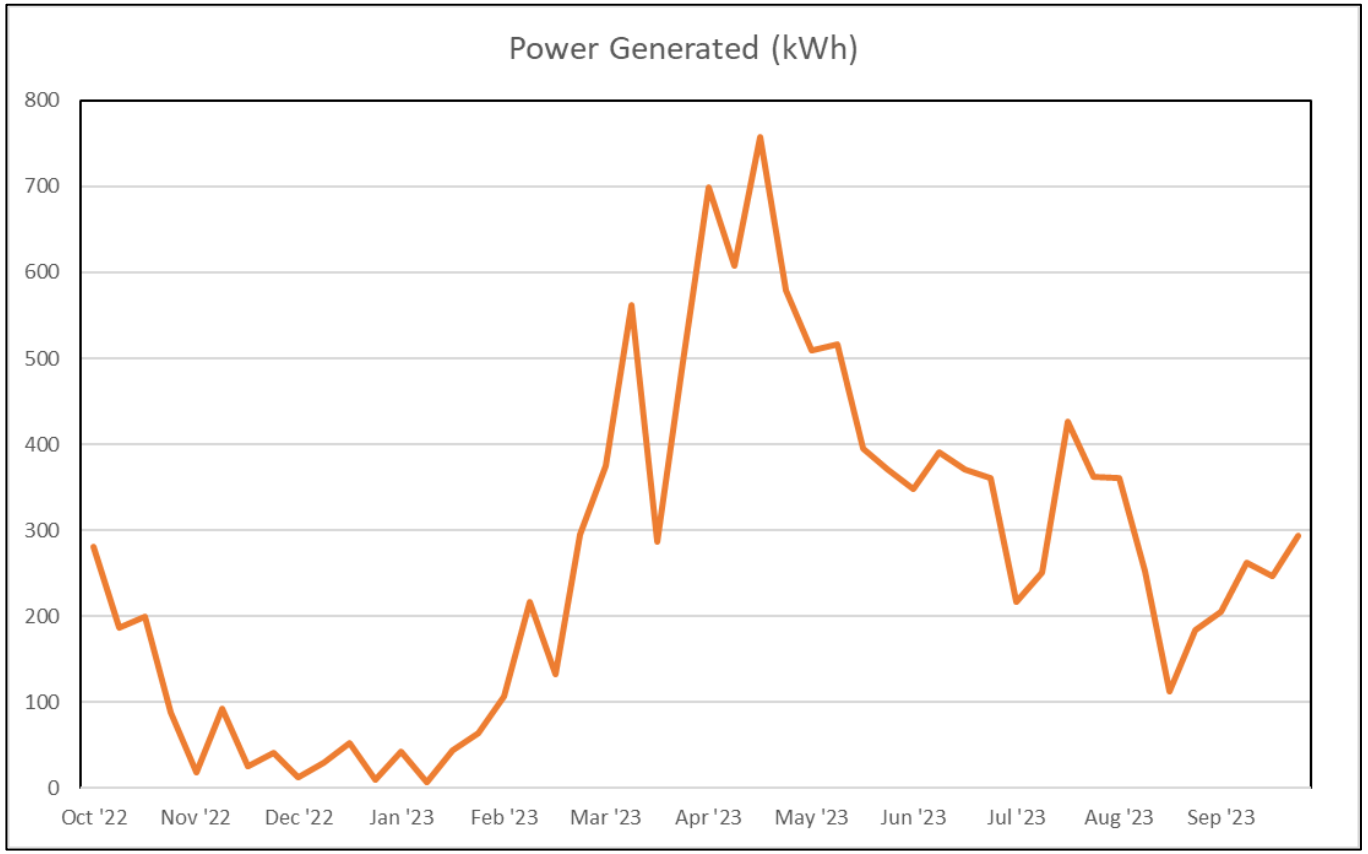
Galena Solar Farm Project (2024-25)

- System will consist of 1.5 MW Solar PV array with 1 MWh/1 MW BESS
- Designed to displace approximately 20% of utilities annual diesel fuel used for electrical generation.

Galena Solar Farm Project (2024-25)

- System will consist of 1.5 MW Solar PV array with 1 MWh/1 MW BESS
- Designed to displace approximately 20% of utilities annual diesel fuel used for electrical generation.

Example Solar PV Potential



Constructed by local contractor

SEGA established as Independent Power Producer (IPP)

Contracted to manage, operate and maintain a 50kw solar array, owned by Louden Tribe, interconnected to the City of Galena's electrical distribution system.

Example Solar PV Potential

- System will consist of 1.5 MW Solar PV array with 1 MWh/1 MW BESS
- Designed to displace approximately 20% of utilities annual diesel fuel used for electrical generation.

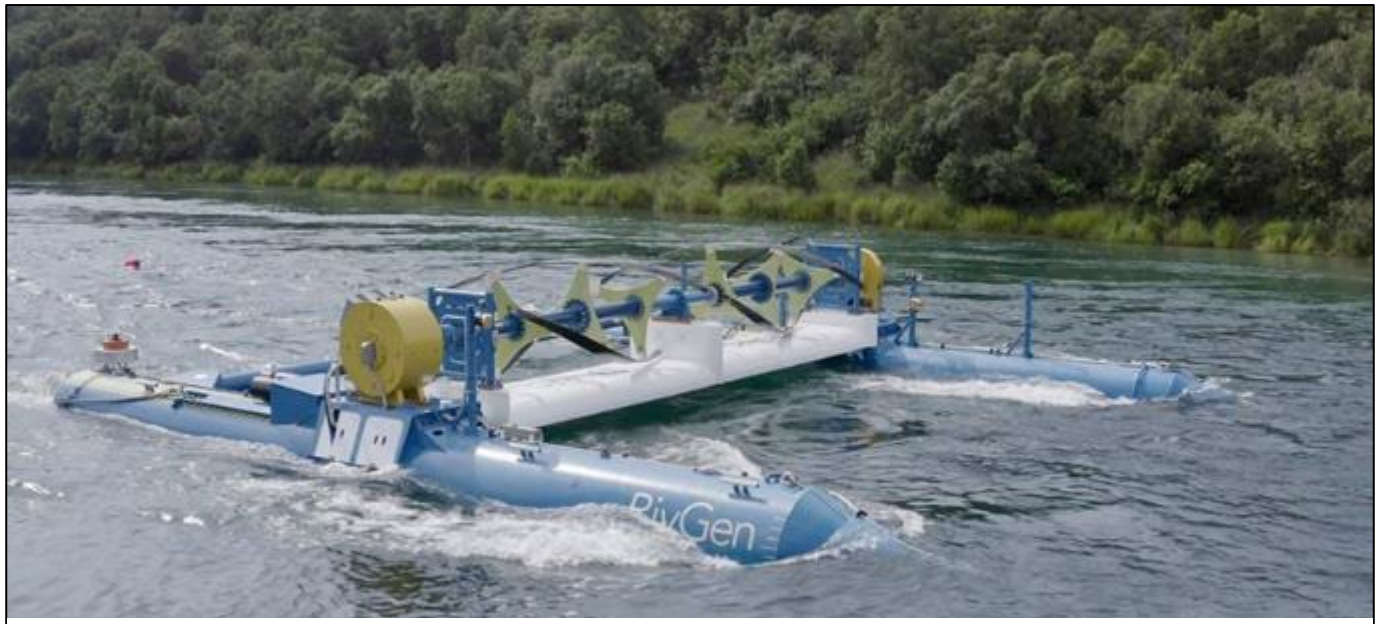
Galena River Energy Project Summary

- Funded DOE
- 5 year project starting April 2024
- Budget - $9.5M

Debris accumulation on surface turbine. Ruby, AK ~2010?

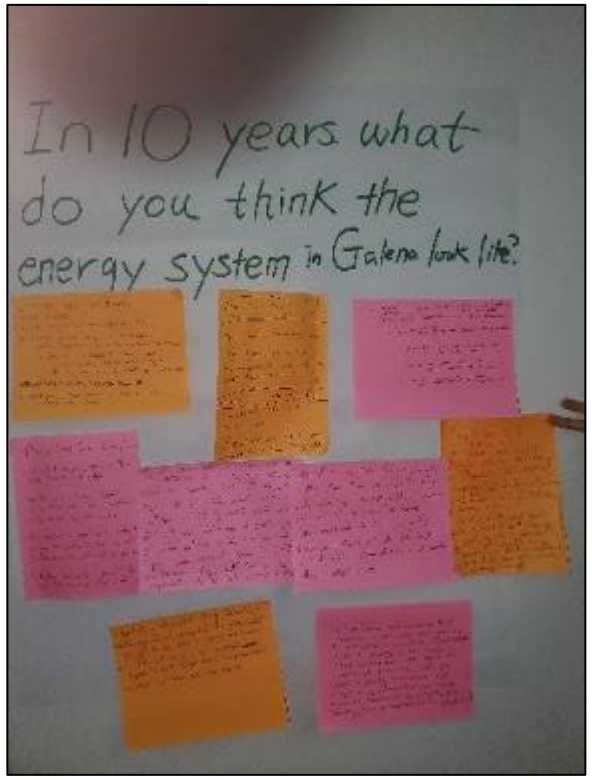
Galena River Energy Project Summary

- Funded DOE
- 5 year project starting April 2024
- Budget - $9.5M



ORPC RivGen, prior to submersion. Igiugig, AK 2020

Community Energy Planning



Purposes that align with local values

Risks/Benefits Conversations

Context Specific Challenges / Limitations

Need for Specific Energy Planning

Community Energy Planning

Tashonia Martin - Community Energy Planning (CEP) Coordinator

Community Energy Planning

Benefits

Indirect

Direct

Identified Needs, Desires, Pathways, Solutions

City of Galena

Louden Tribe

Galena City School District

Community At-Large

Community Energy Planning

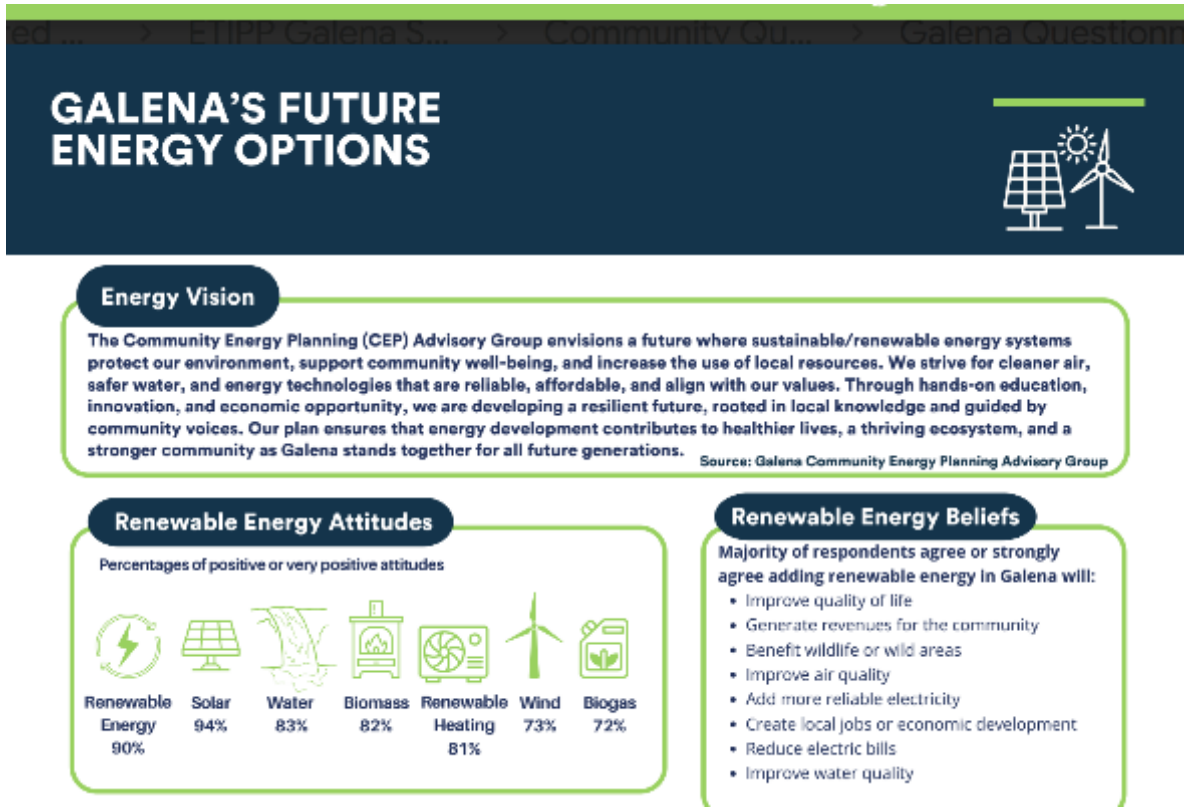
City of Galena | Louden Tribe | Galena City School District | Community At-Large

- Invest in existing infrastructure
  - System upgrades
    - Improve services
      - Install additional Renewable Energy fuel sources
        - Invest / Save
          - Establish Funds for future cost savings
            - Residential & Commercial cost-savings / rate-savings / cost-of-living-allowance
              - Educational opportunities
                - Economic Development
                  - Community Attraction / Reputation-Building

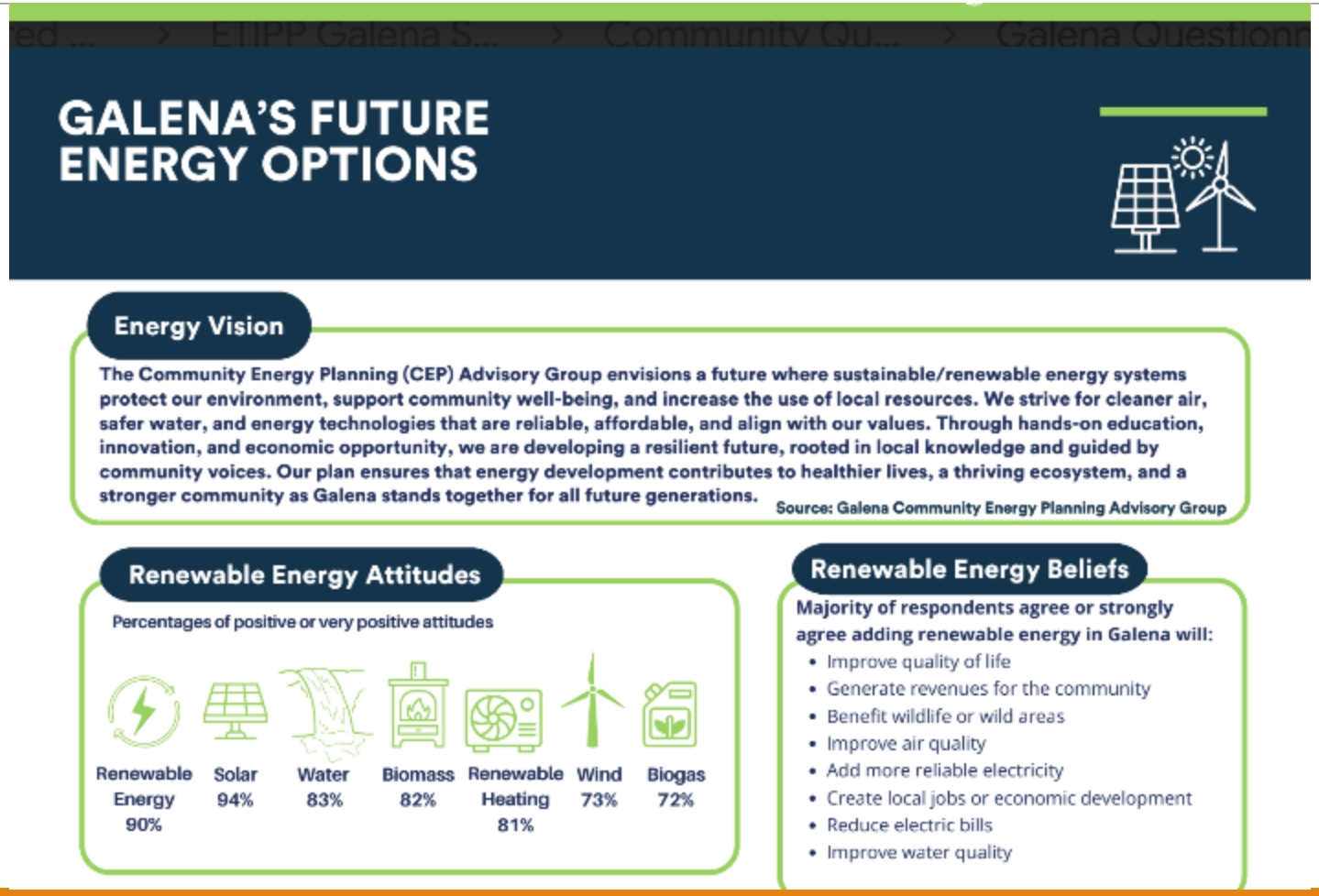
Community Energy Planning

Priorities & S.M.A.R.T. Goals

- Diesel Reduction
- Monitor Air Quality
- Renewable Energy Education Center
- Data Management Plan
- Distribution of Benefits Plan
- Reduce Power Outages



Community Energy Planning



THANK YOU!