

Project Implementation Plan

8.2. *The Grantee shall submit a proposed project implementation plan including a proposed project schedule, proposed performance measures, key personnel, and a proposed project budget including any changes since the submission of the project application for RUS review and approval.*

Changes to the Proposed Project

The CSP HECG Airport Feeder project is substantially the same as proposed in our HECG application, with the following modifications to accommodate supply chain interruptions and City of Saint Paul COVID-19 travel restrictions.

- CSP may direct bury the airport feeder distribution cable, rather than install in HDPE duct, due to limited duct availability and associated high material cost. If duct is not used, conductors will be bedded with locally available sand to protect from damage.
- CSP may solicit competitive bids for the work to ensure availability of a contractor that can comply with CSP's COVID-19 travel restrictions and requirements.
- To help reduce contractor cost, CSP intends to use city employees to perform the trench excavation, sand-bedding, and backfill.

Project Schedule

The following schedule supports spring/summer 2026 construction.

- Spring 2024: Project design and Owner Furnished Materials procurement
- Spring 2024: Contractor negotiation/solicitation
- Fall 2025 – Spring 2026: Ship materials to St. Paul Island
- Fall 2026: Complete construction/Record drawings
- September 21, 2026: Close-out & ongoing performance reporting

Performance Measures

Our HECG application consisted of four components: a) electrical distribution upgrades, b) power plant upgrades, c) heat recovery improvements, and d) LED lighting retrofits. The Airport Feeder portion of the electrical distribution upgrade portion is funded by a USDA RUS HECG Grant and a USDA RUS Rural Electric Loan. The following revised performance measures are provided to coordinate with the funded work:

- Provide reliable power to the Airport and Critical Infrastructure.
This goal will be measured by successfully completing the fiber cable by September 2026.
- Improve controls integration and communications with TDX wind farm.
This goal will be measured by successfully completing the fiber cable by September 2026.

Key Personnel

The contact information for key personnel is the same as our HECG application. Additional qualifications and information is available upon request.

Grant Manager:
Phillip A. Zavadil, City Manager
City of Saint Paul
PO Box 901
St. Paul Island, Alaska 99660
Phone: 907-341-3994

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Email: pazavadil@stpaulak.com

Project Finances:

Stephanie Mandregan, Finance Director
City of Saint Paul
PO Box 901
St. Paul Island, Alaska 99660 Phone:
907-600-4354
Email: stephanie@stpaulak.com

Project Engineer:

Christopher T. Davis, P.E.
Electric Power Systems, Inc
3305 Arctic Blvd, Suite #201
Anchorage, AK 99503
Phone: 907-646-5108
Email: cdavis@epsinc.com

Construction Contractor:

Ben Miebs
Electric Power Constructors, Inc
3305 Arctic Blvd, Suite #201
Anchorage, AK 99503
Phone: 907-631-4702
Email: bmiebs@epconstructors.com

CSP will perform all project bookkeeping. Stephanie Mandregan, Finance Director, will manage the grant funds, including payroll and accounts payable, and will be responsible for overseeing project bookkeeping and accounting. All procurements will follow written procurement procedures. A procurement budget will be established to control and monitor project spending. Each expenditure will be properly authorized. Grant funds will not be commingled with ongoing utility operations but will be separated within the City's accounting system. Expenditures over \$3000 require City Manager approval. All checks require two signatures. CSP's authorized check signers are separate from the bookkeeping staff. CSP will retain project records for 7 years.

Electric Power Systems, Inc. (EPS) will provide design, permitting and construction administration services for the project, as well as support CSP with its quarterly progress and financial reports. EPS has over 50-years of rural Alaska energy project design and construction administration experience and has successfully implemented RUS HECG projects. CSP contracted with EPS to prepare the concept design for the power plant and Airport Feeder upgrade projects, and EPS is also supporting CSP's transition out of its Title V operating permit.

EPS's responsibilities under this grant include:

- Regulatory and permitting compliance
- Engineering & construction administration
- Grant Support
- Owner Furnished Materials Procurement and mobilization
- Answering construction crew questions and systems commissioning
- Record Drawings and Operations & Maintenance Manuals

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CSP proposes to contract with Electric Power Constructors (EPC) to install the Airport Feeder conductor and fiber optic cable. Should CSP be unsuccessful negotiating fair and reasonable profit under this noncompetitive procurement, or should EPC be unable to fulfill CSPs COVID-19 travel requirements, CSP may use a limited solicitation invitation to bid (ITB) procurement to select a competent, responsible, and responsive contractor to perform the work.

Project Budget and Match

In our HECG Application, Grant Audit, Project Insurance and Match were allocated to the power plant upgrade project. Since only the Airport Feeder upgrade was funded by RUS, our Airport Feeder budget has been revised to include these expenditures. Please see attached Form SF-424C, Grant Tracking spreadsheet, and project cost estimate.

8.4. This Grant Award requires match funding in the amount of \$2,318,319.16. Match funding must be contributed pro rata with amounts disbursed under this grant agreement. The Grantee reporting shall ensure that a full description of the nature and cost of the match contribution is included as part of the overall project implementation plan and cost tracking.

CSP will provide the matching funds required through a USDA RUS Rural Electric Program loan.

8.11. Section 106 Review Amendment

Pursuant to Amendment No. 1 dated March 3, 2021, CSP designates Phillip A. Zavadil, City Manager, as the point of contact for any inadvertent discoveries and ongoing monitoring during project activity and will comply with the amended provisions regarding previously unidentified archaeological resources and previously unknown historic properties.

Notices to RUS shall be directed to:

Rural Utilities Service
United States Department of
Agriculture Room No. 4121 South
1400 Independence Avenue, SW
Washington, DC 20250-1500
Attention: Administrator

And via email to: RUSElectric@usda.gov

NOTE an acknowledgment of receipt is required for compliance with a notice provision under this Grant Agreement.

HECG PROJECT SUMMARY

The existing CSP power plant generates at 480-volt. Power is stepped-up via a 480V/12470Y7200V step-up transformer, which feed three (3) separate primary distribution feeders (Airport, Harbor and Town feeder) via a 15kV multi-feeder vacuum switch. The Airport and Town feeders were constructed in 1988 and consist of direct bury, 15kV, #2/0 stranded aluminum, cross linked polyethylene (XLP) "non-jacketed" (exposed) concentric neutral conductors. The Town feeder has been upgraded, but the Airport feeder is at the end of its useful life and at risk of failure.

This HECG project will replace the antiquated multi-feeder vacuum switch with new state of the art switchgear and replace the existing 2.6-mile Airport feeder and install fiber optic cable to the water treatment plant and the wind power site at the Airport. The TDX village corporation wind farm is connected to the CSP grid but is poorly utilized due to lack of control coordination. The new fiber optic cable will enhance future improvement of wind power integration and provide the added benefit of upgraded communication for the Airport, City facilities, US Coast Guard, and the National Weather Service. A new solid dielectric switch at the airport will provide a distinct motor operated switch for the TDX for better wind-power integration.

The airport feeder will be designed and constructed consistent with the standards and requirements for projects under the RE Act, and in accordance with RUS Bulletin 1728F-806: Specifications and Drawings for Underground Electrical Distribution, and 2023 National Electrical Safety Code. All new equipment will be dead front and utilize fiberglass ground sleeves. Sectionalizing cabinets will be fiberglass construction with stainless steel hardware. All new primary cable will be either sand-bedded or installed in HDPE conduit to protect the conductors from damage. All new primary cable will be Polyethylene jacketed concentric neutral with ethylene propylene (EPR) insulation, 133% MV105, and all primary terminations will be through load break elbows. All connections will be above grade in sectionalizing cabinets. No buried or below grade connections or in-line splices will be made.

The electrical distribution work will be performed along the existing Airport Feeder alignment and within existing utility rights-of-ways. See attached Map.

