

STEERING COMMITTEE MEETING NOTES

Kake-Petersburg Intertie (KPI) Project

February 27, 2012

Juneau

5:00 PM

Miller Room

Participants:

Honorable Mark Jensen, Mayor, City of Petersburg
Honorable Henrich Kadake, Mayor, City of Kake
Paulette Jackson, Deputy Mayor, City of Kake
William Bean Jr., Manager, City of Kake
Gary Williams, Executive Director, Organized Village of Kake
Jodi Mitchell, CEO, Inside Passage Electric Cooperative
Vicki Wolfe, Kake Tribal Corporation, President and Chief Executive Officer
Trey Acteson, CEO, SEAPA
Robert Venables, Energy Coordinator, Southeast Conference
Mark Schinman, Project Manager, Commonwealth Associates

1. **Meeting called to order - Trey Acteson**
2. **Introductions - All**
3. **SEAPA Current Grant Project Funding - Trey Acteson**

Mr. Acteson reported there are two grants. Grant #1, in the amount of \$2,990,000, was originally in the name of Kwaan Electric Transmission Intertie Cooperative. This grant has been transferred to SEAPA for administration. Grant #2, in the amount of \$2,000,000, issued to SEAPA is in place. A total of approximately \$5M funding is available to move the project forward.

4. **KPI Construction Funding Status - Trey Acteson and Robert Venables**

Mr. Acteson and Mr. Venables reported they, as well as the representatives from Kake, are seeking funding from the legislature for project construction. The City of Kake has officially made the request and is working with the legislature to obtain funding. With all the priority projects the legislature is considering and limited state funds, it is not too promising that funding will be obtained this year. Efforts continue to obtain funding.

5. **Federal Highway/AKDOT&PF - Kake - Petersburg Road Status - Mark Schinman**

Mr. Schinman reported that he and Mr. Venables attended the Public Scoping meetings in Petersburg on February 21 for the Kake Access Project. It was estimated there were 40 to 50 individuals in attendance with 50% approximately each from Petersburg and Kupreanof. HDR, the consultant doing the EIS, was in attendance. Many questions were answered about both the Kake Access Project and the Intertie. Citizens had an opportunity to fill out forms to provide input. Mr. Schinman also reported that there is a web site with information regarding the Kake Access project. <http://kakeaccess.com>. The web site can also be used to submit comments. We understand Federal Highway will be scheduling a second scoping meeting in Kake possibly April 2 and 3.

6. KPI - Environmental Impact Statement Status - Mark Schinman

The EIS is moving forward. Chapters 1 and 2 have been drafted. Chapter 1 is the Purpose and Need and Chapter 2 is the Alternatives. They were submitted to the USFS for review/comment last Friday. The schedule for the EIS is on track and was reported in Agenda item nine.

7. D. Hittle Study Update – Mark Schinman

The D. Hittle feasibility study with project cost information was completed in January 2010. Cost information used was from 2009. It is very important as we request project funding that we provide realistic cost estimates. D. Hittle has been provided a task order to update the study including updating estimated project costs assuming project construction in 2015 and 2016. The updated cost estimate information was received this week. D. Hittle reports that in 2009, construction costs were low due to the recession. As we are coming out of the recession available information indicates construction costs are increasing faster than normal with inflation/escalation rates of 4-5% per year. This is reflected in the estimates D. Hittle is providing. Committee members were provided the new cost estimates via a paper copy of a PowerPoint presentation that was presented to the Southeast Conference Mid-Session Summit earlier in the day. After the meeting, Mr. Schinman e-mailed the presentation to the Steering Committee mailing list in .pdf format. The alternatives shown are consistent with the alternatives being analyzed in the EIS. D. Hittle will continue there work and provide an updated report.

8. Current Issues - Trey Acteson

The Kake Access Project (the road) is moving forward. They have started work on their EIS. We don't know what solution or route they will select as the EIS is in the early phases. The EIS is scheduled for completion in the winter of 2015. They are also looking at additional ferry routes and airline routes as a possible solution for enhanced access for Kake. Mr. Acteson shared his concerns with the Kake Access Project moving forward and, considering that it is funded, how this may impact the timing of the funding and the construction schedule for the Intertie. Should the Kake Access Project select the northern route for a new road, the Intertie will cost less to construct should that be the route we select. Considering this, Mr. Acteson is concerned the intertie funding may be delayed for road construction.

9. Next Steps - Mark Schinman

- a. Update D. Hittle Intertie Study Update (dated January 2010) – February 2013
- b. EIS - Purpose and Need/Alternatives to USFS for Review - February 2013
- c. Draft EIS Available for Public Review and Comment - May or June 2013
- d. Public Meetings on Draft EIS - June or July 2013
- e. Preliminary Final EIS based on Public Review and Comment to USFS for Review – September 2013
- f. Revise and Publish Final EIS and ROD - December 2013
- g. 45 Day Appeal Period Complete - February 2014
- h. Hire Design Engineer - Mid 2013 to Early 2014
- i. Construction Ready Assuming Funding Available – Spring 2014

10. Schedule Next Meeting

Federal Highways is scheduling a public scoping meeting for the Kake Access Project in Kake possibly April 2nd or 3rd. The next Steering Committee meeting will tentatively be held at the same time.

11. Meeting Adjourned

** Notes:

1. At the time of publication of the meeting notes, AKDOT had accelerated their scoping meeting schedule to March 12. Commonwealth sent supporting information to the Mayor of Kake for this meeting and will schedule the next steering committee meeting in the near future
2. The D. Hittle report dated January 2010 indicates the following, which continues to be the current plan.

Fiber Optic Communication Cable

It is expected that a 24 strand fiber optic communication cable will be included in the KPI design. Initially, the fiber optic system will be used for control of the KPI system. For the overhead portions of the line, the fiber strands will be bundled within an aerial cable. For the submarine crossings, the fiber-strands will be an integral part of the bundled cable design. The terminations of the fiber optic cable will need to be connected to local communication systems at a later date. The termination and interconnection facilities have not been included in the preliminary design included in this study.