Midcoast Regional Redevelopment Authority

Request for Proposals
Brunswick Landing Electric Utility
District Climate Action Plan

Proposal Due Date: May 16, 2025

The Midcoast Regional Redevelopment Authority (MRRA) is seeking proposals from qualified individuals or firms with a background or expertise in Electric Utility District Climate Action planning and/or engineering to provide planning services for a 3,200-acre property called Brunswick Landing (the former Naval Air Station Brunswick site).

Background

The Midcoast Regional Redevelopment Authority (MRRA) is a municipal corporation, and a public instrumentality of the State created by statute 13 MRSA §13083-G. The purpose of the MRRA is to implement the reuse plans for the former Naval Air Station Brunswick (NAS Brunswick) and the Annex Facility in Topsham. The authority is governed by an eleven-member board of trustees appointed by the Governor and confirmed by the Maine Legislature.

Naval Air Station Brunswick (NASB) was designated for closure in May 2005 under the 2005 Federal Base Realignment and Closure (BRAC) action. The former NASB, now known as Brunswick Landing, Maine's Center for Innovation, is a 3,200-acre property with state-of-the-art facilities, over 1.7 million square feet of commercial and industrial space, and a world class aviation complex. MRRA's Reuse Master envisions Brunswick Landing to be a science and technology park in a campus setting with centers of excellence in advanced technologies (composites, biomed, renewable energy, IT), a regional executive airport, business-focused educational facilities, and on-site renewable energy development and opportunities for high quality job creation in Aviation and Aerospace, Energy, Composite Technologies, Information Technology, Biotechnology and Biomed, and Education. There were also 533 housing units associated with Naval Air Station Brunswick at the Bath Road site.

The electric transmission and distribution infrastructure serving Brunswick Landing was transferred to MRRA by the Navy in September 2011. MRRA began operations of that system on October 1, 2011 and began providing service to the Navy, as there was still an active mission on the campus and a handful of MRRA tenants based on engineering estimates of electrical consumption as there was only two Central Maine meters at the time of conveyance with no individual building meters on campus. With a grant from the Economic Development Administration in 2015, MRRA installed electric meters on all commercial and residential buildings.

In July of 2021, MRRA became a regulated public utility by the Maine Public Utilities Committee with the acceptance of MRRA's proposed Terms and Conditions for the operation of the electric distribution system at Brunswick Landing and will be known as the Brunswick Landing Electric Utility (BLEU) district. As of December 31, 2024, there are 231 residential customer accounts, 139 small commercial accounts and 4 large commercial accounts (consume more than 100,000 kilowatt hours per month). Annual kilowatt sales are:

	Customer Total Kilowatt Hours
Large Commercial	9,470,100
Small Commercial	10,446,720
Residential	875,314
Total	**20,792,134**

At present, the existing electric power distribution system, originally constructed by the Navy, adequately serves the majority of the developed portion of Brunswick Landing. Brunswick Landing is served electricity by Central Maine Power (CMP), that enters the east side of Brunswick Landing from Route 24 (Gurnet Road) just past Cooks Corner shopping center, alternatively known as "Navy Feed". The Gurnet Road feed is on CMP's Large General Service, Primary, Time-of-Use (LGS-P-TOU) rate schedule.

The main electrical service to Brunswick Landing electrical distribution system is from a single 34.5kV delivery point from Central Maine Power's 217D3 Circuit on Gurnet Road which is fed from CMP's Cooks Corner Substation ("Navy Feed") and serves everything east of the runways. Just ahead of the point of delivery, CMP has 100 Amp "T" speed fuses that isolate the Brunswick Landing Campus from the CMP 34.5kV system in the event of a fault on the MRRA system. CMP's primary revenue metering is located immediately after the 100 Amp fuses. From the CMP point of delivery, MRRA continues with a 34.5kV overhead line that extends approximately one conductor mile within the Brunswick Landing Campus. Four internal distribution circuits originate from the MRRA distribution center and extend throughout the Brunswick Landing Campus. The circuits are numbered 1 through 4.

The electrical distribution system at Brunswick Landing consists of overhead conductors, hundreds of primary voltage transformers (both pad and pole mounted), switches, and associated protective devices such as reclosers and fused cut-outs. MRRA currently serves 374 connected loads including a data center, a medical device manufacturer, a senior living facility, a memory care facility, a college campus including a dormitory, multifamily and single-family housing units, and a general aviation airport. The Brunswick Landing campus collectively consumes about 20.7 million kilowatt hours of energy per year.

Power System Engineering (PSE) was contracted by the MRRA in January 2014 to complete an electrical transmission and distribution system analysis of the electrical facilities owned and operated by MRRA (study is available on our website at www.mrra.us.) PSE found the MRRA electrical facilities to be "generally … in good condition." PSE concluded that up to 5 MVA of load can be served on each of the MRRA internal circuits with N-1 contingency capability maintained; however, the total load on the MRRA system cannot exceed 6 MVA with only one source of supply from the CMP system.

BLEU currently purchases its power needs from NextEra Energy Systems Maine, LLC through a multi-year contract (ending October 31, 2025) and a 1-megawatt photovoltaic array owned by Pegasus Solar, LLC. BLEU reads meters monthly and then bills our various tenants and utility customers for energy consumed, transmission and distribution and our own systems maintenance fee. MRRA has a contract, it initiated in 2014 with Village Green Ventures to purchase energy from a one-megawatt anaerobic digester. MRRA purchased energy from Village Green from April 2016 through July 2021, when it was no longer operational. The anerobic digester is now owned by Viridi Energy.

Upon the recommendation of Power Systems Engineering in 2016 MRRA invested in excess of $400,000 to upgrade the primary incoming feeder and main electrical distribution center to improve reliability and performance of the Brunswick Landing electrical grid. The scope of the upgrade project included the demolition of the existing pad-mounted "substation" at the corner of Admiral Fitch Avenue and Pegasus Street and replaced it with four new overhead reclosers and replace the service line coming in from Bath Road for the entire length of Admiral Fitch Avenue to Pegasus Street. The new advanced reclosers have automated controls which allow for additional flexibility in coordinating with Central Maine Power as well as form the basis for the development of a smart microgrid on the Brunswick Landing campus.

The Brunswick Landing Electric Utility District is a very small electric distribution service provider. In order to meet our statutory redevelopment mission, the Authority works to assure that the costs of public goods and services provided by MRRA, and its subsidiaries are similar to those outside the fence, so to speak. BLEU passes along the retail transmission and distribution charges of Central Maine Power, and our collective supply cost (NextEra Energy Systems Maine, LLC and Pegasus Solar) along with BLEU distribution service charge

of $0.0320 per kilowatt-hour for large service customers, $0.0367 kilowatt hour for commercial customers and $0.0879 per kilowatt-hour for residential customers.

While BLEU has very limited financial capacity, it does recognize the urgent need to assess its electric transmission and distribution system to minimize the anticipated effects of climate change on utility assets. Pursuant to "An Act Regarding Utility Accountability and Grid Planning for Maine's Clean Energy Future," codified as 35-A M.R.S.A. § 3146, BLEU hereby presents this ten-year plan for addressing the effects of climate change on BLEU's distribution assets. This comprehensive plan outlines specific actions to enhance the resilience of the utility infrastructure, ensuring a reliable and sustainable energy supply to its customers in the face of changing climate conditions. On January 2, 2024, BLEU submitted the attached Climate Action Plan to the MainePUC. In that plan, we identified the need to have professional assistance to prepare a Vulnerability Assessment.

The Scope of Work would include the following:

Activity: Conduct a Vulnerability Assessment of the electrical distribution system at Brunswick Landing.

Desired outcome or benefit: Develop an amendment to the District Climate Action Plan to incorporate efficient solutions to climate impacts on the electrical distribution system at Brunswick Landing.

Detail Scope:

1. ***Vulnerability Assessment***

Beginning in 2025, the Brunswick Landing Electric Utility will conduct a climate vulnerability assessment study, building on the work of 2014 Power System Engineering (PSE) study to identify and categorize risk and establish a conceptual framework for anticipating, managing and recovering from the effects of a potentially hazardous events related to climate change. The assessment will help BLEU better understand threats and vulnerabilities, determine acceptable levels of risk, and develop a capital improvement investment strategy and operational procedures to enhance infrastructure resilience and operational procedures to limit system failures.

- Identify critical assets within the transmission and distribution network vulnerable to climate-related risks.
- Prioritize assets based on their vulnerability and importance to overall system functionality.

2. ***Hardening and Redundancy:***

With the completion of the Vulnerability Assessment described above, the report will identify any deficiencies in the system and lay out an affordable and achievable plan to invest in the following assets to promote hardening and redundancy to prevent system failures due to climate threats:

- Upgrade and reinforce key distribution lines in high-risk areas or are threatened by the growing frequency of extreme climate events.
- Implement redundancy measures for critical infrastructure components to minimize single points of failure.

To be considered, please forward by email a proposal to **Jeffrey Jordan, Deputy Director of the Midcoast Regional Redevelopment Authority at jeffreyj@mrra.us by 2:00 p.m. on Friday, May 16, 2025.**

MRRA reserves the right to accept or reject any or all proposals, parts thereof, and to further make modifications as it deems in the best interest of MRRA. It also reserves the right to retain all proposals submitted and to use any ideas in a proposal regardless of whether that proposal is selected. Submission of a proposal indicates acceptance by the firm of the conditions contained within this request for proposals.

All questions shall be directed to Jeffrey Jordan, Deputy Director of MRRA. Responses from the MRRA that substantially alter this RFP will be issued in the form of a written addendum to all those who have contacted MRRA with a formal initial expression of interest. All proposals submitted shall remain open to acceptance for thirty days from their opening.

Selection Criteria

MRRA will review submissions, may or may not hold interviews and rank proposals. MRRA is not bound by the lowest cost proposal but may accept the proposal that is considered the best value for MRRA. MRRA has budgeted $150,000 for this work effort.

Evaluations will be based on criteria outlined herein which may be weighted by MRRA in a manner it deems appropriate. All proposals will be evaluated using the same criteria. The criteria used will be:

A. *Responsiveness to the RFP*

MRRA will consider all the material submitted to determine whether the response to the RFP is in compliance with the RFP documents.

B. *Ability to Perform Required Services*

MRRA will consider all the relevant material submitted by each proposer and other relevant material it may otherwise obtain, to determine whether the individual or firm is capable of providing services of the type and scope specific to the RFP. The following elements may be given consideration by MRRA in determining whether an auditing firm is capable:

1. The ability and capacity of the person or firm and the skills, experience, and availability of the specific individuals to be assigned to MRRA to perform the services required;

2. The quality of performance by the individual or firm on previous and similar contracts and such other information as may be secured and considered relevant by MRRA including information obtained from references provided;

3. The ability of the individual or firm to present professional work; the skill of the induvial or firm as demonstrated by samples of similar work and/or references from similar organizations;

C. *Cost proposal*

D. *References for related work*

Communications in Reference to this RFQ

Any communication in reference to this RFQ should be made in writing or e-mail and directed to:

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