

Appendix I

Decommissioning Plan

A DECOMMISSIONING PLAN FOR

Cottage Grove BESS

Washington County, Minnesota

MAY 20, 2026

MPUC DOCKET NO. IP7180/ESS-26-184

PREPARED FOR:



PREPARED BY:

Westwood

Decommissioning Plan

Cottage Grove BESS

Washington County, Minnesota

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Attachment A: Facility Layout Map

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1.0 Introduction

Panamint Capital (“Applicant” or “Owner”) is proposing to construct and operate Cottage Grove BESS (“Project”), an up to 80.0-MW/320.0 MW-hr battery energy storage system (BESS) located within the approximate 6.6-acre Project Area in Washington County, Minnesota. The Applicant is the Owner of the Project and has secured land rights to build the Project through lease agreements with landowners.

The following provisions are intended to ensure that facilities are properly removed after their useful life. This Decommissioning Plan (“Plan”) includes provisions for removal of all structures, foundations, underground cables, transformers and foundations; restoration of soil and vegetation; and a plan ensuring financial resources will be available to fully decommission the Project.

The Plan was prepared in accordance with the conditions described in the Minnesota Department of Commerce (DOC) Energy Environmental Review and Analysis (EERA) *Recommendations on Review of Solar and Wind Decommissioning Plans (March 16, 2020)*, the EERA *Application Guidance for Site Permitting of Solar Farms (January 2024)*, and in accordance with the Minnesota Public Utilities Commission (“MPUC” or “Commission”) Site Permit (MPUC Docket No. *Pending*) to be issued for the Project.

1.1 Project Description

The Project is located in Washington County, Minnesota, near the intersection of 105th Street South and Innovation Road South, near the city of Cottage Grove. It is located within Section 27 of Township 27 North, Range 21 West. Prior to construction, the Project Area consisted of a vegetated area located within the existing LS Power natural gas power station property.

The Project will consist of approximately 1,035 linear feet of fencing (around Project facilities), 575 linear feet of access roads, 3,169 linear feet of underground cable, an 80.0-MW/320.0 MW-hr BESS with eighty (80) Sungrow battery containers with built-in inverters and twenty (20) medium voltage transformers, a Project substation with one (1) main power transformer, and associated equipment. Please see Attachment A for a facility layout map.

1.2 Decommissioning Objective

The objective of decommissioning is to restore the site to a condition that will facilitate its pre-construction use at the end of operation. The system must be decommissioned if: a) it reaches the end of system’s serviceable life; or b) the system becomes a discontinued use. After the Site Permit term expires, the Project operation may be extended (upon Commission review and approval) or the Project ceases to operate. The Project Owner will be responsible for removal of all above ground equipment and underground equipment within the Project Area. The Owner will restore and reclaim the site to pre-construction topography and topsoil quality to the extent practical and assumes that most of the site will be returned to farmland and/or pasture after decommissioning.

Decommissioning includes removing the battery containers, inverters, transformers, shallow underground cables and lines, equipment pads and foundations, equipment cabinets, and ancillary equipment. The civil facilities (access road, security fence, and drainage structures) are included in the scope. Standard decommissioning practices would be utilized, including dismantling and repurposing,

salvaging/recycling, or disposing of the BESS energy improvements.

After all equipment is removed, any holes or voids created by concrete pads and other equipment will be filled in with native soil to the surrounding grade, and the Project site will be restored to pre-construction conditions, to the extent feasible. All access roads and other areas compacted by equipment will be de-compacted to a depth necessary to ensure adequate soil drainage and root penetration, then will be revegetated.

1.3 Use of Generation Output

Energy from the Project will tie in with an existing point of interconnection adjacent to the site via existing generation tie (gen-tie) lines. Power from the Project will be offered to wholesale customers, including Minnesota utilities and cooperatives that have identified a need for additional renewable energy and capacity, and Commercial and Industrial (C&I) customers that have set clean energy goals.

2.0 Notification

The Applicant anticipates operating the Project for twenty-five (25) years after Site Permit issuance. At the end of the anticipated operation, the Project Owner will be responsible for removing the BESS facilities as described in this Plan; however, the Project Owner reserves the right to continue to operate the Project, instead of decommissioning, by applying for an extension of required and applicable permits.

After the Project has reached the end of its useful life, and at least ninety (90) days prior to the start of decommissioning activities, the Project Owner will notify the Commission, landowners, affected parties, counties, and other local units of government in writing, of the intended decommissioning activities and schedule. Applicable permits and approvals will be obtained prior to the start of decommissioning work. These parties will again be notified once decommissioning activities have been completed.

3.0 Decommissioning Tasks and Timing

Decommissioning will include the removal and transportation of all Project components from the Project site. All dismantling, removal, recycling, and disposal of materials generated during decommissioning will comply with rules, regulations, and prevailing Federal, State, and local laws at the time decommissioning is initiated and will use approved local or regional disposal or recycling sites as available. Recyclable materials will be recycled to the furthest extent practicable. Non-recyclable materials will be disposed of in accordance with State and Federal law.

During decommissioning, the landowners will be consulted to identify the extent and type of work to be completed. Some Facility infrastructure, such as the access roads, and fencing, may be removed at the discretion of the landowner(s). Underground utility lines, if deeper than forty-eight (48) inches below ground surface elevation, may be left in place to minimize land disturbance and associated impacts to future land use.

3.1 Decommissioning of Project Components

3.1.1 Overhead and Underground Cables and Lines

All underground cables and conduits will be removed to a depth of forty-eight (48) inches as specified in the lease agreements. Facilities deeper than forty-eight (48) inches may remain in place to limit vegetation and surface disturbance. The underground cables around equipment pads will be completely removed up to a length of twenty-five (25) feet around the perimeter of pads. Topsoil will be segregated and stockpiled for later use prior to any excavation and the subsurface soils will be staged next to the excavation. The subgrade will be compacted per standards. Topsoil will be redistributed across the disturbed area.

3.1.2 Transformers and Ancillary Equipment

All electrical equipment will be disconnected and disassembled. All parts will be removed from the site and reconditioned and reused, sold as scrap, recycled, or disposed of appropriately, at the Owner's sole discretion, consistent with applicable regulations and industry standards.

3.1.3 Equipment Foundations and Ancillary Foundations

The ancillary foundations are concrete foundations for the equipment pads. The foundations will be pulled out completely. Duct banks will be excavated to a depth of at least forty-eight (48) inches. All unexcavated areas compacted by equipment used in decommissioning will be decompacted in a manner to adequately restore the topsoil and sub-grade material to a density similar to the surrounding soils. All materials will be removed from the site and reconditioned and reused, sold as scrap, recycled, or disposed of appropriately, at the Owner's sole discretion, consistent with applicable regulations and industry standards.

3.1.4 Fence

Fence parts and foundations will be removed from the site and reconditioned and reused, sold as scrap, recycled, or disposed of appropriately, at the Owner's sole discretion, consistent with applicable regulations and industry standards. The surrounding areas will be restored to pre-construction conditions to the extent feasible.

3.1.5 Access Roads and Driveways

Facility access roads will be used for decommissioning purposes, after which removal of roads will be discussed with the landowner(s) and one of the following options will be pursued:

1. After final clean-up, roads may be left intact through mutual agreement of the landowner and the Owner unless otherwise restricted by Federal, State, or local regulations.
2. If a road is to be removed, aggregate will be removed and shipped from the site to be reused, sold, or disposed of appropriately, at the Owner's sole discretion, consistent with applicable regulations and industry standards. Clean aggregate can often be used as "daily cover" at landfills for no disposal cost. Internal service roads are constructed with geotextile fabric and eight inches of aggregate over compacted subgrade. Any ditch crossing connecting access roads to public roads will be removed unless the landowner requests it remains. The subgrade will be decompacted in a manner to adequately restore the topsoil and sub-grade material to a density

consistent for vegetation. Topsoil that was stockpiled during the original construction will be distributed across the open area. Finally, the access road corridors will be revegetated with an approved seed mix.

3.1.6 Stormwater Features

At the time of decommissioning, potential stormwater features will be removed as required to restore the areas in which they were constructed. Any structures or components, such as weirs, outlet pipes, riprap, etc. will be removed and loaded for off-site disposal. The feature will then be graded to match the surrounding grade and to promote stormwater drainage at the site. Topsoil will be reapplied and the area will be revegetated to match pre-construction conditions to the extent feasible.

3.1.7 Substation

Decommissioning of the collector substation will be performed with the rest of the Project. All steel, conductors, switches, transformers, and other components of the substation will be disassembled and taken off-site to be recycled or reused. Foundations and underground components will be removed to a depth of forty-eight (48) inches. The rock base will be removed using bulldozers and backhoes or front loaders. The material will be hauled from the site using dump trucks to be recycled or disposed at an off-site facility. Additionally, any permanent stormwater treatment facilities (*e.g.*, infiltration ponds and engineered drainage swales) will be removed. Topsoil will be reapplied to match surrounding grade to preserve existing drainage patterns. Topsoil and subsoil will be decompacted in a manner to adequately restore the topsoil and sub-grade material to a density consistent for vegetation.

3.1.8 Battery Energy Storage Systems (BESS)

Prior to commencing decommissioning of the BESS, all personnel on-site during the decommissioning process will receive a site-specific safety briefing and will be made aware of all electrical shock and arc flash risks when working within the battery containers. Hazmat training will also be conducted for all personnel handling lithium-ion batteries during the process.

The battery facility will be fully discharged to the minimum state of charge required for removal and safe transportation as per battery manufacturer specifications. The battery modules will be removed from their racks, repackaged on-site, and shipped intact to a regional recycling hub within 500 miles of the Project site. No disassembly of battery modules will be required on-site, and the battery terminals will be taped off to avoid any potential for a short to occur. In the event of any breakage or damage to individual battery modules, such modules will be placed in individual, non-metallic inner packaging that completely encloses the cell.

The refrigerant/coolant from HVAC units will be collected into separate containers on-site as per the code and industry standard practice. The coolant can be reused after processing. The HVAC units will be sent to the metal recyclers along with other recycling material. Similarly, all fire suppression units will be cleared of the suppression fluids and sent to the suppliers for reuse following the industry standard practice. All electrical equipment will be disconnected and disassembled. All parts will be removed from the site and reconditioned and reused, sold as scrap, recycled, or disposed of appropriately, at the Project Owner's sole discretion, consistent with applicable regulations and industry standards.

In all cases, the Owner, or their subcontractor as applicable, shall ensure all applicable OSHA, security,

safety and health requirements are complied with during the removal and decommissioning of the BESS and its related equipment.

The United States Environmental Protection Agency (“U.S. EPA”) has guidelines for responsible disposal and recycling of lithium-ion batteries that have reached end of life (Title 40 Code of Federal Regulations Part 273: Standards for Universal Waste Management). Additionally, lithium-ion batteries are classified by the US Department of Transportation (DOT) as Class Nine hazardous materials. All applicable requirements related to the packaging, labelling, transportation, and disposal or recycling of the lithium-ion batteries contained in the Code of Federal Regulations, Title 49, Subchapter C, Parts 171-180, will be followed.

3.1.9 Equipment and Temporary Improvements

During decommissioning, temporary staging or storage areas may be required for equipment and supplies. These areas may be the same as those used during construction of the Project. The existing driveways and access road will be used throughout the decommissioning process, therefore no additional temporary infrastructure is anticipated.

3.2 Component Disposal

Project components removed from the Project site will be resold, reused, recycled, or scrapped to the greatest extent possible.

- Metal components will be processed to size, sorted, and hauled to a recycling facility (Alter Metal Recycling in St. Paul, Minnesota, approximately 16.2 miles from the Project site) to be processed as scrap. This includes:
 - Steel components, including chain-link fencing, structural steel from the substation, and smaller components from recycled equipment.
 - Underground collection, and grounding cables, typically composed of aluminum and copper.
 - Copper windings from transformers, and the copper ground grid from the substation.
- Other electrical equipment may be assessed for its condition and either sold for reuse or scrapped from its components.
- Fluids, such as transformer oils, will be drained and shipped off-site to an approved recycling facility.
- Crushed concrete will be hauled to a concrete recycling facility. Concrete will be crushed and rebar or other metals will be separated out for recycling. The remaining concrete will then be processed into aggregate that may be used as a building material again in the future.
- If possible, clean gravel removed from the site may be re-used to improve public roads or used by local landowners to improve driveways or be used as clean fill. For the purposes of this cost estimate, it’s assumed that the gravel will be hauled to a landfill.

Project components that are not recyclable may include items composed of mixed materials, certain plastic components, materials that have been contaminated, and certain general municipal wastes. For the purposes of this Plan, it is assumed that these materials will be hauled to Pine Bend Landfill, located in Inver Grove Heights, Minnesota, approximately 20.2 miles from the site.

The plan should identify materials that are hazardous, regulated (*e.g.*, component containing PFAS), or will likely be disposed of in industrial, solid waste, or hazardous waste disposal facilities due to lack of other end-of-life options.

3.3 Reclamation

The Owner will restore and reclaim the site to the pre-construction condition consistent with the site lease agreements as applicable. The Owner assumes that most of the Project site will be restored and reseeded to match pre-construction conditions to the greatest extent possible. If no specific use is identified, the Owner will plant unvegetated portions of the site with a seed mix specified in the approved SWPPP as applicable. The goal of restoration will be to restore natural hydrology and plant communities to the greatest extent practicable, while minimizing new disturbance and removal of native vegetation or vegetation established during operation of the facility. The decommissioning effort will implement construction stormwater best management practices (BMPs) to minimize erosion and to contain sediment on the Project to the extent practicable, including the following:

1. Minimize new disturbance and removal of native vegetation to the greatest extent practicable.
2. Remove BESS equipment and all access roads up to a minimum depth of forty-eight (48) inches, backfill with subgrade material, and cover with suitable topsoil to allow adequate root penetration for plants, and so that subsurface structures do not substantially disrupt ground water movements.
3. Any topsoil that is removed from the surface for decommissioning will be stockpiled to be reused when restoring plant communities or agricultural land. Once decommissioning activity is complete, topsoil will be re-spread to assist in establishing and maintaining plant communities.
4. Stabilize soils and return them to vegetation, according to the landowner direction.
5. During and after decommissioning activities, install erosion and sediment control measures, such as silt fences, bio-rolls, and ditch checks in all disturbance areas where potential for erosion and sediment transport exists, consistent with stormwater management objectives and requirements.
6. Remediate any petroleum product leaks and chemical releases from equipment operation and electrical transformers prior to completion of decommissioning.

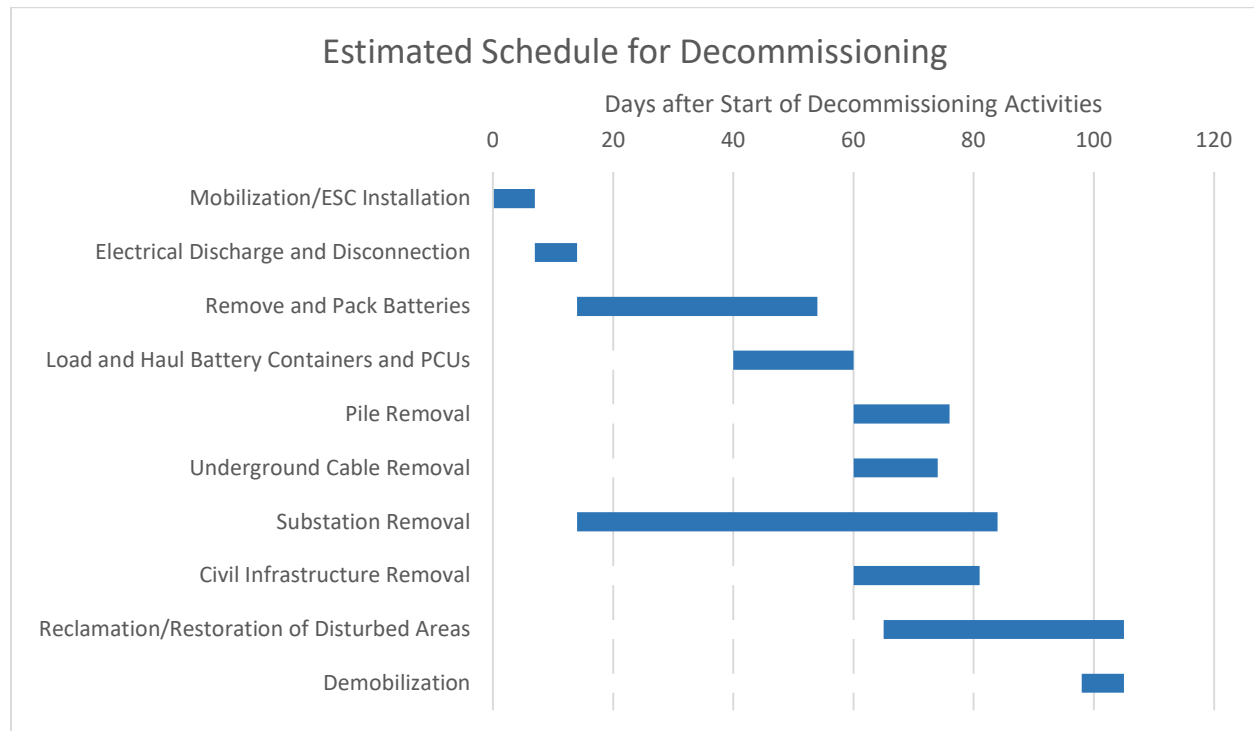
4.0 Permitting

All decommissioning and restoration activities will comply with applicable Federal, State, and local permit requirements. Decommissioning activities will likely disturb more than one (1) acre of soil and trigger the need for a National Pollutant Discharge Elimination System (NPDES)/State Disposal System (SDS) Construction Stormwater General Permit. A SWPPP will be developed prior to filing a Notice of Intent.

If necessary for decommissioning activities, wetlands and waters permits will be obtained as needed from the US Army Corps of Engineers (USACE), Minnesota Department of Natural Resources (MNDNR), and the local government unit (LGU) that implements the Minnesota Wetland Conservation Act (WCA) program. A Spill Prevention, Control and Countermeasures (SPCC) Plan for decommissioning will likely be required.

5.0 Decommissioning Schedule

It is anticipated that the decommissioning activities for the Project can be completed in a fifteen- (15-) week period. Because relatively fewer utility-scale BESS facilities have been fully decommissioned to date, there is limited historical data for durations available for some of the decommissioning activities that can be applied directly. However, the estimated sequencing and duration of decommissioning activities is summarized below.



6.0 Decommissioning Costs

The estimated costs for decommissioning are tied to assumptions about the amount of equipment mobilized, the crew sizes, weather and climate conditions, and the productivity of the equipment and crews. The decommissioning costs are calculated using current pricing. In keeping with the DOC EERA recommendations, the estimate of net costs should be updated every five (5) years to recognize price trends for both decommissioning costs and the salvage and resale values of the components.

The total estimated cost of decommissioning Cottage Grove BESS is approximately \$2,143,416 (\$26,793 per MW). Estimated salvage/scrap value of the batteries, transformers, and other materials is approximately \$272,919. The net decommissioning costs after accounting for resale and salvage values is approximately \$1,870,500, or \$23,381 per MW.

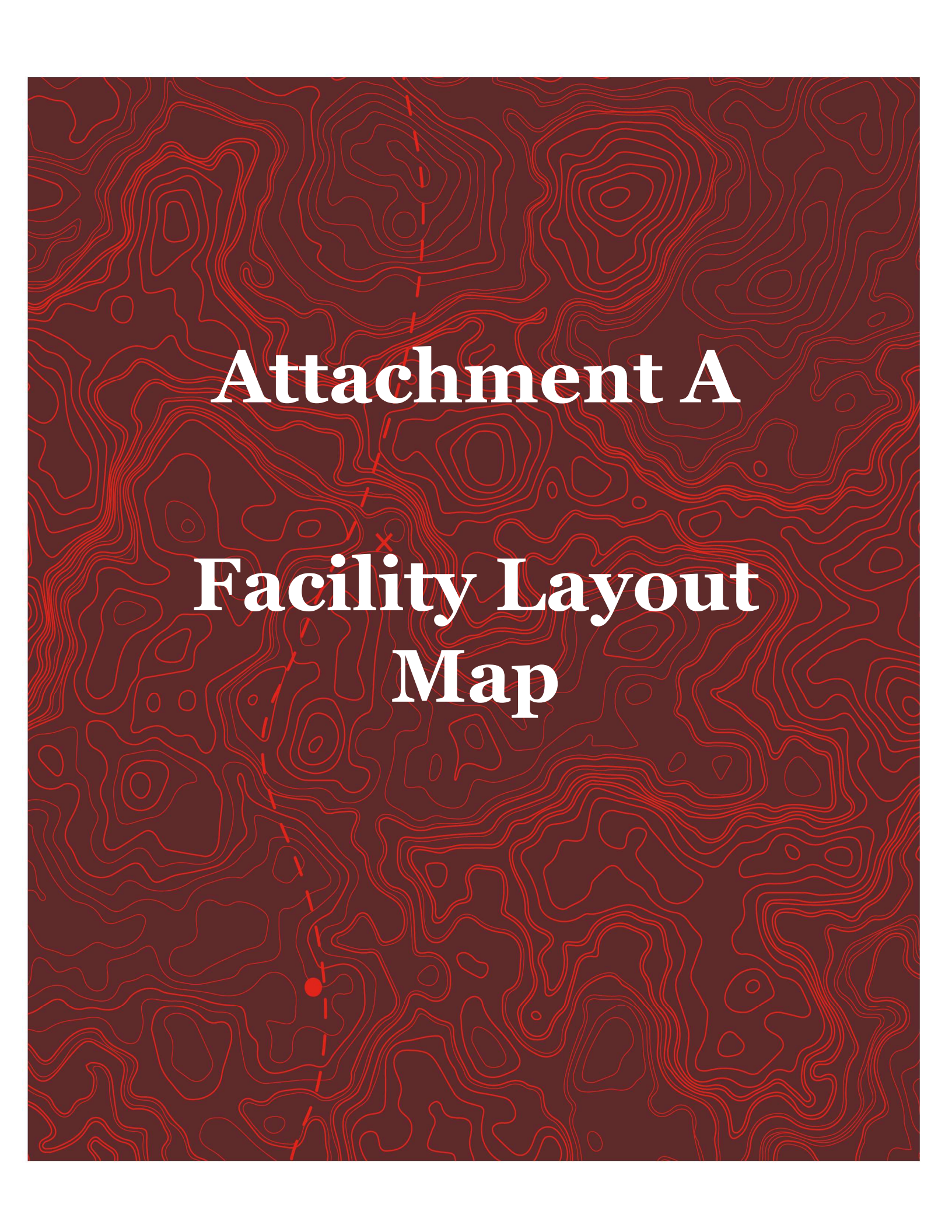
Please refer to Attachment B for the detailed decommissioning cost estimate.

7.0 Financial Surety

The Project anticipates operating the Project for twenty-five (25) years or until the Site Permit expires. The Applicant reserves the right to continue to operate the Project, instead of decommissioning, by applying for an extension of required permits. Should the Project Owner decide to continue operations, a decision may be made on whether to continue operation.

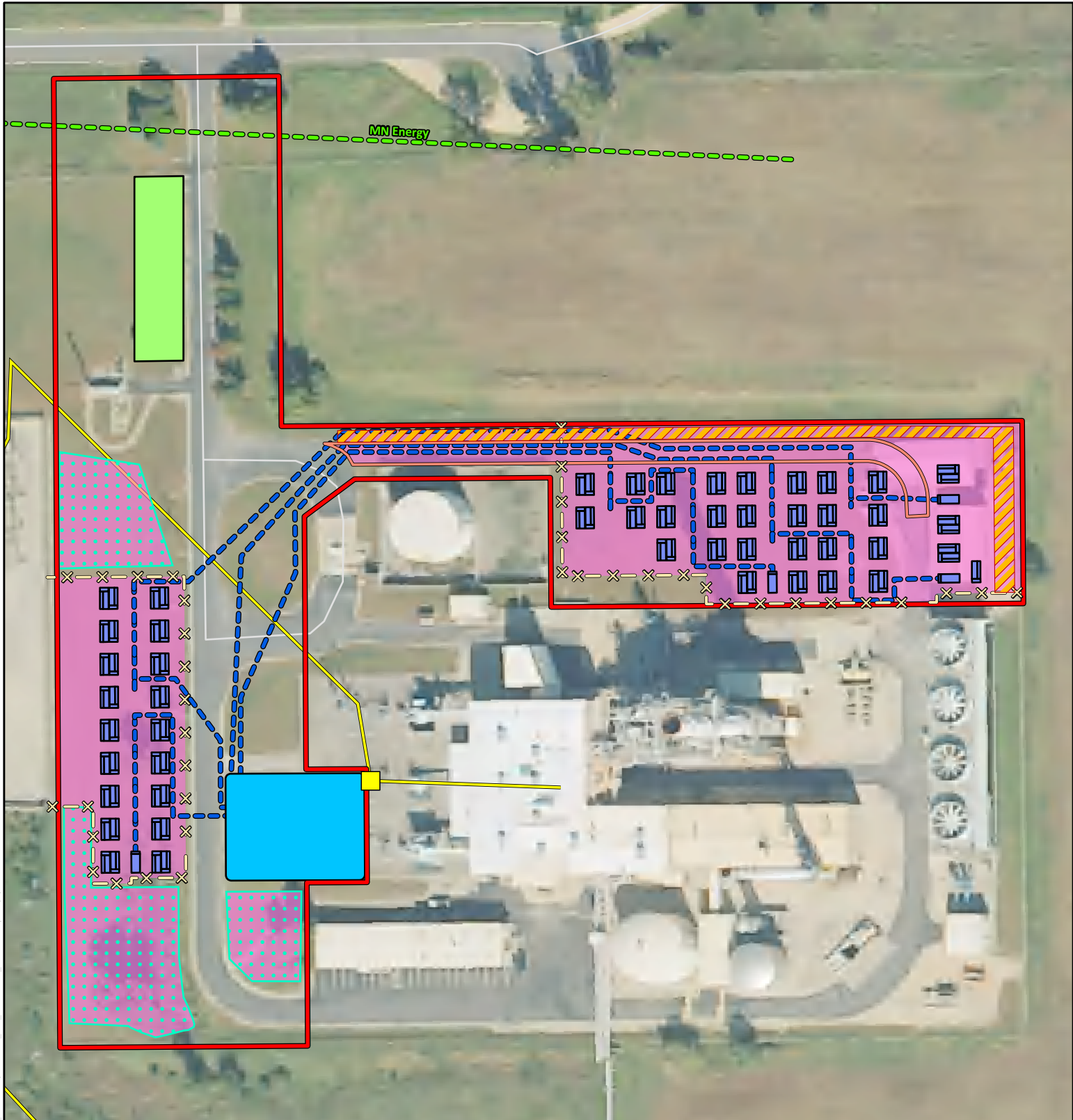
The Project Owner will be responsible for all costs to decommission the Project and associated facilities. A Financial Assurance in the form of an escrow account or surety bond equal to one hundred twenty-five (125) percent of the costs to ensure proper decommissioning will be provided, with Washington County listed as the beneficiary. Under DOC EERA recommendations, a Financial Assurance is not required during the first ten (10) years of operation; however, a bond will be posted no earlier than the tenth anniversary from the Commercial Operation Date (COD) of the Project. The COD is anticipated to be Q2 of 2028, therefore a bond will be posted no later than Q2 2038.

According to the EERA recommendations, a revised decommissioning estimate shall be submitted every five (5) years or any time there is a change in ownership. Each revised plan will reflect advancements in construction techniques, reclamation equipment, and decommissioning standards. The decommissioning cost estimate will also be reassessed and revised to reflect any identified changes in the costs, including current salvage values of materials and equipment. The amount of the Financial Assurance will be adjusted accordingly to offset any increases or decreases in decommissioning costs and salvage values determined during each plan reassessment.

The background of the entire page is a dark red topographic map. It features intricate, light red contour lines that form various loops and swirls, representing elevation changes. A dashed red line runs vertically through the left side of the page. Near the bottom of this dashed line, there is a solid red dot. Above the dot, there are two small red 'x' marks on the dashed line.

Attachment A

Facility Layout Map



Data Source(s): Westwood (2026); NAIP (2025); U.S. Census Bureau (2024); HIFLD (2024); REXTAG (Accessed 2026).

Cottage Grove BESS Project

City of Cottage Grove,
Washington County, Minnesota

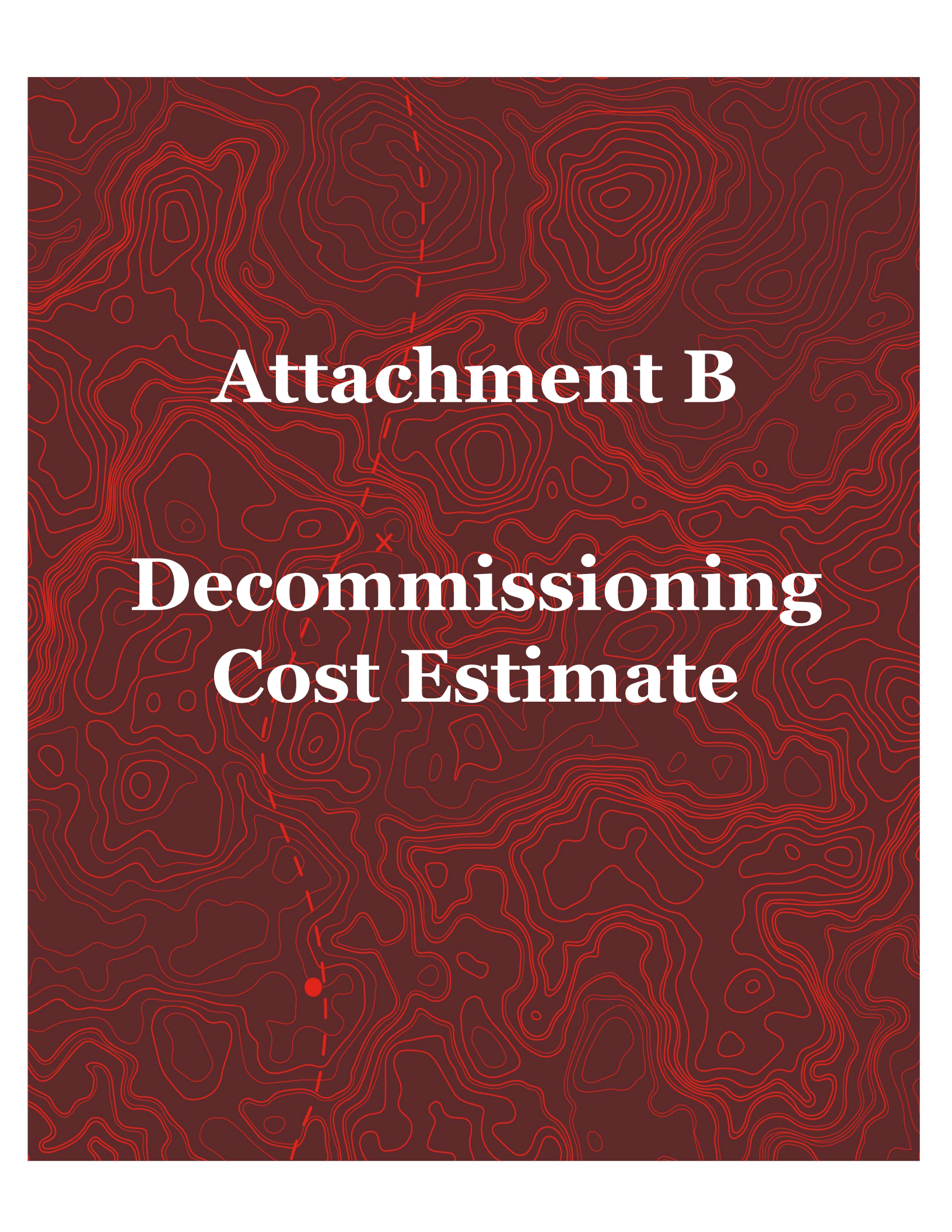
Preliminary Site Plan

Legend

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|------------------------------|-------------------------------------|---------------------|
| Project Site | Proposed Infiltration Swale | Road |
| Preliminary Development Area | Proposed Underground MV Line | Proposed Fence Line |
| Laydown Yard | Existing Electric Transmission Line | Existing Substation |
| Proposed Battery Equipment | Existing Natural Gas Pipeline | |
| Substation | | |

Westwood

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Attachment B

Decommissioning Cost Estimate

Cottage Grove BESS

	Quantity	Unit	Unit Cost	Total Cost
Mobilization/Demobilization	1	Lump Sum	\$130,900.00	\$130,900

Mobilization was estimated to be approximately 7% of total cost of other items.

Permitting

County Permits	1	Lump Sum	\$10,000.00	\$10,000
State Permits	1	Lump Sum	\$20,000.00	\$20,000

Subtotal Permitting				\$30,000
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Decommissioning will require SWPPP and SPCC Plans. Cost is an estimate of the permit preparation cost.

Battery Energy Storage System (BESS)

Train Crew in Safety and Hazmat	1	LS	\$5,000.00	\$5,000
Disconnect Battery Storage Containers	80	Each	\$1,571.20	\$125,696
Remove and Pack Batteries from Containers for Recycling	80	Each	\$2,420.39	\$193,631
Recycle Li-Ion Batteries (Includes Hauling)	4,074,136	lbs	\$0.30	\$1,222,241
Haul Storage Containers to Metal Recycler (St. Paul, MN)	80	Each	\$254.79	\$20,383
Remove HVAC system/Auxiliary Equipment	80	Each	\$196.40	\$15,712
Haul Auxiliary Equipment/Racking to Metal Recycler (St. Paul, MN)	926	Tons	\$12.19	\$11,288
Remove Equipment Skids	20	Each	\$1,210.20	\$24,204
Haul Inverters/Transformers to Transformer Disposal	20	Each	\$71.66	\$1,433
Remove Steel Foundation Posts (Storage Containers and Skids)	800	Each	\$16.90	\$13,520
Haul Steel Posts to Metal Recycler (St. Paul, MN)	72	Tons	\$12.19	\$878
Removal of DC Collector System Cables (copper)	1,600	LF	\$2.87	\$4,592
Removal of Underground AC Collector Cables (aluminum)	3,169	LF	\$2.87	\$9,095
Load and Haul Cables for Recycling	5.6	Tons	\$14.02	\$79
Decompact BESS Site	2.7	Acres	\$249.40	\$673
Grade BESS Site	105,235	SF	\$0.08	\$8,419

Subtotal BESS				\$1,656,844
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Civil Infrastructure

Remove Gravel Surfacing from Road	284	Cubic Yards (BV)	\$3.39	\$963
Haul Gravel Removed from Road to Landfill (Inver Grove Heights, MN)	355	Cubic Yards (LV)	\$18.29	\$6,493
Dispose of Gravel Removed from Road (Landfill uses as Daily Cover)	460	Tons	\$0.00	\$0
Remove Geotextile Fabric from Beneath Access Roads	1,533	Square Yards	\$1.40	\$2,146
Remove and Load Culvert from Beneath Access Roads	3	Each	\$420.00	\$1,260
Haul Culvert Removed from Access Roads to Landfill (Inver Grove Heights, MN)	3	Each	\$70.07	\$210
Dispose of Culvert	1	Tons	\$81.00	\$73
Grade Road Corridor (Re-spread Topsoil)	575	Linear Feet	\$2.77	\$1,593
Decompact Road Area	0.3	Acres	\$249.40	\$75
Remove and Load Gravel Surfacing from BESS Site (Excluding Roads)	2,865	Cubic Yard (BV)	\$3.39	\$9,713
Haul Gravel Removed from BESS Site to Landfill (Inver Grove Heights, MN)	3,581	Cubic Yard (LV)	\$18.29	\$65,496
Dispose of Gravel from BESS Site (Use as Daily Cover)	5,372	Tons	\$0.00	\$0
Remove Chainlink Fence	1,035	Linear Feet	\$8.52	\$8,815
Haul Chainlink Fence to Metal Recycling (St. Paul, MN)	5.5	Tons	\$12.19	\$67
Remove/Haul/Dispose Structures from Stormwater Basins	3	Each	\$5,000.00	\$15,000
Grade Basin Areas	1	LS	\$2,048.20	\$2,048

Subtotal Civil Infrastructure				\$113,952
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Civil removal costs are a combination of MNDOT unit costs where applicable, RSMeans cost for Saint Paul, MN, and industry standards provided to Westwood.

Substation

Disassemble and Remove Main Power Transformer(s)	1	Each	\$4,500.00	\$4,500
Haul Transformer(s) Offsite (Eagan, MN)	1	Each	\$286.64	\$287
Haul Transformer Oil Offsite	12,830	Gallons	\$0.06	\$736
Dispose of Transformer (Including Oil) (Salvage Value)	1	Each	\$0.00	\$0
Excavate Around Transformer Foundation(s)	1	Each	\$2,122.50	\$2,123
Remove Complete Transformer Foundation(s)	83	Cubic Yards	\$171.74	\$14,254

Backfill Excavation Area from Transformer Foundation Removal	167	Cubic Yards	\$43.63	\$7,286
Haul Concrete (Foundations Transformer, Switch Gear, etc.)	168	Tons	\$14.51	\$2,438
Dispose of Concrete from Transformer Foundation	168	Tons	\$3.00	\$504
Demolish Substation Site Improvements	1	LS	\$3,500.00	\$3,500
Demolish Control Building and Foundation	1	LS	\$12,000.00	\$12,000
Remove Medium/High Voltage Equipment	1	LS	\$3,500.00	\$3,500
Remove Structural Steel Substation Frame	1	LS	\$3,500.00	\$3,500
Remove Copper Ground Grid	1	LS	\$1,594.84	\$1,595
Load Copper Wire	20,000	Feet	\$1.03	\$20,600
Haul Copper Wire to Recycling (St. Paul, MN)	6.5	Tons	\$12.19	\$79
Haul - Demolition Materials, Removed Equipment & Structural Steel	10	Tons	\$12.19	\$122
Dispose of Demolition Materials & Removed Equipment	10	Tons	\$81.00	\$810
Remove and Load Gravel Surfacing from Substation Site	267	Cubic Yards (BV)	\$3.39	\$905
Haul Gravel Removed from Substation Site to Landfill (Inver Grove Heights, MN)	334	Cubic Yards (LV)	\$18.29	\$6,109
Dispose of Gravel from Substation Site (Use as Daily Cover)	433	Tons	\$0.00	\$0
Grade Substation Site	1	LS	\$1,594.84	\$1,595
Erosion and Sediment Control at Substation Site	210	LF	\$4.01	\$842
Decompact Substation Site (Subsoiling)	0.2	Acres	\$249.40	\$50
Permanent Seeding at Substation Site	0.2	Acres	\$1,145.47	\$229
Subtotal Substation				\$87,563

Site Restoration

Perimeter Controls (Erosion and Sediment Control)	2,000	Linear Feet	\$4.01	\$8,020
Permanent Seeding on Roadway Areas	0.3	Acres	\$1,145.47	\$344
Revegetate BESS to Permanent Condition	2.6	Acres	\$1,145.47	\$2,978
Subtotal Site Restoration				\$11,342

Project Management

Project Manager	15	Weeks	\$3,749.00	\$56,235
Superintendent (half-time)	15	Weeks	\$1,762.50	\$26,438
Field Engineer (half-time)	15	Weeks	\$1,634.50	\$24,518
Clerk (half-time)	15	Weeks	\$375.00	\$5,625
Subtotal Project Management				\$112,815

Standard industry weekly rates from RSMeans.

Subtotal Demolition/Removals				\$2,143,416
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Salvage

Fencing (Chain Link)	5.5	Tons	\$217.72	\$1,197
Steel Posts	72	Tons	\$217.72	\$15,676
Transformers and Inverters	8,433	Pounds	\$0.40	\$3,373
Substation Transformers (Core and Coils)	84,611	Pounds	\$0.40	\$33,844
Substation Transformers (Tanks and Fittings)	28	Tons	\$217.72	\$6,096
Transformers (Oil)	36,132	Gallons	\$0.70	\$25,292
Substation Ground Grid (Copper)	13,000	Pounds	\$3.89	\$50,570
BESS Containers	556	Tons	\$217.72	\$120,957
DC Collection Lines (Copper)	3,200	Pounds	\$1.70	\$5,440
AC Collection Lines (Aluminum)	7,923	Pounds	\$0.89	\$7,051
Ground Conductor Lines (Copper)	2,012	Pounds	\$1.70	\$3,421
Subtotal Salvage				\$272,919

Salvage values are a combination of the following factors; current market metal salvage prices, discussions with national companies that specialize in recycling and reselling electrical transformers and inverters, and the assumption that care is taken to prevent any damage or breakage of equipment.

Total Demolition Minus Salvage				\$1,870,500
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Notes:

1. Prices used in analysis are estimated based on research of current average costs and salvage values.
2. Prices provided are estimates and may fluctuate over the life of the project.
3. Contractor means and methods may vary and price will be affected by these.

Cost Estimate Assumptions

To develop a cost estimate for the decommissioning of Cottage Grove BESS, Westwood engineers made the following assumptions and used the following pricing references. Costs were estimated based on current pricing, technology, and regulatory requirements. The assumptions are listed in order from top to bottom of the estimate spreadsheet. When publicly available bid prices or State Department of Transportation bid summaries were not available for particular work items, we developed time- and material-based estimates considering composition of work crews and equipment and material required. While materials may have a salvage value at the end of the Project life, the construction activity costs and the hauling/freight costs are separated from the disposal costs or salvage value to make revisions to salvage values more transparent.

1. Project quantities are based on Issued for thirty (30) percent Review Site Plans prepared for Panamint Capital, dated January 14, 2026.
2. A project of this size and complexity requires a full-time project manager with half-time support staff.
3. Common labor will be used for the majority of tasks, supplemented by electricians, steel workers, and equipment operators where labor rules may require. The labor rates reflect union labor rates.
4. Mobilization was estimated at approximately seven (7) percent of total cost of other items.
5. Permit applications will require the preparation of a SWPPP and a SPCC Plan.
6. Road gravel removal was estimated on a time and material basis. Since the material will not remain on-site, a hauling cost is added to the removal cost. Clean aggregate can typically be used as “daily cover” at landfills without incurring a disposal cost. The road gravel may also be used to fortify local driveways and roads, lowering hauling costs but incurring placing and compaction costs. The hauling costs to a concrete recycler represents an upper limit to costs for disposal of the road gravel.
7. The selected disposal facility (Pine Bend Landfill) is located in Inver Grove Heights, Minnesota, approximately 20.2 miles from the Project site. Hauling costs to the landfill are estimated to be \$10.36 per ton.
8. Erosion and sediment control along the road reflects the cost of silt fences on the downgradient side of the proposed road. As such, the length of controls has been estimated to be approximately fifty (50) percent of the road length.
9. Topsoil is required to be stockpiled on-site during construction, so no topsoil replacement is expected to replace the road aggregate. Subsoiling cost to decompact roadway areas is estimated as \$249.40 per acre, and revegetation is estimated as \$1,145.47 per acre.
10. The selected metal recycling facility (Alter Metal Recycling) is located in St. Paul, Minnesota, approximately 16.2 miles from the Project site. Hauling costs to the recycling facility are approximately \$0.75 per ton mile, or \$12.19 per ton.
11. The transformers contain copper windings that have significant salvage value. They are typically oil filled, but most transformer recyclers will accept the transformers with oil. The estimated costs include removal of metal frame and conduits feeding the equipment.
12. The underground collector system cables are placed in trenches with a minimum of eighteen (18) inches of cover. Several cables/circuits are placed side by side in each trench. The conduits and

cables can be removed by trenching.

13. Perimeter control pricing is based on silt fence installation around downgradient sides of the Project perimeter.
14. Metal salvage prices (steel, aluminum, copper) are based on October 2025 quotes from www.scrapmonster.com for the Midwest. Posted prices are three months old. These prices are based on delivery to the recycling facility with the material prepared to meet size, thickness, cleanliness, and other specifications.
15. A reduction of twenty-five (25) percent has been taken from all pricing obtained from www.scrapmonster.com to reflect the processing by the contractor to meet the specifications.
16. The salvage value for steel uses pricing from the Midwest United States at \$320 per metric ton, or \$290.30 for U.S. ton.
17. There is an active market for reselling and recycling electrical transformers with several national companies specializing in recycling. However, we have assumed that the electrical equipment will be obsolete at the time of decommissioning, so we have based the pricing on a percentage of the weight that reflects the copper windings that can be salvaged. Pricing was used for Copper Transformer Scrap for the Midwest United States, at \$0.53 per pound.
18. The collection lines are priced assuming copper conductor wire for the direct current circuits and aluminum wire for the alternating current circuits. The prices reflect a reduced yield of copper or aluminum resulting from the stripping of insulation and other materials from the wire prior to recycling. The estimate uses the Midwest prices of #2 insulated copper wire with a fifty (50) percent recovery rate (\$2.27 /pound) and E.C. Aluminum Wire (\$1.18 /pound).
19. Care to prevent damage and breakage of equipment, batteries, transformers, capacitors, and SCADA must be exercised, but removal assumes unskilled common labor under supervision.