

BEFORE THE MINNESOTA PUBLIC UTILITIES COMMISSION

In the Matter of the Application for a Route Permit for the Big Stone South to Alexandria
345 kV Transmission Project in West-Central Minnesota

MPUC Docket No. E017, ET10/TL-23-160

OAH Docket No. 22-2500-40506

**DIRECT TESTIMONY OF JASON WEIERS
ON BEHALF OF OTTER TAIL POWER COMPANY
and WESTERN MINNESOTA MUNICIPAL POWER AGENCY**

August 15, 2025

1 I. INTRODUCTION AND QUALIFICATIONS

2
3 **Q. Please state your name, employer, and business address.**

4 A. My name is Jason Weiers. I am employed by Otter Tail Power Company (Otter
5 Tail). My business address is 215 South Cascade Street, Fergus Falls, MN 56537.
6

7 **Q. What is your position with Otter Tail?**

8 A. I am the Manager of Transmission Project Development.
9

10 **Q. Briefly describe your educational and professional background.**

11 A. I have approximately 25 years of experience in the electric utility industry, with
12 more than 20 years of those in transmission planning. In my current role, I oversee
13 the permitting of transmission projects, which includes permitting transmission
14 facilities at the local, state, and federal levels. In addition, I am responsible for
15 developing agreements with neighboring utilities outlining the business
16 arrangements for ownership, development, construction, operations and
17 maintenance activities of co-owned transmission projects. In my previous roles at
18 Otter Tail, I was involved in transmission and distribution planning studies,
19 transmission project agreements, regulatory proceedings related to rate
20 adjustments and cost recovery, capital budget development and administration,
21 and permitting efforts for new transmission projects. I have experience throughout
22 the various stages of transmission project development, from planning through
23 construction and in-service. I have a Bachelor of Science degree in Electrical
24 Engineering from North Dakota State University with an emphasis in power. I am
25 also a registered professional engineer in the State of Minnesota. My statement
26 of qualifications is attached as **Schedule A**.
27

28 **Q. Are you familiar with the Big Stone South to Alexandria 345 kilovolt (kV)**
29 **Transmission Project (BSSA Project)?**

30 A. Yes, it is a transmission project being developed by Otter Tail and Western
31 Minnesota Municipal Power Agency (Western Minnesota), through its agent

Missouri River Energy Services (MRES) (together, Applicants). The BSSA Project extends from the existing Big Stone South Substation in Grant County, South Dakota to the existing Alexandria Substation near Alexandria, Minnesota.

Q. Is the majority of the BSSA Project located in Minnesota?

A. Yes. The majority of the BSSA Project is located in Minnesota. Approximately 3.5 miles of the BSSA Project are located in South Dakota, with approximately 91 to 113 miles located in Minnesota.

Q. What is the status of permitting efforts for the BSSA Project in South Dakota?

A. The South Dakota Public Utilities Commission issued a Facility Permit for the South Dakota portion of the BSSA Project in January 2025.

Q. Is the Minnesota portion of the BSSA Project (Project) the subject of the Route Permit Application submitted by the Applicants?

A. Yes.

Q. How does the Project relate to the larger Big Stone South – Alexandria – Big Oaks 345 kV Transmission Project (Big Stone South – Alexandria – Big Oaks Project)?

A. The Project will connect to the Alexandria to Riverview to Big Oaks Transmission Line Project (Alexandria to Big Oaks Project), which will extend from Western Minnesota's existing Alexandria Substation to Great River Energy's existing Riverview Substation and then to a new Big Oaks Substation that will be owned

1 and is being constructed by Xcel Energy near the Sherco Power Plant in Becker,
2 Minnesota.¹

3
4 **Q. What is your role with respect to the Project?**

5 A. I am responsible for securing the required permits for the Project from local, state,
6 and federal agencies. I also oversee the development of project agreements
7 between Otter Tail and Western Minnesota for the Project. These agreements
8 outline roles and responsibilities for ownership, development, construction,
9 operation, and maintenance of the Project.

10
11 **II. PURPOSE OF TESTIMONY**

12
13 **Q. What is the purpose of your Direct Testimony?**

14 A. The purpose of my testimony is to:

- 15 • provide an overview of the Project;
16 • discuss the Applicants' route selection analysis and process;
17 • discuss the Applicants' Preferred Route;
18 • provide an overview of the measures that will be implemented to avoid,
19 minimize, and/or mitigate potential impacts; and
20 • discuss the Applicants' plan for communicating their statutory obligations to
21 landowners.

22
23 **Q. What sections of the Application are you sponsoring?**

24 A. The sections of the Application I am sponsoring are provided below:

- 25 • Section 1.0: Introduction
26 • Section 2.0: Regulatory Process

¹ The Commission granted a Certificate of Need for the Big Stone South – Alexandria – Big Oaks 345 kV Project in October 2024 (Docket No. E002, E017, ET2, E015, ET10/CN-22-538). The BSSA Project was included and identified as the Western Segment in the Certificate of Need docket.

- Section 3.0: Proposed Project
- Section 4.0: Route Selection Process
- Section 5.0: Description of Route Options
- Section 6.1: Landowner Coordination and Right-of-Way Acquisition
- Section 8.0: Agency, Tribal, Local Government, and Public Outreach
- Section 9.0: Application of Rule Criteria
- Appendix A: Route Permit Completeness Checklist
- Appendix B: 90-Day Pre-application Letter to Local Units of Government and Affidavits of Mailing
- Appendix C: Route Option Comparison Table
- Appendix D-1: Detailed Route Maps of South Segment
- Appendix D-2: Detailed Route Maps of Central Segment
- Appendix D-3: Detailed Route Maps of North Segment
- Appendix D-4: Minnesota CREP and RIM Lands Overview
- Appendix F: Agency Correspondence
- Appendix G: Public Outreach and Open House Materials
- Appendix H: Previously Considered Routes
- Appendix I: Alternative Segments
- Appendix N: List of Landowners Along and Adjacent to Route Options

Q. What schedules are attached to your Direct Testimony?

A. The following schedules are attached to my Direct Testimony:

- **Schedule A**: Statement of Qualifications
- **Schedule B**: Alternatives Analysis
- **Schedule C**: Relocation Benefits Communication Plan

III. PROJECT OVERVIEW

Q. Please generally describe the Project.

A. The Project consists of a new 345 kV alternating current (AC), double circuit capable, high voltage transmission line (HVTL) and associated facilities located within Minnesota.² The 345 kV transmission line will be approximately 91 to 113 miles long from the South Dakota – Minnesota border, approximately one mile south of Ortonville in Big Stone County, Minnesota, to the existing Alexandria Substation near Alexandria in Douglas County, Minnesota. The Project will be located in portions of Big Stone, Swift, Stevens, Pope, and Douglas Counties, Minnesota. In the Application, the Project was divided into three regions for purposes of the routing analysis: South, Central, and North.³ Each of these are described below:

- South Region: up to approximately 42 miles of double-circuit capable 345 kV HVTL between the South Dakota – Minnesota border and continuing east to a point in Tara Township, Swift County, Minnesota.
- Central Region: up to approximately 39 miles of double-circuit capable 345 kV HVTL between a point in Tara Township and continuing east, northeast to a point in Ben Wade Township, Pope County, Minnesota.
- North Region: up to approximately 25 miles of double-circuit capable 345 kV HVTL between a point in Ben Wade Township and continuing northeast to the existing Alexandria Substation southwest of Alexandria, Minnesota.

² As discussed in the Direct Testimony of Applicants' witness Mr. Joshua Humburg, the Project's associated facilities may include a new fiber optic Regeneration Station. Additionally, as discussed in the Application, modifications to the existing Alexandria Substation in Minnesota and the Big Stone South Substation in South Dakota will be performed as part of the larger Big Stone South – Alexandria – Big Oaks Project. The Alexandria Substation and Big Stone South Substation modifications are covered by separate permitting proceedings – the route permit issued in MPUC Docket No. TL-23-159 and the facility permit issued in South Dakota Public Utilities Commission in Docket No. EL24-015, respectively.

³ In the Application, the Applicants referred to these regions as "Project Segments".

1
2 Additional information on Project design is provided in the Direct Testimony of the
3 Applicants' witness Mr. Joshua Humburg.
4

5 **Q. What Route Width are the Applicants requesting for the Project?**

6 A. The Applicants are generally requesting a Route Width of 1,000 feet (500 feet on
7 either side of the centerline), with wider areas in locations with routing constraints.
8 The Applicants are requesting narrower Route Widths at other locations along the
9 proposed Route Options near some areas where environmentally sensitive areas
10 and other constraints exist, which the Applicants intend to avoid to the greatest
11 extent practicable. The Applicants generally propose to construct and operate the
12 Project within a 150-foot-wide right-of-way (ROW) within the requested Route
13 Width. See Sections 3.2 and 3.3 of the Application for additional details on the
14 requested Route Width and ROW.
15

16 **IV. OVERVIEW OF ROUTE SELECTION AND ALTERNATIVES ANALYSIS**
17

18 **Q. Please provide an overview of the route analysis process for the Project**
19 **presented in the Application.**

20 A. As described in Section 4.0 of the Application, the Applicants began evaluating
21 transmission line routing options in an area between the South Dakota – Minnesota
22 border near the existing Big Stone South Substation (the western endpoint of the
23 BSSA Project) and the Alexandria Substation (the eastern endpoint of the Project)
24 in early 2023. The Applicants began by developing a geographic information
25 system (GIS) database of information gathered from publicly available data
26 resources, in-field routing review efforts, and outreach efforts for this general area
27 (the Project study area) and analyzing this data to identify routing constraints and
28 opportunities.
29

30 Additional information was collected by conducting four rounds of public open
31 houses and gathering landowner, stakeholder, and agency feedback. This

1 additional data was used to refine the Project study area into Project corridors and
2 then further refine the Project corridors into route corridors. Within the route
3 corridors, further analysis and outreach was conducted to identify Route Options.
4 During this timeframe, the Applicants continued engaging with landowners, federal
5 and state agencies, and local governments. As a result of this extensive analysis
6 and engagement effort, the Applicants identified and presented two Route Options
7 in the Application for each region of the Project (that start and end at a common
8 point), as well as four Segment Alternatives and three Connector Segments, which
9 minimize impacts on the environment and landowners, to the extent practicable,
10 while leveraging routing opportunities.

11
12 **Q. What factors were considered in selecting the Route Options discussed in**
13 **the Application?**

14 A. Route Option selection was an iterative process that required the Applicants to
15 consider various factors, such as: (1) proximity to residences; (2) minimizing
16 impacts to landowners and current land uses by paralleling existing linear features
17 (such as roads, railroads and transmission line rights-of-way (ROWs), field edges,
18 and property lines); (3) avoiding or minimizing impacts to resources located on
19 federal and state managed/owned lands; and (4) avoiding or minimizing impacts
20 to environmental resources (e.g., sensitive habitats, wetlands/waterbodies,
21 cultural resources).

22
23 **Q. What route alternatives did the Applicants propose in the Application?**

24 A. In the Application, the Applicants proposed two Route Options for each Region of
25 the Project (total of six Route Options with two within each of the three regions),
26 three Connector Segments and four Segment Alternatives (as defined in the
27 Application). Additional information about the route alternatives proposed by the
28 Applicants is provided in Section 5.0 of the Application.

1 **Q. How many route alternatives are currently being evaluated for the Project?**

2 A. The Scoping Decision for the Project issued on May 6, 2025 (the Scoping
3 Decision), identified a total of six proposed routes, six route connectors, 19 route
4 segment alternatives and five alignment alternatives for study in the Environmental
5 Impact Statement (EIS). As described in **Schedule B**, a total of 50 unique scoping
6 alternatives were identified using combinations of the proposed routes, route
7 connectors, and route segment alternatives (each a Scoping Alternative).

8
9 **Q. Have the Applicants conducted an analysis of these various Scoping
10 Alternatives?**

11 A. Yes. The Applicants have prepared an Alternatives Analysis, which is attached as
12 **Schedule B**.

13 14 **V. APPLICANTS' PREFERRED ROUTE**

15
16 **Q. Based on the Alternatives Analysis, have the Applicants identified a
17 preferred alternative (Preferred Route)?**

18 A. Yes. Based on the Alternatives Analysis, the Applicants have identified a Preferred
19 Route within each of the three regions, as follows:

- 20 • In the South Region, the Applicants' Preferred Route follows BSSR04 (a
21 combination of Route Options South 1 and South 2 in the Application)
22 connecting to SSR01 (Route Option South 1 in the Application) and
23 incorporating S205.
- 24 • In the Central Region, the Applicants' Preferred Route follows HSR01 (Route
25 Option Central 1 in the Application) connecting to CSR02 and then to
26 WBLSR04.

- In the North Region, the Applicants' Preferred Route follows ASR01 (Route Option North 1 in the Application) incorporating N205.⁴

The total length of the Preferred Route is estimated to be 92.2 miles. A map of the Applicants' Preferred Route is shown on Figure 5 of **Schedule B**.

Q. What factors were considered in selecting the Preferred Route?

A. The Applicants considered a number of factors when selecting the Preferred Route, such as proximity to residences, avoiding or minimizing impacts to environmental and cultural resources, minimizing impacts to landowners and current land uses by paralleling existing linear features (i.e., roads, railroads, transmission lines, property lines), and avoiding or minimizing impacts to resources located on federal and state managed/owned lands. The Applicants also considered comments and preferences provided by landowners, stakeholders, and agencies, as well as factors of accessibility, cost and constructability, and potential risk associated with additional permitting that could result in extending the Project schedule. More information regarding the factors used to evaluate and select the Preferred Route is provided in the Alternatives Analysis, attached as **Schedule B**.

Q. Please discuss further how Applicants minimized impacts to landowners and current land uses by following existing linear features when selecting the Preferred Route.

A. To minimize potential impacts to landowners and current land uses, the Applicants identified routing opportunities that would parallel existing ROWs or existing linear features. Specifically, the Applicants identified routing opportunities that:

⁴ The Applicants have coordinated naming conventions with the Commission's Energy Infrastructure Permitting (EIP) staff to ensure that references between the EIS and the Applicants' evaluation are consistent. See Table 1 of **Schedule B**.

- parallel existing transmission lines, roadways, railroads, and property lines;
- share and/or parallel public ROW between a transmission line and roadway;
- place the alignment on a field or property line, in order to avoid bisecting agricultural fields and land use disturbance; and
- reduce the number of angle or deadend structures to maintain straight lines and lower cost.

The Applicants estimate that 90.8 percent of the Preferred Route parallels existing linear features (i.e., existing ROWs and property lines) with 48.6 percent of the Preferred Route paralleling existing ROWs for other infrastructure (i.e., transmission lines, railroads, roadways). Additional information regarding the analysis of paralleling existing linear features when selecting the Preferred Route is provided in the Alternatives Analysis attached as **Schedule B**.

Q. Are there Scoping Alternatives that would result in greater use of existing ROWs?

A. Yes. A combination of the following Scoping Alternatives would result in the highest use of existing ROWs (i.e., transmission lines, railroads, roadways) (70.7 percent):

- In the South Region, BSSR03 incorporating S210 connecting to SSR03.
- In the Central Region, HSR01 connecting to CSR02 and then to WBLSR01.
- In the North Region, ASR02 incorporating N206, N207, and N11.

Portions of the Applicants' Preferred Route in the Central Region, specifically HSR01 and CSR02, are included in the combination of Scoping Alternatives that have the greatest use of existing ROWs.

Q. Why did the Applicants select the Preferred Route over this colocated route?

A. The Applicants considered the criteria in Minn. Stat. § 216E.03, subd. 6 and Minn. R. 7850.4100 for each of the Scoping Alternatives. The Applicants' Preferred Route represents the best balance of all the Commission's criteria. The Applicants'

1 Preferred Route when compared to the colocation route is shorter and impacts
2 fewer residences, center pivot irrigation systems, gravel pits, and airports. The
3 Applicants' Preferred Route also results in fewer impacts to federal and state
4 managed/owned lands, except for minimally more impacts to Minnesota
5 Department of Natural Resources (MDNR) Wildlife Management Areas (WMAs)
6 and U.S. Fish and Wildlife Service (USFWS) grassland easements.

7
8 **Q. Please discuss the Applicants' coordination with landowners and other**
9 **stakeholders when developing and selecting the Preferred Route.**

10 A. The Applicants have engaged in extensive outreach and coordination with various
11 stakeholders throughout Project development and selection of the Preferred
12 Route, including landowners, local community members, local governments,
13 Tribes, and federal, state, and local agencies. This outreach and coordination
14 provided valuable information that the Applicants considered during the routing
15 analysis.

16
17 The routes presented in the Application are the result of extensive pre-application
18 outreach, including four rounds of public open houses with over 85,000 mailers
19 sent. At the open houses, the Applicants provided information and answered
20 questions regarding the Project and solicited landowner and local stakeholder
21 input to inform the routing analysis. In addition to the public open houses and
22 associated mailers, the Applicants also provided landowners and other
23 stakeholders with multiple other ways to obtain information about the Project and
24 provide feedback, such as the Project website with a comment form and map,
25 hotline, and email address.

26
27 In addition, the Applicants met with landowners and other stakeholders outside of
28 public open houses who requested separate meetings. The Applicants have met
29 with irrigator groups, Lake Mary Township officials, and other stakeholders, such
30 as large farming operations and businesses, to discuss and understand concerns.
31 The Applicants used the input from landowners and other stakeholders to refine

1 the routes under consideration and ultimately select the Preferred Route. The
2 Applicants' outreach efforts are described further in Section 8 of the Application,
3 with agency correspondence included as Appendix F of the Application. In
4 addition, more recent outreach efforts since the time of filing the Application are
5 outlined in the Direct Testimonies of the Applicants' witnesses Mr. Joshua
6 Humburg and Mr. Kevin Scheidecker.

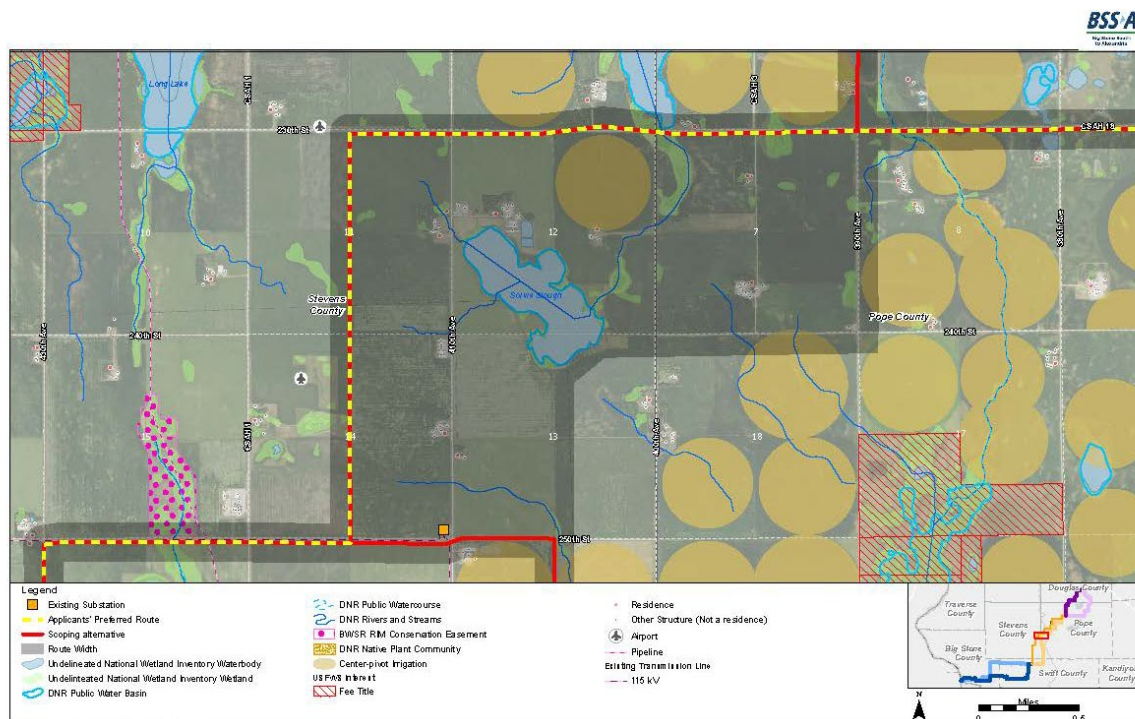
7
8 **Q. Does the Preferred Route minimize potential impacts?**

9 A. Yes. The Preferred Route best balances the Commission's routing factors to
10 minimize potential impacts. The Preferred Route minimizes impacts to residences
11 to the extent practicable. The Preferred Route is largely consistent with public
12 comments, has fewer impacts on environmental and cultural resources, and
13 avoids, or has the potential to avoid, sensitive environmental and cultural
14 resources. The Preferred Route avoids or has the potential to avoid existing
15 infrastructure (e.g., mines, communication towers, airports/airstrips) and
16 minimizes impacts on agricultural resources, including reduced impacts on center
17 pivot irrigation and avoiding or minimizing the need to bisect fields. In
18 consideration of the various routing factors, the Preferred Route parallels existing
19 linear features to the greatest extent practicable. The Preferred Route has limited
20 engineering, accessibility and constructability constraints and is shorter than other
21 potential routes, resulting in a reduced Project cost. The Preferred Route also has
22 a reduced risk of requiring extensive additional downstream permitting and/or
23 extending the proposed construction schedule because it minimizes, or has the
24 potential to avoid, impacts to resources located on federal and state
25 managed/owned lands. More information on how the Applicants minimized
26 potential impacts during the selection of the Preferred Route is provided in the
27 Alternatives Analysis, attached as **Schedule B**. Mr. Scheidecker's Direct
28 Testimony reflects the Applicants' commitments to implement certain minimization
29 measures consistent with agency comments received in this proceeding.

1 **Q. Are there any other Scoping Alternatives you would like to discuss?**

2 A. Yes. The Applicants strongly believe the Preferred Route's crossing of the South
3 Dakota – Minnesota border (BSSR04) best minimizes impacts to landowners,
4 residences, existing land uses, and environmental features. The Applicants have
5 met with the majority landowner on the Minnesota side of the border crossing, and
6 the landowner supports the Applicants' border crossing location on the Preferred
7 Route due to minimized impacts to his agricultural operations. The other Scoping
8 Alternative options for the border crossing (BSSR01, BSSR03, BSSR05, BSSR07,
9 and BSSR09) would follow Big Stone County Road 15 north and then parallel an
10 existing HVTL, crossing the Minnesota River and US Highway 75 to 715th Avenue
11 in Ortonville Township. There are no benefits to paralleling Big Stone County Road
12 15 because the road is planned to be vacated as part of the proposed Whetstone
13 River Restoration Project; plus these alternatives would result in greater impacts
14 to agricultural operations, be closer to more residences and the City of Ortonville,
15 and are in an area prone to flooding and erosion, potentially causing accessibility
16 issues. Mr. Scheidecker's Direct Testimony includes a figure of this area for
17 reference.

18
19 The Applicants propose a wider Route Width for a portion of the Preferred Route
20 in the Central Region near Cyrus, as shown on the figure below. The Applicants
21 identified many routing constraints in this area including airstrips, center pivot
22 irrigation systems and waterbodies, such as the Solvie Slough, that would be
23 difficult to span. Given these constraints, the Applicants propose a wider Route
24 Width in this area to allow for flexibility during discussions with landowners,
25 completing the final design of the Project, and identifying optimal pole placement
26 in coordination with landowners.



While the Applicants strongly believe the Preferred Route best minimizes impacts, the Applicants further analyzed other Scoping Alternatives for the purposes of a complete record. In some areas along the non-preferred Scoping Alternatives, the Applicants have identified the following preferences:

- S203 is preferred over the corresponding portion of SSR02 because it parallels existing linear features and avoids bisecting agricultural fields.
- Corresponding portion of SSR02 is preferred over S202 because it is a shorter length and therefore has lower costs.
- Corresponding portion of SSR02 is preferred over S18 because it is a shorter length, requires fewer angle structures, avoids bisecting agricultural fields and parallels more existing linear features.
- C202 is preferred over the corresponding portion overlapped by WBLSR01, WBLSR02, WBLSR03 because it has fewer residences and environmental resources.
- Corresponding portion of HSR02 is preferred over C203 because it would have less impacts to center pivot irrigation and land managed by USFWS.

- Corresponding portion of HSR02 is preferred over C208 because it would have less impacts to center pivot irrigation and land managed by the USFWS.
- N11 is preferred over the corresponding portion of ASR02 because it parallels existing linear features and avoids an active gravel pit that would require the installation of additional deadend structures and higher structures.
- N207 is preferred over the corresponding portion of ASR02 because it is shorter (1.84 miles) compared to the corresponding portion of ASR02 (2.27 miles).
- N206 is preferred over the corresponding portion of ASR02 because it is more accessible for construction, reducing Project costs.

Additional information regarding the Applicants' alternatives analysis and selection of the Preferred Route is provided in the Alternatives Analysis, attached as **Schedule B**.

VI. MINIMIZATION MEASURES

Q. Have the Applicants continued to coordinate with tribes and agencies to minimize the potential impacts of the Project?

A. Yes. As described in more detail in Mr. Scheidecker's Direct Testimony, the Applicants have continued to coordinate with federal, state, and local agencies as well as tribal governments to identify measures to further minimize the potential impacts of the Project. Mr. Scheidecker's Direct Testimony reflects the Applicants' commitments to implement certain minimization measures consistent with agency comments received in this proceeding.

1
2
3 **VII. LAND RIGHTS**

4 **Q. How will the Applicants acquire the necessary land rights to build the**
5 **Project, assuming the Commission issues a route permit?**

6 A. Since new transmission easements will be needed for the Project, the Applicants'
7 representatives will work directly with individual landowners to negotiate the
8 necessary easements.

9 The Applicants have initiated landowner outreach along each of the Scoping
10 Alternatives and will continue to engage with landowners throughout the permitting
11 process to learn more about each landowner's property. The Applicants will
12 continue to work with landowners to identify property-specific matters to be
13 considered during acquisition, construction, and maintenance of the Project, and,
14 more generally, to be a resource for landowners regarding the easement
15 acquisition process and a contact for obtaining information about the Project.
16 Additional details on landowner coordination and ROW acquisition are provided in
17 Section 6.1 of the Application.

18
19 **Q. Have the Applicants developed a plan for how they will communicate their**
20 **statutory obligations to provide relocation assistance, services, payments,**
21 **and benefits under Minn. Stat. § 117.52?**

22 A. Yes. Schedule C includes a detailed plan, consistent with the Commission's May
23 1, 2025 Order on Route Alternatives for the Environmental Impact Statement,
24 explaining how the Applicants will communicate their statutory obligations to
25 provide relocation assistance, services, payments, and benefits.

26
27 **VIII. CONCLUSION**

28
29 **Q. Does this conclude your Direct Testimony?**

30 A. Yes.

DIRECT TESTIMONY OF JASON WEIERS

SCHEDULE A: STATEMENT OF QUALIFICATIONS

JASON J. WEIERS

BUSINESS ADDRESS

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Fergus Falls, MN 56537
(218)739-8311 (Work)
JWeiers@otpc.com

EXPERIENCE

Otter Tail Power Company, Fergus Falls, MN 56537

Manager, Transmission Project Development

2023 to present

- Lead a cross-functional team of internal and external resources to draft permit applications for federal, state, and local jurisdictions
- Obtain federal, state, and county permits that are required to authorize the construction, operation, and maintenance of new transmission projects
- Maintain compliance with requirements outlined in permits obtained for new transmission projects
- Oversee the negotiation and administration of agreements for jointly owned transmission projects

Otter Tail Power Company, Fergus Falls, MN 56537

Manager, Delivery Planning, Delivery Planning Department

2013 to 2023

- Negotiated and administered transmission related agreements for Otter Tail Power Company
- Directed a team of employees involved in developing long range and strategic transmission projects
- Successfully integrated the distribution studies discipline into the Delivery Planning Dept.
- Supported regulatory proceedings by being an expert witness on transmission related topics
- Ensured compliance with multiple NERC reliability standards
- Managed the annual capital budget for Otter Tail
- Developed a five-year capital budget forecast for Otter Tail
- Represented Otter Tail's interests on several utility groups and committees

Otter Tail Power Company, Fergus Falls, MN 56537

Supervisor, Delivery Studies, Delivery Planning Department

2007 to 2013

- Supervised employees to lead an effective and productive team to meet company objectives
- Mentored temporary and permanent employees throughout their development within the company to meet their desired goals
- Supported state regulatory rate cases for Otter Tail with highly contested transmission issues
- Sponsored testimony and was an expert witness during MN regulatory hearings related to CapX Bemidji – Grand Rapids 230 kV Project (Certificate of Need and Route)
- Implemented a departmental plan to efficiently cover multiple stakeholder meetings
- Successfully prepared documentation for on-site NERC reliability audits
- Negotiated with neighboring utilities to define arrangements for joint transmission projects
- Supported review of agreements related to TSR and GI studies to protect Otter Tail interests

- Assisted in the analysis and review of distribution interconnection projects

Otter Tail Power Company, Fergus Falls, MN 56537

T & D Studies Engineer, Delivery Planning Department 2003 to 2007

- Maintained documentation for NERC Reliability Standards assigned to Delivery Planning
- Successfully completed technical studies related to Big Stone II Transmission project
- Assisted in the development of state regulatory process for need and route permits for transmission projects
- Testified as expert witness in evidentiary hearings for Big Stone II CON proceedings in MN
- Fulfilled OTP requirements in the submittal of the MN Biennial Transmission Plan
- Participated in the development of distributed generation rules in State of South Dakota

Otter Tail Power Company, Fergus Falls, MN 56537

Engineer, Transmission Planning Department 2000 to 2003

- Learned sophisticated software program to analyze the transmission system
- Applied theory learned in college to understand behavior of the transmission system
- Drafted detailed reports outlining assumptions, results, and recommendations from transmission studies
- Performed regional transmission studies pivotal to success of CapX2020 Group 1 projects
- Gained knowledge of various departments and personnel of Otter Tail Power Company
- Learned how to apply economic analysis to alternatives to develop recommendations
- Coordinated with neighboring transmission owners to perform joint transmission studies with joint recommendations

EDUCATION

North Dakota State University, Fargo, ND 58105

May 2000

Electrical Engineering, Bachelor of Science

Power Emphasis

Cumulative GPA: 3.58/4.0

Dean's List

CERTIFICATIONS, MEMBERSHIPS AND RELATED TRAINING

- Registered Professional Engineer in the State of Minnesota, License Number 50031
- Member of Institute of Electrical and Electronic Engineers (IEEE); Red River Valley Chapter
- Midwest Reliability Organization (MRO) Reliability Advisory Committee (formerly)
- Eastern Interconnection Planning Collaborative (EIPC), MISO representative (formerly)
- Midwest Reliability Organization Transmission Assessment Subcommittee, Chair (formerly)
- MAPP Planning Standards Development Working Group member (formerly)
- NERC Interconnection Dynamics Working Group, MAPP representative (formerly)
- Finance for Non-Financial Managers Class – Carlson School of Management, 2012
- Dale Carnegie – Skills for Success, Fergus Falls, MN, 2010
- Fred Pryor Seminar – How to Supervise People, Fargo, ND, 2008
- Power of One recipient at Otter Tail Power Company, 2004
- Leading The Enterprise – Otter Tail Power Company leadership program, 2024-2025
- Leading Leaders – Otter Tail Power Company leadership program, 2014