

**Kirk A. Phinney**  
**Evidentiary Hearing Testimony Summary**  
**Case No. PU- 23-066 - Astoria Station On-Site Fuel Storage ADP**

My name is Kirk A. Phinney. My current title is Manager, Project Execution and Strategy. I will provide a brief summary of my pre-filed testimony in support of Otter Tail Power Company's Application for a determination of advance prudency for the Astoria Station Onsite Fuel Inventory System Project and provide an update to the current project schedule.

Astoria Station is a 250 MW natural gas fired, simple cycle combustion turbine generation facility that was placed into service in 2021. The proposed onsite fuel inventory system project consists of a liquified natural gas truck unloading station, a liquefied natural gas storage tank and forwarding pumps and vaporizer to convert the liquified natural gas to a vapor that is suitable for combustion in the existing combustion turbine. The key assumption for the project design is to store five days of fuel onsite based on the maximum wintertime rating of 286 MW.

Through the preliminary design process Otter Tail evaluated two potential types of fuel for the project; fuel oil and liquefied natural gas. Through that evaluation Otter Tail found that liquified natural gas had the lower initial capital cost, lower O&M cost, and lower fuel cost. Liquified natural gas also does not have the emissions, capacity, or operational drawbacks or limitations as compared to fuel oil.

Otter Tail intends to manage the project with two key procurements. The first procurement will be for all equipment and installation under an Engineering, Procurement, and Construction (EPC) agreement that will be competitively bid. The second procurement will be for a long term liquified natural gas supply agreement that will also be competitively bid.

Regarding the project schedule, the estimated schedule in my original testimony projected an in-service date of December 2026 for the on-site fuel storage project. Since filing our ADP Application in February 2023, Otter Tail has reassessed the project schedule in view of on-going and anticipated regulatory approval proceedings and determined that is necessary to adjust the project schedule. Based on these updates we project the project being in-service in September 2027, assuming all regulatory approvals are secured.



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The project cost estimate within my original testimony remains unchanged, and Otter Tail has provided further clarity of this estimate as recognized within Mr. Heidell's surrebuttal testimony.

This concludes my summary.