NORTH DAKOTA PUBLIC SERVICE COMMISSION

OTTER TAIL POWER COMPANY AND MONTANA-DAKOTA UTILITIES CO.
CONSOLIDATED APPLICATION FOR A CERTIFICATE OF CORRIDOR COMPATIBILITY AND ROUTE PERMIT

CASE NO. PU-25-236

DECEMBER 26, 2025

PART I

PREPARED TESTIMONY OF
JASON WEIERS

I. Introduction and Background

Q1. Please state your name, by whom you are employed, and your business address.

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

Q2. What is your position with Otter Tail?

A. In November of 2025, I transitioned to the role of Manager of Transmission Policy and Contracts. I previously held the position of Manager of Transmission Project Development at Otter Tail. Over the past three years as Manager of Transmission Project Development, I was responsible to oversee the permitting of transmission projects at the local, state, and federal levels. In addition, I was, and continue to be, responsible for developing agreements that outline the business arrangements for ownership, development, construction, operations, and maintenance activities related to co-owned transmission projects.

Q3. Please describe your educational and professional background.

A. I graduated from North Dakota State University with a bachelor's degree in electrical engineering. I have been employed by Otter Tail since 2000 resulting in over 25 years of experience in the electric utility industry, with more than 22 of those years in electric

transmission planning. I am also a registered professional engineer in the State of Minnesota. A copy of my resume is attached hereto as Attachment 1.

Q4. What is your role with respect to the Jamestown to Ellendale 345-kV Transmission Line or JETx Project (the "Project")?

A. I am responsible for leading the permitting efforts for the Project. Prior to my new role in November of 2025, I was involved in coordinating the various efforts related to routing, engineering, procurement, and construction. I will continue to be responsible for leading the permitting efforts for the Project as part of my current role transition at Otter Tail.

Q5. Are you familiar with the contents of the Consolidated Application for a Certificate of Corridor Compatibility and Route Permit for the Project (the "Application")?

A. Yes, I am familiar with the Application's contents.

Q6. Does the Application accurately describe the Project?

A. Yes, along with the supplemental and supporting information filed with the Commission.

Q7. Have any changes occurred to the Project since the Application was filed with the Commission?

A. Yes. A proposed route adjustment was made to a segment of the Project that crosses the James River to accommodate a landowner request. The route adjustment is identified on updated Application Figure 1.2-2, map pages 8 and 9 of 45.

Q8. What is the purpose of your written testimony?

A. My testimony provides an overview of the Project, including its development history, route selection, facility design, construction, landowner coordination, and benefits.

II. Otter Tail Power Company

Q9. Please describe Otter Tail Power Company?

A. Otter Tail Power Company is an investor-owned electric utility that generates, transmits,

and distributes electricity to approximately 133,700 customers across Minnesota, North Dakota, and South Dakota. Otter Tail Power Company is a subsidiary of Otter Tail Corporation and is headquartered in Fergus Falls, Minnesota.

Q10. Please describe Otter Tail Power Company's vision, mission, and values?

A. At Otter Tail, our vision is "growth and success—for our company and the rural communities we serve. We collaborate and prosper through responsible, resourceful action. We balance community, economic, and environmental commitments. Always." Our mission is, "[t]o produce and deliver electricity as reliably, economically, and environmentally responsibly as possible to the balanced benefit of customers, shareholders, and employees and to improve the quality of life in the areas in which we do business." Additionally, at Otter Tail, we make decisions based on our core values of integrity, safety, customer focus, resourcefulness, community, and people.

Q11. What entities will construct, own, and operate the Project?

A. Otter Tail and Montana-Dakota Utilities Co. ("Montana-Dakota") (collectively, the "Applicants") will jointly construct, own, and operate the Project.

Q12. What is Otter Tail's role with respect to the development, construction, and operation of the Project?

A. Otter Tail is leading the development and construction of the Project on behalf of the Applicants, Otter Tail and Montana-Dakota. Once the Project is operational, Otter Tail and Montana-Dakota will co-own and operate the Project.

III. <u>The Project</u>

Q13. Please describe the Project.

A. The Project will consist of approximately 92 miles of new, double circuit, 345-kilovolt (kV) transmission line from Otter Tail's existing Jamestown 345-kV Substation in Stutsman County to Montana-Dakota's existing Ellendale 345-kV Substation in Dickey County. The transmission line will have one optical ground wire, one overhead ground

wire and is planned to initially be constructed with one circuit. A second, 345-kV circuit will be installed in the future when the need arises. In addition to the new high-voltage transmission line, the Project also includes a substation expansion at the Jamestown 345-kV Substation, and upgrades to the Ellendale 345-kV Substation.

Q14. Why is it necessary to connect Otter Tail's existing Jamestown 345-kV Substation to Montana-Dakota's existing Ellendale 345-kV Substation with a new 345-kV transmission line?

A. The Project is necessary because it has been shown to most effectively address the reliability issues on the heavily constrained, 230-kV system in eastern North Dakota, eastern South Dakota, and west-central Minnesota that plays a key role in transporting energy into, out of and through a large geographic area. The Project creates a 345-kV transmission loop by tying two existing 345-kV systems together to enable more reliable and economic energy delivery throughout North Dakota and the Midwest. Additional information about the benefits the Project offers to the local area are described in further detail below.

Q15. Are there any other facility improvements associated with the Project?

A. Yes. As I previously mentioned, the Project includes a substation expansion at Otter Tail's Jamestown 345-kV Substation which will be constructed, owned, and operated by Otter Tail. Additionally, the Project also includes necessary upgrades within Montana-Dakota's existing Ellendale 345-kV Substation, which will be constructed, owned, and operated by Montana-Dakota.

Q16. Please provide a general description of the substation expansion at the Jamestown 345-kV Substation and the upgrades at the Ellendale 345-kV Substation that are associated with the Project.

A. The Jamestown 345-kV Substation will be expanded to change the existing ring bus configuration to a breaker and half configuration by adding one new row of bus work and breaker positions to the 345-kV portion of the substation. The expansion will be on the north side of the existing substation and will require that an existing microwave tower be

relocated. The current fenced area of the Jamestown 345-kV Substation will be expanded to encompass approximately 4.4 acres of existing property owned by Otter Tail. The upgrades to the Ellendale 345-kV Substation are described within the pre-filed testimony of Robert Frank.

Q17. Where is the Project located?

A. The Project is located in southeast North Dakota, from approximately 5.4 miles north of the city of Jamestown, North Dakota, to approximately 1.3 miles west of the City of Ellendale, North Dakota, in Stutsman, LaMoure, and Dickey Counties.

Q18. Can you explain the meaning of "Project Route" and "Project Corridor" as used in the Application and your testimony?

A. The "Project Route" is the specific location of the centerline of the actual transmission line. Given that the design of the Project will primarily use monopole structures, the Project Route can generally be described as the centerline of the structures. The "Project Corridor" is the area around the Route consisting of 150 feet in width generally centered on the Route. The Project Corridor is widened at the endpoint substations to encompass the expansion of the Jamestown Substation and where the 345-kV transmission line connects to the Ellendale 345-kV Substation.

Q19. Where is the Project Route and Project Corridor proposed to be, generally?

A. The Project Route and Project Corridor is proposed around the east side of the city of Jamestown and east of U.S. Highway 281 in Stutsman County. As the Project Route and Project Corridor traverses through LaMoure County, it is proposed to be east of the city of Edgeley and U.S. Highway 281. Within Dickey County, the Project Route and Project Corridor is proposed to cross over U.S. Highway 281 approximately 6 miles north of the City of Ellendale where it continues due south into the Ellendale 345-kV Substation.

Q20. Can you describe how the Project's Route and Corridor were generally selected?

A. The Applicants selected the Project Route and Corridor based on a multi-faceted approach

that considered federal, state, and local requirements, comments received at public meetings, landowner preferences and analysis of environmental and cultural resource data and surveys. The Applicants utilized a Geographic Information System (GIS) that was created from information collected from federal, state and local agencies, stakeholders, landowners, aerial imagery, and multiple on-site field surveys. Using this information, in combination with the Commission's siting criteria, the Applicants refined the route to the current Project Route. Throughout the routing process, the Applicants engaged with landowners along a proposed route and have considered numerous route alternatives, as outlined in Appendix C of the Application.

Through the siting process, the Applicants have coordinated with landowners, local political subdivisions, state and federal agencies, and other utilities along the Project's Route. Additional information about coordination with state and federal agencies and how environmental and cultural considerations were considered by the Applicants in the determination of the Project's Route and Corridor are described in the pre-filed testimony of Kevin Scheidecker.

Q21. Can you describe the schedule for the Project?

A. Pending approval of the Application, the Applicants currently plan to start construction of the Project in the third quarter of 2026 and complete construction and energize the line in the fourth quarter of 2028 with final reclamation activities to occur in 2029.

Q22. What are the estimated costs of the Project?

A. The estimated total cost to construct the Project is approximately $406 million.

Q23. Can you describe the benefits of the Project to Otter Tail's customers?

A. The Project offers significant benefits to the local area and the region. With respect to Otter Tail's customers, the Project will result in a new transmission line to serve the Jamestown area that will offer additional redundancy and increase system capability. Otter Tail experienced an extreme weather event in the form of an ice storm in December 2023 that resulted in the only two 345-kV transmission lines serving the Jamestown area both being out of service simultaneously. At that time, the capability of the transmission system

was significantly reduced and resulted in large load customers in the Jamestown area being forced to operate at reduced levels in order to maintain grid reliability. Otter Tail experienced this same exact situation twice during the summer of 2025 due to two separate severe weather events that made it challenging to maintain reliable service to the Jamestown area. As stated previously, the Project will provide a new transmission line to serve the Jamestown area that will offer additional redundancy and increase system capability to avoid reliability challenges in the future.

Additional information about the benefits of the Project can be found in Case No. PU-24-091, which is the Certificate of Public Convenience and Necessity for the Project that was approved by the Commission.

Q24. Please describe the design for the Project's transmission structures.

A. The Project is designed with primarily double circuit monopole structures. The Project will include one optical ground wire, one overhead ground wire and initially be constructed with one 345-kV circuit. A second 345-kV circuit will be installed in the future when the need arises.

The Project is expected to require approximately 502 transmission structures with spans ranging from 200 to 1,400 feet (1,000 feet on average). Most structures are expected to be 120 to 180 feet tall and will be bolted to concrete drilled pier foundations. Foundation sizes will vary from 7 to 14 feet in diameter and from approximately 25 to 80 feet in depth. Engineering drawings for the Project's anticipated transmission structures are included in Appendix D of the Application.

The single, drilled pier foundation will minimize the structure's footprint to limit environmental and landowner disturbances. Structures will be made of weathering steel to minimize glare and visual impacts.

Q25. Describe the factors that determine the Project's structure design.

A. The Project's structure design will vary depending on geological, environmental or engineering constraints identified during surveying, permitting and final engineering. Although the structures are designed to be primarily monopoles that are approximately 120 to 180 feet tall, specialty structures such as H-frame or three-pole structures may be used

where unique features are encountered along the Route, such as at substation tie-ins and existing high voltage transmission line ("HVTL") crossings. Topography, conductor sag, and the required ground clearances are all factors used to determine the individual structure heights. Regardless of the features encountered along the Route, the Project will be designed to meet or exceed the National Electric Safety Code (NESC) requirements for a 345-kV transmission line.

Q26. What are the minimum clearances over cultivated land, pasture, roads, and other utility lines?

A. The Project will comply with all applicable NESC requirements for clearances. The Applicants are designing the Project to not only comply with required NESC clearances but also include a buffer for added safety. The resulting clearance from the Project's energized conductors to all ground surfaces under all operating conditions will be at least 26 feet. Crossing heights over other utility lines will vary between nine and 19 feet depending on the voltage and wire type of the utility line being crossed and will be similarly designed to comply with NESC's required clearances plus a safety buffer.

Q27. Please describe the design for the Project's conductor.

A. The Project's conductor is designed as twisted-pair conductor cable. Twisted-pair conductor consists of two sub-conductor pairs twisted at a predefined distance by the manufacturer to prevent ice from forming on the conductor and provide motion resistance to wind-induced events on transmission lines (galloping or vibration). Each phase of the transmission line will have two conductor bundles to increase line performance, provide optimal current carrying capacity and reduce losses, corona, and electric and magnetic fields. The conductors will be hung vertically from insulators attached to davit arms on each side of the monopole structure.

Q28. Please describe the communication line included in the Project's design.

A. The Project will include a communication line consisting of a fiber-optic cable surrounded by steel wires, called an optical ground wire ("OPGW"). The OPGW is installed on the top of the structures and protects the energized conductors from lightning strikes and

exchanges information between the endpoint substations and other locations on the transmission system.

Q29. Did the Applicants consider whether it would be reasonable or feasible to install the transmission line underground?

A. Underground installation is not feasible for this Project. While it is common for lower-voltage distribution lines to be buried, it is rare for HVTLs to be constructed underground. Undergrounding HVTLs is generally not used in the industry except in circumstances and locations where physical circumstances allow for no other option. Underground transmission is substantially more costly to construct than overhead transmission. Based on the Applicants' estimates, the initial construction cost for undergrounding high voltage transmission lines are estimated to be between five to ten times higher than overhead transmission lines. In addition, underground transmission results in greater environmental and land use impacts than overhead transmission during construction due to the need to excavate significantly more earth along the Route to install the underground cable. Therefore, no portion of the Project is proposed to be constructed as underground transmission. Additional information on why it is not feasible to construct this Project underground can be found in Section 2.3.1 of the Application.

Q30. What standards were used to design the Project?

A. The Project has been designed and will be constructed according to several different applicable codes, standards and specifications, such as the American Society of Civil Engineers (ASCE), American Concrete Institute (ACI), American Welding Society (AWS), International Council on Large Electric Systems (CIGRE), International Electrotechnical Commission (IEC), National Electric Manufacturers Association (NEMA), United States Department of Agriculture Rural Utility Services (USDA RUS) and the National Electric Safety Code (NESC).

IV. Project Construction, Operations, and Maintenance

Q31. What construction activities are associated with the Project?

A. Prior to ground disturbance activities, landowners will be contacted regarding the schedule and sequencing of activities. Initial survey work and geotechnical investigations (soil borings) will occur prior to construction. Additionally, the Corridor will be cleared of vegetation as necessary to safely construct, operate, and maintain the Project. Once the survey work and tree clearing is complete, structure foundation holes will be drilled and filled with concrete. Concrete will be delivered to the structure location by ready-mix trucks and poured into the foundation hole with a cure period of no less than three weeks. Structure components will be trucked to structure work pads for assembly and will then be erected using a crane to place them on the concrete foundation where they will be bolted on the embedded anchor bolts. After structures are erected, the conductor will be strung between the structures using bucket trucks or helicopters. Following the completion of construction, disturbed areas will be reclaimed, fertilized and reseeded employing appropriate erosion control measures. Best management practices ("BMPs") will be utilized throughout all phases of construction and reclamation.

Q32. What are some of the best management practices that the Applicants anticipate employing during construction and reclamation?

A. The Applicants will use a variety of best management practices during construction and reclamation of the Project. For example, grading within the Project's Corridor will only occur if it is necessary at transmission structure work pads, pulling and tensioning sites, and access roads to provide a reasonably level area for construction crews and equipment to safely operate. Additionally, temporary removal and relocation of existing gates or fences will be coordinated with landowners as necessary. Furthermore, stormwater controls and necessary fencing may be installed around environmentally or culturally sensitive areas with temporary signage and flagging to direct construction crews appropriately. The Applicants will provide training to construction personnel on BMPs and overall compliance expectations as well as obtain a compliance inspector to inspect and document compliance with environmental commitments.

Q33. Are you familiar with the requirements set forth in the Commission's Certification Relating to Order Provisions and Tree and Shrub Mitigation Specifications.

A. Yes.

Q34. Does Otter Tail agree to comply with the Commission's Certification Provisions for the Project?

A. Yes. JoAnn Thompson, Vice President of Asset Management at Otter Tail, who has authority to bind the company, has executed the Certification provisions. A copy of the Certification has been filed with the Commission.

Q35. Do the Applicants anticipate exceeding the Commission's 50-foot-wide tree and shrub clearance limitation?

A. Yes. To comply with applicable reliability standards of the North American Electric Reliability Corporation (NERC) and ensure the safe and reliable operation of the transmission line, it is expected that clearing trees and shrubs will exceed the 50-foot-wide tree and shrub clearance limitation in the Tree and Shrub Mitigation Specifications established by the Commission. As a result, the Applicants request a modification of the 50-foot clearance limitation.

Q36. Is winter construction anticipated for the Project?

A. Yes. Winter construction may be necessary in areas where frozen ground will minimize impacts to wetlands, sensitive soils, and vegetation. The Applicants are requesting approval to conduct topsoil removal in winter, if necessary.

Q37. Do the Applicants plan to implement specific best management practices to minimize impacts from winter construction?

A. Yes. The Applicants will utilize a variety of best management practices to minimize impacts from winter construction. For example, care will be taken to protect topsoil from mixing with subsoil by segregating topsoil from spoils with vegetative buffers and straw waddles. The Applicants are in the process of developing a winter construction guideline

to outline best management practices for winter construction.

Q38. How do the Applicants plan to communicate with landowners along the Route during construction and reclamation?

A. Following the Commission's decision on the Application, the Applicants are planning to send informational packets to all landowners along the Route that will include a copy of the relevant documents applicable to the Project, as well as contact information for members of the Project team. In addition, the Applicants will create and maintain an online map to communicate the status of construction and reclamation activities. Furthermore, members of the Applicants' right-of-way ("ROW") team will continue to communicate with landowners along the Route during construction and reclamation activities so that landowners are informed as to when activities are planned on their individual parcels. The Applicants are committed to communicate with landowners along the Route for the duration of the Project's life.

Q39. Do the Applicants have a process for handling landowner concerns?

A. Yes. The Applicants will include contact information for a Project representative and all applicable emergency services in an informational packet that will be sent to all landowners along the Route prior to construction. In addition, landowners have contact information for the Applicants' ROW team members if questions or concerns arise during the course of the Project.

Q40. How will the Applicants promote and ensure workforce safety for construction and maintenance workers?

A. The Applicants will adhere to industry standards that meet or exceed the National Electrical Safety Code and comply with Occupational Safety and Health Administration regulations. Regular safety meetings will be held with contractors during construction and prior to any regular maintenance and inspections after the Project is placed in service.

Q41. What steps will be taken to reclaim lands within the Project's Corridor?

A. Following construction, disturbed areas will be reclaimed, fertilized, and reseeded

according to Natural Resources Conservation Service (NRCS) recommendations, unless otherwise specified by the specific landowner and approved by the Commission. Post-construction reclamation activities will also include employing appropriate erosion controls, and reseeding or otherwise stabilizing areas disturbed by construction. Unless otherwise agreed to by the landowner, all construction materials and debris will also be removed from the site once construction is complete.

Q42. What maintenance activities are anticipated after the Project is operational?

A. Once the Project is operational, access to the Project ROW is required periodically to perform inspections, conduct maintenance, and if required, repair damage. Regular maintenance and inspections will be performed during the life of the Project in compliance with the applicable reliability standards established by NERC to ensure it continues to provide safe and reliable performance. Generally, the Applicants inspect the transmission lines at least once per year. If concerns or problems are found during inspections, repairs will be performed. When necessary, relevant landowners and agencies will be notified prior to repairs being performed.

The Jamestown Substation and Ellendale 345-kV Substation will be visually inspected to verify that the physical equipment and fence have not been damaged, the gravel is free of weeds and washouts, and the premises is free from trash. Equipment testing will also be done in accordance with NERC reliability standards. If any damage or concerns are identified during inspections or testing, repairs or equipment replacements will be performed, as needed.

Q43. What steps will be taken to control noxious weeds during and after construction?

A. A Vegetation Management Plan ("VMP") has been developed to identify and establish procedures to limit the introduction and spread of noxious and invasive weeds during construction and ongoing operations. The VMP is included in Appendix F of the Application. In addition, the Applicants will coordinate with local weed boards along the Project's Route. Further steps taken by the Applicants to control noxious weeds during and after construction of the Project, including coordination with applicable weed boards along the Project's Route, can be found in Kevin Scheidecker's pre-filed testimony.

Q44. Please describe the steps Applicants will take to minimize impacts to roads and traffic.

A. The Project is not expected to cause significant or prolonged impacts on traffic in any one area because Project construction will be spread out across the approximately 92-mile Corridor and construction work will be completed over two years. Temporary impacts to roads are anticipated during construction when conductor is being strung over existing roads. Where temporary road closures or rolling roadblocks are required, the disruptions to traffic are anticipated to be short in duration. To the extent that temporary road closures are necessary, the Applicants will coordinate with the applicable road authorities and take steps to minimize disruptions and ensure alternative roads are available and clearly marked.

No permanent impacts are anticipated for the primarily used roads of I-94, U.S. Highway 281, or State Highways 13, 20, and 46. Temporary impacts due to the presence of Project vehicle traffic are expected to be minimal because construction equipment and material load weights are not anticipated to be any greater than the existing large farm equipment common in the vicinity of the Project. In addition, slow-moving construction vehicles are expected to be similar to the movement of farm equipment during planting and harvest seasons and are not likely to cause significant delays. The Applicants will seek to acquire all applicable road haul and access permits.

Q45. Please describe the steps Applicants will take to minimize dust during construction.

A. The Applicants will implement a dust mitigation plan to minimize impacts to air quality during construction. The dust mitigation plan may include enforcing speed limits on gravel roads and/or use of water or other dust suppression methods. The Applicants will monitor dust during construction and coordinate with local agencies, as applicable.

V. <u>Landowner Outreach and Coordination</u>

Q46. What efforts were made to coordinate with landowners along the Project Corridor during the Applicants' route development?

A. Since the early planning stages of the Project, the Applicants have been gathering feedback from landowners to assist the Applicants with identifying the best possible Route for the

Project. The Applicants hosted two rounds of public open house meetings during the route development process in the summer and fall of 2023 to gather input from landowners and help the Applicants refine the Initial Project Study Area into the current Route and Corridor.

Following the public open house meetings, the Applicants' ROW team has continued to coordinate with individual landowners along the Route through telephone calls, text messaging, in-person meetings, virtual meetings, email, and mail. There are currently 283 parcels and 173 unique landowners within the Project Corridor. All necessary land rights and easements will be secured for properties within the Project Corridor and for temporary access areas prior to construction beginning on them.

Q47. Can you summarize the Applicants' ROW team's conversations with the landowners within the Project Corridor?

A. The Applicants' ROW team made numerous in-person, telephone, email, text message and mail contacts with landowners for numerous reasons, such as:

- To discuss the Project, generally;
- To seek consent for survey permission and to coordinate various survey activities;
- To discuss the proposed route and identify landowner concerns and preferences;
- To identify route adjustments, where feasible;
- To discuss anticipated construction activities, preferred access routes and existing landowner operations;
- To engage in option / easement negotiations; and
- To keep landowners updated on the status of the Project.

The Applicants are committed to continue landowner outreach throughout the construction, reclamation, and operational phases of the Project.

Q48. Beyond the public open houses and one-on-one interactions, what other outreach efforts have been made with landowners and interested stakeholders?

A. The Applicants identified the importance of keeping the public and stakeholders informed about the Project status throughout the Route development process early on. A public

outreach program was developed and implemented to provide education and comment opportunities for landowners, agencies, and non-government organizations. As part of this public outreach program, the Applicants used several communication channels. Beyond the public open houses and one-on-one interaction with landowners, the Applicants developed and hosted a Project-specific website (https://www.jamestowntoellendale.com/), set up and hosted a Project-specific information phone line (888-794-6243), and created and communicated through a Project-specific email address (connect@jamestowntoellendale.com). Each of these communication channels allowed landowners and other interested stakeholders to continue to have open, two-way communication with the Applicants and will continue to be used throughout the duration of the Project. Additionally, the Applicants have either voluntarily, or by invitation, attended local county and township meetings along the Project Route to provide updates regarding the Project.

VI. Conclusion

Q49. Based on your knowledge of the Project, will the Project's construction, operation, and maintenance result in minimal adverse impacts on the environment and the citizens of North Dakota?

A. Yes. The Project has been sited to comply with the Commission's siting criteria, as well as to minimize potential impacts to the citizens of North Dakota, existing land uses, infrastructure, and environmental resources. My colleague, Kevin Scheidecker, discusses the Applicants' environmental studies and surveys for the Project in further detail. Additionally, the Project will provide significant reliability and economic benefits to the local communities and the state. For these reasons, and as demonstrated in the Application, other filings, and my testimony, the Project will result in minimal adverse impacts.

Q50. Based on your knowledge of the Project, will its construction, operation, and maintenance minimize adverse impacts while ensuring continuing system reliability and integrity and ensuring that energy needs are met and fulfilled in an orderly and timely fashion?

A. Yes. As shown in the Application, other filings, my testimony, and the pre-filed testimony of Robert Frank, the Project will be constructed, operated and maintained to minimize adverse impacts while serving as a critical component in ensuring local and regional electric reliability for the combined benefit of customers and businesses in North Dakota.

Q51. Does this conclude your direct testimony?

A. Yes.

ATTACHMENT 1

JASON J. WEIERS

BUSINESS ADDRESS
215 South Cascade Street
Fergus Falls, MN 56537
(218)739–8311 (Work)
JWeiers@otpco.com

EXPERIENCE

Otter Tail Power Company, Fergus Falls, MN 56537
Manager, Transmission Policy & Contracts 2025 to present

- Serve as the primary liaison with Federal Energy Regulatory Commission (FERC), Regional Transmission Organizations (RTOs) and other external utility partners
- Lead strategic engagement in RTO stakeholder processes and advocate for positions that support company initiatives
- Monitor and analyze federal regulatory developments and provide strategic guidance to executive leadership
- Lead the negotiation, execution and administration of transmission contracts, joint ownership arrangements and interconnection agreements
- Oversee contract lifecycle management ensuring alignment across cross-functional teams and in compliance with regulatory processes and requirements

Otter Tail Power Company, Fergus Falls, MN 56537
Manager, Transmission Project Development 2023 to 2025

- 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
- 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
Electrical Engineering, Bachelor of Science May 2000
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
- Leading the Enterprise – Otter Tail Power Company leadership program, 2024-2025
- Midwest Reliability Organization (MRO) Reliability Advisory Council (RAC), 2019-2024