



**JSDC Joint Business Attraction & Existing Business Committee Meeting**  
**Wednesday, February 4, 2026**  
**Official Minutes**  
**JSDC Lower-Level Conference Room**

**Members Present:** Jeremy Rham, Casey Henderson, Tonya Perkins, Amanda Hastings, David Steele, Mike Delfs, Dustin Jensen, Ben Steinolfson.

**Members Absent:** Tory Hart, Dwaine Heinrich, Levi Taylor, Jen Dockter.

**Staff Present:** Corry Shevlin, Alyssa Looyesen, Jamie Czapiewski.

**Call to order:** 12:01 p.m. by Tonya.

**Conflict of Interest Declaration:** None.

**Approval of Minutes:** The minutes from the January 7, 2026, meeting were in the One Drive for review.

*David made a motion to approve the minutes as shown, Amanda seconded the motion, and the motion passed unanimously by voice vote.*

**SEPA Project Updates:** Corry shared an update on the CO<sub>2</sub> capture project at Dakota Spirit Ag Energy. The project is about a \$150 million investment to cool, compress, and load CO<sub>2</sub> so it can be trucked to the sequestration site in Underwood. The new equipment will be built under DSA's existing lease and permits. Down the road, the assets are expected to be transferred to Carbon Capture Co. to help with ownership structure and use of federal CO<sub>2</sub> tax credits.

From SEPA's standpoint, the CO<sub>2</sub> operation will be treated as part of DSA's existing lease, not as a separate new tenant. No major new SEPA infrastructure is expected, and any added costs would be charged back to DSA. The project is planned as truck-only for now, which avoids needing rail user approvals. At the same time, SEPA is working on a separate rail MOU to keep the option open in case rail is needed in the future, either if the Underwood site changes or if CO<sub>2</sub> needs to be shipped farther away. The initial rail MOU came back with heavy redlines, so SEPA split the CO<sub>2</sub> sublease and rail issues into two documents and is continuing to work with DSA and their attorneys. Any future rail buildout could support both the CO<sub>2</sub> project and the potential sustainable aviation fuel project.

Corry also gave an update on the proposed sustainable aviation fuel project (Twelve) that is looking at Section 28 near Dakota Spirit Ag. SEPA has a non-binding letter of intent in place and has shared its governing documents and a key terms template with Twelve. Many of the incentive and cost details are still undecided and will depend on final project details like site layout, how it connects to DSA, and the total estimated cost of about \$1.5 billion.

A major part of the discussion focused on wetlands and conservation easements on the site. U.S. Fish & Wildlife confirmed that some wetlands on Section 28 are under permanent conservation easements and cannot be disturbed unless they are replaced one-for-one (plus additional land) elsewhere in the region. Other wetlands regulated by the Army Corps may be able to be mitigated on SEPA property, similar to past rail projects. Twelve's consultant, Tetra Tech, is expected to complete wetland field work after winter to determine what wetlands can be avoided and what would need mitigation. These environmental requirements, along with potential state and local incentives, will play a big role in how SEPA and Twelve ultimately structure cost sharing and incentives.

**Project Updates:** Corry and Alyssa provided project updates.

**Adjourned:** Tonya adjourned the meeting at 12:44 p.m.

Respectfully submitted by Jamie Czapiewski, Operations Coordinator