

Sharon Natzel
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April 3, 2014

Larry Hartman, Environmental Review Manager
Energy Environmental Review and Analysis (EERA)
Minnesota Department of Commerce
85 7th Place East, Suite 500
St. Paul MN 55101

Reference: 13-474 PUC Docket Number: PL9 / PPL-13-474 Route Segment Proposal

Dear Mr. Hartman,

This route segment proposal below maximizes the protection of the clearest waters of northern Minnesota, the groundwaters that are most susceptible to contamination, the aquifers which help supply crop irrigation needs on the Hubbard Prairie and the Park Rapids city wells, the Mississippi River which supplies drinking water for over 50 communities including Minneapolis, MN, plus the northern Minnesota wild rice lakes. This route segment would be from the northern route at East Grand Forks, MN to Floodwood, MN where the Sandpiper pipeline route would continue on the northern route to Superior, WI as depicted on Page 14 with title Attachment 1a – Sandpiper Pipeline Project Overview Map in the Initial Filing – Notice Plan Proposal, filed on behalf of Enbridge Pipelines (North Dakota) LLC, Document ID 20136-87955-01 received date 06/07/2013 in PUC Docket No. 13/473.

I have called this route segment proposal “Minnesota’s Win-Win Route Segment Proposal. You will understand why as you review the proposed route. I look forward to helping develop even more route details with you and your team. Thank you for the opportunity to propose a route segment that maximizes Minnesota’s assets and multiple economies plus enables North Dakota Pipeline Company to further enhance their business.

Sincerely,

Sharon M. Natzel
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Route Segment Proposal: Minnesota's "Win-Win" Route Segment Proposal

The Route Segment Goals include:

Utilize Minnesota State Forest Renewable Resource Route

Minimize Risks for Leaks/Spills of An Irrevocable Nature for Our Minnesota Lakes

Preserve Our United States Fresh Water Resources

Avoid Heavily Populated Areas

Avoid Native American Reservations and Designated Reservation Lands

Utilize Road and Other Right-Of-Ways Where Feasible

Promote the Use of Even More Updated Oil Movement Technologies (see details below) to Preserve and Protect Minnesota's Wide Variety of Natural Resources for Generations to Come Similar to Aleyeska Pipeline Technologies Employed in Permafrost Areas Which Are Applicable to Peat / Bog Areas of Northern Minnesota

Provide a Realistic Pipeline Route Corridor that Maximizes the Speed to Refineries and Recognizes that Multiple Pipelines Will Coexist Within the Corridor Over the Lifecycle of Each Pipeline Project

Allowing a Variety of Parties to Work Together For the Common Good - Long Term - Due to the Continued Need for Oil for Minnesota, the United States and Canada.

Maximizing Protection of the Critical Resource Due to the Minnesota's Win-Win Route Segment Proximity to the U.S. Grand Forks Air Force Base and the U.S. National Guard in Devils Lake, ND.

Win-Win Map 1 and Enbridge Northern Route Map 1

The proposed route segment would begin at 220 just East of East Grand Forks, MN where the PUC Docket 13-473 Certificate of Need Document called the Initial Filing – Notice Plan Proposal contains Attachment 1b: Sandpiper Pipeline Project Route Maps including the Northern Route Map 1 in Polk County, Huntsville Township / Bygland Township area near East Grand Forks, MN.

From 220 to 76 North to 160th Street SW to the West then North to 73

Continue North on 73 in Sullivan Township to 21 to East to 66 North in Tabor Township to 67 East In Sandsville Township

Continue East on 67 in Brislet Township to 68 South in Hegeland Township

to 23 East which changes to 8 in Pennington County.

Win-Win Map 2

Take 8 East in Numedal Township to 1 East to 14 North in Norden Township which changes to 43 in Marshall County.

Win-Win Map 3

Take 43 North to West 210th Street NE TO 130th Ave NW in New Solum Township (Avoiding Rosewood) to 2 East to 12 South in Excel Township to 2 East to 219 North in Adger, Grand Plain, and Moylan Townships.

Win-Win Map 4

Stay on 219 North then East on 260th Street NE in Espelie Township cross country to the East into Beltrami County.

Win-Win Map 5

Go cross country to hit Hamre Rd. East (700) in Lee Township to North 707 / Jelle Rd. in Spruce Grove Township to 44 to the East to Tadroff Rd. to Sherwins Forest Rd. in Minnie Township to Cross Country to Red Lake Wildlife Management Area staying to the North of the Red Lake Peatlands SNA West.

Win-Win Map 6

Avoiding Red Lake Indian Reservation Lands go cross country to the North East to Enter into Lake of the Woods County Across the Red Lake WMA to 91st SW in Kiel Township.

Win-Win Map 7

Stay North of Red Lake Peatland SNA East, continue cross country, Cross 72 into Koochiching County.

Win-Win Map 8

Continue cross country Southeast to Pick Up the Forest Road headed South. Continue on the Forest Trail Going South East and then South Where the Forest Road Meets with Toumey Williams Rd.

Win-Win Map 9

Continue on Tourney Williams Rd across 30 going cross country in the Pine Island State Forest to the Southeast Across 71 to the Corridor South toward 6 and 5. Follow 5 towards Craigville. Head South cross country at a Safe Distance to the Northwest of Craigville into Itasca County on 5.

Win-Win Map 10

Continue on 5 Going Safely Around Effie Heading South / Southeast Across 42 into the George Washington State Forest. Avoiding Lakes Continue cross country to 65 South in Bearvile Township. Continue South on 65.

Win-Win Map 11

Continue South on 65 Going Safety Around the Lakes Near 53 and 65. Cross 56 heading South on 65.

Win-Win Map 12

Continue South on 65 Crossing 5 down to Meadow Rd. South. Continue West on Creek Rd. to Safely Avoid Nashwauk. Then South on Hilltop Rd. then cross country to Southeast across 169 along the road to Safely to the North of the Alborn-Penguilly ATV Trail and cross Southeast into St. Louis County.

Win-Win Map 13 and Enbridge Northern Route Map 16

Continue Cross-Country Heading South and East of 73 Across 133. Cross 73 to Auto Rd. continuing South on N. Triplett Rd. to Safely Join the Enbridge Northern Route Map 16 just West of Floodwood, MN – see Enbridge Northern Route Map 16.

Win-Win Route Segment Proposal with Updated Oil Movement Technologies – see details below:

Recognizing the unique characteristics and very special resources of northern Minnesota, updated oil movement technologies could be utilized for the Win-Win Route Segment. For example, the Alaska permafrost scenario could be likened to the peat bogs and forested areas of northern Minnesota. Using above-ground oil movement technologies would enable use of additional sensing devices that are not able to be employed when the pipeline is buried. These additional sensing devices would not only enable the pipeline to even improve on the current pipeline safety records in relation to spills / leaks, but also provide for additional security operations with visual sensing devices. For example, security cameras could be utilized in critical areas. Think about the advanced tools used in remote medicine for medical operations, the space station for repairs, the ocean exploration with remotely powered robots, the defense capabilities of drones, the monitoring and alarm technology for remote pipeline management that could be adapted and utilized if the senses of sight, hearing, touch, taste, smell were developed and employed for protection of the natural resources and management of the pipeline and national interests.

The pipeline corridor of interest to both the United States and Canada is in proximity to the U.S. Grand Forks Air Force Base and also the U.S. National Guard in Devils Lake, ND. In addition to enhanced radar capabilities, drones could be utilized to fly around and over the pipeline for weekly or more frequent inspections. The ability to visually inspect the actual pipeline and sensorily detect leaks / spills with odor-sensing devices, double-hulled pipes with sensors for leak detection within the 2nd pipe layer and other advanced technologies would far surpass current described method of the bi-monthly fly overs by air on a pipeline route looking for leaks – especially considering the amount of time the MN pipeline is covered by snow and ice under the ground. The above-ground technology has been proven in Alaska in even more harsh conditions than northern MN experiences with a commendable safety record. Pipeline management capabilities will be enhanced with the ability to use multiple senses because of not being “buried” to manage, maintain and inspect the individual pipelines and pipeline corridor. It may be that bridges would be support the corridor. Think about the bridges that Canada uses for the wildlife corridor when the corridor crosses their freeway system. It is attractive and effective. Maybe a corridor container of cement is needed that if large enough, robots could inspect all around the pipelines contained within the corridor. This is an opportunity to go beyond the old method of burying a pipeline, digging it up to repair, digging in new pipeline to become part of the corridor and risking damage then the existing pipeline already in the corridor. The oil pipeline technologies have the ability to advance now. This is a win-win time to look at the future and bring it into existence now.

Recognizing there is a planned corridor that will support not only the Sandpiper Pipeline Route Project, but also other pipeline projects Enbridge Partners announced on April 2, 2014 – like the Line 3 Replacement. The initial project could efficiently set in place the infrastructure necessary for the “smart” corridor that enables two pipelines with pipe diameters of 30 “ and 36” to coexist together. Fully taking into account the cumulative effects up front will be less costly for all involved including the Minnesota natural resources. Long term plans should be taken into account if there will be up to 4 pipes together as is the case in my understanding in the current Enbridge northern route. The Full Environmental Impact Statement like the Bristol Bay Alaska Pebble Mine EIS will help guide and enable

all parties (international, national, state to state, communities and cultures) to work together for the most effective Win-Win Route Segment benefitting the common good for the entire life-cycle of the oil pipeline technologies.

Please let me know if you have any questions or would like to discuss the Win-Win Route Segment Proposal in further detail. We can all win by working together on this. Thank you for considering the future now..... Sincerely, Sharon M. Natzel