

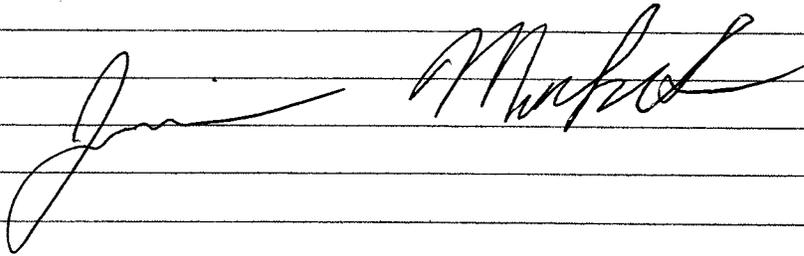
Please provide your contact information. This information and your comments will be publicly available.

Name: Jim Machacek Phone: 952-220-3627  
Street Address: 5544 W. 134th St.  
City: Savage State: MN ZIP: 55378  
Email: hatchhach@yahoo.com

Please share your comments on the proposed Line 3 Pipeline Replacement Project.

- What human and environmental impacts should be studied in the environmental analysis?
- Are there any specific methods to address these impacts that should be studied in the analysis?
- Are there any routes or route segments that should be considered? (Related to the Route Permit)
- Are there any alternatives to the project that should be considered? (Related to the Certificate of Need)

pipe is worn out Replace it



**From:** [pop3.arvig.net](mailto:pop3.arvig.net)  
**To:** [MacAlister, Jamie \(COMM\)](#)  
**Subject:** Sandpiper Pipeline and Line 3 Replacement CEA Draft Scoping Document  
**Date:** Wednesday, September 30, 2015 3:47:21 PM

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RE: Docket # 14-474, 15-137 and PL-9/CN-14-916

Dear Ms. MacAlister,

Thank you for the opportunity to comment on the subject draft CEA scoping document. First of all, there fundamental flaws in both the scope and timing of the proposed CEA. With the Court of Appeals having ordered a full EIS on the Certificate of Need for the Sandpiper pipeline all routing review and permitting steps in both Sandpiper and Line 3 must necessarily await the more in-depth analysis afforded by the EIS. Routes and route alternatives for Sandpiper and Line 3 may will change significantly as a result of the EIS

For your Department to proceed on the draft CEA for these projects in light of the Appeals Court Ruling seems to be a needless expenditure of state agency, the applicant's and interested citizens valuable time and resources. It is requested that the routing process for Sandpiper and Line 3 be placed on temporary hold awaiting the outcome of the court ordered EIS.

In regard to the draft scoping document itself I have the following comments:

**Geographic Scope is inappropriate**

The geographic scope of the draft document is far too narrow to contemplate all reasonable and prudent alternatives that may have significantly less impacts than any of the routes proposed in the draft. Sandpiper is proposed to transport Bakken crude oil from North Dakota through the Midwest and on to Gulf Coast and/or east coast for refining (or more probably for export). Meanwhile Line 3's purpose is for shipping Canadian crude to Midwest refineries and possibly for export from the Gulf or East coast as well. This indicates that the entire continental pipeline system in North America is being significantly revamped in North Dakota, Minnesota and Wisconsin not to mention southern Canada. By accepting the proposed Minnesota entry and exit points proposed by the applicant many alternative routes are precluded from further consideration. This narrowing of alternative routes could be avoided if the origin and ultimate destinations of the product were the starting points for development of alternative routes.

Should the PUC and/or the DOC claim they lack sufficient authority to consider alternative routes because to do so would impact neighboring states where they have not jurisdiction such a claim would still not constitute a justification for proceeding without considering these alternatives. Both of these pipelines require certain federal permits including Clean Water Act and Section 10 permits. These permits and other federal actions are administered or coordinated by the U.S. Army Corps of Engineers (USCOE) and as such will require environmental review under the National Environmental Policy Act. This review has already begun in Wisconsin and may commence soon here in Minnesota. The PUC and DOC have the option of

requesting a coordinated joint state-federal environmental review. Because this review would be conducted under federal jurisdiction of the USCOE the multi-state scale of this project could be properly considered. Coordinated state/federal environmental review is the preferred and highly recommended form of environmental review in multi-state projects such as this for reasons of efficiency, paperwork reduction, avoidance of redundancy, sharing of data, sharing methods, sharing expenses (such as a common consultant) and many other reasons. And more importantly a single State/Federal review would be less confusing and less costly for the public that would otherwise be forced to track with separate review proceedings.

### **Range of Alternatives is Unjustifiably Narrowed**

Both pipelines are assumed to require an intermediate point that further narrows alternative routes. This is an improper concession to the applicant's economic desire at the possible expense of the natural and human environment. Narrowing of alternatives based on economic considerations alone not only violates Minnesota EQB guidelines for environmental review it violates the spirit and letter of the Minnesota Environmental Policy Act that specifically prohibits elimination of lesser polluting alternatives from review on economic considerations alone.

### **Risk Assessment**

The most significant threat to the human and natural environment inherent to crude oil pipelines is the possible loss of product through leaks in or ruptures of the pipe. Knowing what the probability or predictability of significant leaks and spills are provides essential information on which difficult decision can be made, trade-offs considered and predicable disasters avoided. When risks are not adequately or expertly derived, poor decisions are likely to follow; decisions that can be deeply regretted later. How often do we hear of a pipeline rupture that allowed crude oil to flow into a sensitive resource nearby and citizens ask regulator officials: "Why was a pipeline allowed to locate so close to such a valuable resource?". While design and operations of pipeline have improved somewhat in recent decades we have not been able to re-engineer the human mind sufficient to avoid error, whether it be error of the manufacturer of the pipe, the installer of the pipe, the operator of the pipe or a third party whose error damaged the pipe. Leaks and spills happen and we can plan in a way that assures these incidents occur in safe places or we can plan (or fail to plan) and have these incidents happen in the worst of places.

Not all risk assessments are equal. Having qualified, experienced, independent and credible experts perform the risk assessment is essential to producing a quality assessment. We are unaware of any legitimate environmental risk assessments being prepared for the DOC. Many engineering firms do not have this type or quality of expertise. Knowing that the DOC keeps a roster of pre-qualified consultants at the ready to perform CEA's it is recommended that additional outside expertise be sought for this exercise with formal "Requests for Qualifications (RFQ)" and "Requests for Proposals RGP" be utilized to secure the necessary specialized expertise for this exercise.

### **Worst Case Scenarios**

We are not aware of any worst case scenario exercises or assessments conducted by PUC or DOC staff. While it is noted that worst case spill scenario is a part of the proposed scoping draft we are concerned that past history would indicate possible serious fatal flaws in the manner in which these scenarios are likely to be developed. Recent environmental review documents produced by the DOC failed to identify the mechanisms of impact. Mechanisms such as “rates, routes, and reservoirs” for pollutant travel and the specific impact the pollutant had upon reaching the impacted target. Additionally, past assessments performed by DOC and consultants failed to distinguish between high value (rare, especially sensitive, culturally or economically significant) or medium or low value impact targets. Past documents have simply inventoried and tallied numbers of impact targets without identifying either the mechanism of impact or relative value of the impact target. For example, the MPCA lists certain “Outstanding Resource Value” waters that should be afforded a greater value should a certain spill scenario threaten than the value that might be afforded a drainage ditch..

Spill scenarios should also evaluate the impact of access to a spill site for spill response. Distances to established roadways, lengths of temporary roads that may have to be constructed, removal of those roadways upon completion of cleanup etc. should all be accounted for.

### **Life of Project Impacts**

Most of Line 3 is slated to be abandoned in place. Impacts of this long-term abandonment and risks associated must be examined. When these risks are known they should then be wrapped into the risk assessments for any new routes established for both Sandpiper and Line 3. It seems foolhardy to recreate the very problems identified with the original Line 3 route that traversed many miles of bog and wetlands and then find that removal of the pipeline at the end of its serviceable life would cause more harm than leaving it in place. Such zones of “more harm from removal than abandoning in place” should be avoided when routing new pipelines and pipeline corridors.

These are all the comments that time and resources allow.

Thank you,  
Willis Mattison,  
42516 State Highway 34  
Osage, MN 56570



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[www.avast.com](http://www.avast.com)

Comments on Proposed Line 3 Replacement Pipeline Project  
PUC Docket Numbers: CN 14-916, PL -9  
September 28, 2015

Thane Maxwell  
Organizer, Honor the Earth  
Concerned Citizen, Parent, Drinker of Fresh Water  
3941 23rd Ave. S.  
Minneapolis MN 55407

Attn: MN Public Utilities Commission

Thank you for the opportunity to give comment. My name is Thane Maxwell. I am an organizer with Honor the Earth. I am a teacher and a carpenter and a gardener and a musician and a parent and someday I will be a grandparent and a great-grandparent. I drink fresh water every single day, and wild rice is a staple food for my family. I am a human being with basic human rights, including the right to a healthy ecosystem. Those are my credentials. I also have a Masters in City and Regional Planning from Cornell University.

Oh, I forgot one more credential. This morning, before writing this, I sat quietly with the lake and said thank you to the sun, and the wind, and the water, and all of our fellow creatures. This land, like all land, is sacred to me. This water, like all water, is sacred to me. It is truth. And it is beauty. It gives us life. This is my spiritual practice. Your rubber stamps violate my religious freedoms.

This is a beautiful land, a land worth protecting, and we have a profound responsibility to protect it. I invite you to join me, to join us, to show some respect and reverence for your own creation.

This summer, a group of us traveled along the proposed new pipeline corridor by horse and canoe, to be on the land together and pray together and raise awareness of the importance of manoomin to our indigenous people. The terrain in the proposed corridor is in large part a pristine ecosystem full of incredible biodiversity and clean fresh water, and absolutely teeming with wild, organic, nutritious, sustainably harvested food. The sacred food of the people whose land we are sitting on right now, uninvited. The sacred food that serves as the basis of these people's survival – physical, cultural, and spiritual. Many times I tried to imagine a construction crew coming in to install a pipeline through that beautiful, sacred place, I tried to imagine an oil spill in those rice beds, and the only word I could think, the only feeling I could feel, was violence. Because that is what it would be. That is the proposal before you. Violence.

It would be the same as the violence taking place in the tar sands production areas of Alberta right now, same as the epidemic of sexual violence taking place in the

Bakken oil fields, same the violence taking place in Detroit and Louisiana and east coast cities, where this tar sands oil goes to get refined, and puts off emissions that literally murder entire neighborhoods of color. Please, go visit those rice beds and try to imagine an oil pipeline being built, try to imagine the inevitable spills. And ask yourself if that prospect is in any way compatible with whatever you hold to be true or right or good.

Now, I realize you want scoping comments so here's some thoughts on the scoping of your environmental review for the Certificate of Need and Route proceedings.....although I must say, we are all getting pretty tired of selling T-shirts and bumper stickers to raise money so that we can spend our time doing your work for you. You need to do a thorough Environmental Impact Statement, period. Why is it our job to tell you what "thorough" means? If you don't know, you shouldn't be in charge of it. Period. And you don't listen to us anyway. It's all such a sham. The recent MN Court of Appeals decision to revoke the CN for Sandpiper affirms what we've been saying for 2 years now – that the PUC is a rogue agency, running wild with permit stamps, and someone needs to intervene to stop your illegal and irresponsible behavior. We need a regulatory system that works. This is serious business. If you're not up for it, let's find an agency that is.

But ok we will spell it out for you. The group letter from MN350 does so in detail and I have endorsed that letter. But I will summarize here too. You need to do a thorough Environment Impact Statement. And you need to initiate formal consultation with tribal governments, as required by Governor Dayton's Executive Order 13-110, and listen to what they have to say. I know you think you have some fine-print footnoted exemption from that EO but that's a load of bull and you know it. Quit hiding behind your beurocracy. You do not have the tribes' consent to allow this pipeline in their territory, and you do not have jurisdiction on their lands. This is 2015 but you are acting like it's 1890. This is colonialism.

The EIS should diligently walk through a resource-by-resource evaluation of potential impacts of the construction and operation of a new pipeline.....and the cumulative impacts of 2 or more pipelines. This is what is required by state legislation, the MEPA. It should include ecological, economic, and sociological impacts. It should include wild rice, wetlands, aquifers, soils, fisheries, livestock, roads, farmland, wildlife habitat, air quality, water quality, and climate change. It should analyze usufructory rights that Native people retain for off-reservation natural resources.

The analysis should be "wells to wheels", including in its scope the impacts of production in the tar sands region of Alberta, which this infrastructure would support, as well as the impacts of transport outside our borders and of refinement in East Coast cities, where the logic of environmental racism in systems of siting and protection means that black and brown bodies become sacrifices to our addictions. No longer will we allow you to put on the blinders and look only at what happens inside our borders. If you help to build new infrastructure, you are responsible for

the violence it enables at both ends of it, plain and simple. You cannot be neutral, you cannot shirk your responsibility any more.

The same analysis should be performed to evaluate potential impacts of the abandonment of the existing Line 3 pipeline. The PUC is the only agency that has jurisdiction to regulate pipeline abandonment and yet you have no policies or procedures, you have no plan. We need to fix that, we need to know what's going on with those 900 structural anomalies and how much oil is under them, and we need to know about the drainage risks posed by the inevitable corrosion of those lines. We have a right to know.

None of this analysis should be overseen by the Department of Commerce, the agency whose main concern is profit, not people. The RGU should be the Minnesota Environmental Quality Board. Nor should it be performed by any of the consulting firms in Minnesota, because to our knowledge, none of them have the necessary expertise in ecological sciences or risk assessment. You will need to cast a wide net to find a person capable of doing it right.

Tribes, non-profits, citizen groups, and the public at large should be meaningfully involved in the scoping and implementation of the EIS, and should have ample time and opportunity to review the EIS before it is approved.

The EIS should address the question of rail congestion and put it to rest once and for all – as Enbridge has testified and as all the research confirms, a new pipeline will not relieve rail congestion because they are not purely competitive infrastructure systems. They are different networks with different capabilities and therefore different uses. It is a false choice that is presented as a real choice in industry propaganda and perpetuated in the media. People have a right to know the truth.

It should address the question of jobs and compare the ~20 or so permanent jobs created to the equivalent number in a renewable energy project.

The EIS should include a thorough analysis of current market conditions. We have seen a steep decline in oil prices over the past year, and they are at record lows. We have also seen significant price differentials between Alberta tar sands crude and other global prices, which have led to significant decreases in tar sands production rates, including the cancellation and delay of many major new projects. These low oil prices are forecasted to continue, along with high rates of supply across the globe, which point to continued decline in tar sands development rates. Tar sands and Bakken production is shrinking rapidly as investors, drillers, and shippers all pull their money out. Calumet, which operates the tiny refinery in Superior that can't handle any of this oil, just cancelled its plans to ship oil by tanker across Lake Superior, citing lack of market demand.

At the same time, oil consumption in Minnesota has declined significantly over the last 10 years and is forecasted to continue that decline, despite population growth. This oil is not for us and doesn't serve us. We just assume all the risk.

And meanwhile, investment in renewable energy infrastructure is skyrocketing across the globe. Solar and wind prices are plummeting. Again, this is especially true in MN. The transition to a post-fossil fuel economy is accelerating by the day. In other words, we aren't asking anyone to stick their necks out and initiate a transformation of our global energy system all by themselves. We're asking you to wake up and join the transformation that is already happening all around us. We are asking you to see this as an opportunity. An opportunity to lead, govern, create... operate from a place of vision and hope and possibility. A place of principle and respect and power.

The notion that the proposal before us today is in any way in line with the responsibility you as public servants have been charged with – namely, stewardship of the wellbeing of Minnesota's residents - is clearly and utterly absurd. Both portions of the permitting process are ridiculous – of course there is no need for more fossil fuel infrastructure, and of course it is a terrible idea to put it through this pristine of an ecosystem. If you do the EIS correctly, it will show that without a doubt.

Enbridge wants to invest \$16 billion in new pipelines in Minnesota over the next few years. Just imagine what could happen if we asked Enbridge to come back with a \$16b wind and solar proposal.....that could earn their shareholders just as much money, without devastating the basis of life itself. Imagine how many union jobs that kind of investment would create. Imagine a world where those union workers could feed their families fish out of their local lake without having to teach their kids about mercury quotas, or show them pictures of what the moose used to look like, or lament the loss of the sacred food that their people had been subsisting on for 8000 years. Please, you have an opportunity to do right by the world. You have an opportunity to do something truly great here. Please, join us. Please, love water not oil.

Thank you. And please don't hesitate to contact me at any time.

Thane Maxwell  
[thane@honorearth.org](mailto:thane@honorearth.org)  
612-900-5108



Minnesota Public Utilities Commission  
Tracy Smetana  
121 7<sup>th</sup> Place E., Suite 350  
St. Paul, Minnesota 55101

**Re: Enbridge Line 3 Replacement Certificate of Need and Route Permit**  
PL-9/CN-14-916 –Certificate of Need  
PL-9/PPL-15-137–Route Permit

Dear Ms Smetana,

I am providing testimony today in opposition to the inclusion of a Line 3 replacement pipeline in the energy corridor proposed to carry the Sandpiper pipeline across the fragile wetland and riparian areas of northern Minnesota.

I am currently employed as a natural resource professional with the State of Minnesota, however my comments today are my own, and are not authorized by the State.

In summary:

- 1. With respect to the certificate of need, I prefer the development of alternative energy strategies to the proliferation of pipeline infrastructure. Minnesota's fossil fuel use has declined in recent years, and will continue to decline. The environmental consequences of this proposal are not warranted in the face of declining fossil fuel use.**
- 2. With respect to the route permit, I oppose the construction of new energy corridors north of the Highway I-94 corridor, for the reasons I outline below, namely the fragile nature of the pristine watersheds in the northern part of the State. The addition of the Line 3 replacement to Enbridge's previous Sandpiper proposal makes this even more alarming, due to the stated goal of providing "mixed service" and the increased likelihood of tar sands oil being transported.**
- 3. With respect to the route permit, I maintain that there will be an adverse and unnecessary long-term impact to the economies of communities along the proposed corridor, due to their dependence on recreation and seasonal property values.**
- 4. As a natural resource professional with experience working to integrate natural resource protection with native peoples' treaty rights, I believe the Minnesota Public Utilities Commission would be acting contrary to established federal law by building the proposed energy corridor through territories ceded to the State by tribes in treaties that specifically guarantee rights to harvest, without consultation with affected tribes.**

We heard this month that Enbridge, the Canadian pipeline operator proposing the abandonment of its Line 3 in northern Minnesota, and the construction of a replacement to Line 3 in the same corridor as its proposed Sandpiper pipeline, expects a \$40 million penalty for spilling 1 million gallons of tar sands oil into Michigan's Kalamazoo River five years ago. This is according to a filing with the Securities and Exchange Commission. The existing Line 3 pipeline is part of Enbridge's . The 34-inch pipe was installed in 1968 and currently carries light oil 1,660 km from Edmonton, Alberta, to Superior, WI. The stewards of land in northern Minnesota do not want to experience the devastation suffered by our Michigan neighbors at the hands of Enbridge. **With respect to the certificate of need, I**

**prefer the development of alternative energy strategies to the proliferation of pipeline infrastructure.**

While the Line 3 pipeline currently has a maximum shipping capacity of 390,000 barrels of light crude oil per day, pumping stations along the line have a much larger capacity (and can accommodate heavier oils). Enbridge plans to take advantage of this. Under the company's replacement plans, the new Line 3 pipeline will be widened by two inches, and built ".....". By the time it is proposed to go into service in 2017, Line 3 will ship 760,000 barrels of oil across the Canadian border every day, nearly double what it currently moves.

At the same time, the new Line 3 will be designated as "mixed service," allowing it to carry a variety of different types of oil from heavy to light. Speaking on a conference call with investors and media this morning, Enbridge CEO Al Monaco said "my lean would be more towards the heavier side, but it will carry both." This means that tar sands oil will be transported in the corridor; oil that is reputed to be highly corrosive, explosive, and heavier than water.

Speaking as a farmer whose farm is in the environmental impact area of the proposed Sandpiper pipeline route through Palisade, Minnesota; now also the proposed route for the Line 3 replacement pipeline, I oppose the construction of the Line 3 replacement in the proposed route. My farm and the proposed route are located in the flood plain of the Willow River. I farm organically to provide clean, healthy food to my community. I have devoted my personal and professional life to sustainable natural resource management including farming, and have invested countless hours and resources in the improvement of the soil, water, pastures, and croplands of Chengwatana Farm.

The damage likely to be caused to the fragile wetlands and riparian areas of northern Minnesota by the proposed energy corridor could include disruption and damage to soil structure and soil biology. Compaction of the fragile wetland soils surrounding the Mississippi and Willow rivers by machinery, pipelines, and related infrastructure and equipment will damage soil structure, killing the life and productivity of this carefully tended soil. Damage will include contamination of land by various materials involved in the installation and operation of the pipeline. The soil where this pipeline traverses Aitkin County farmland will be contaminated; by the equipment used to install the pipeline and its support infrastructure, and/or by leaks in the pipeline. ***History shows that the only question is when leaks will occur, not whether they will. This is supported by reporting from the U.S. Environmental Protection Agency.***

**With respect to the route permit, I oppose the construction of new energy corridors north of the Highway I-94 corridor.**

The biological diversity of this wetland-rich area of Aitkin County will be irreparably changed by this development. Pastures, wetlands, ponds, and streams will suffer. Recreation, one of the main economic drivers of the well-being of northern Minnesota cities, will be adversely affected by the construction and maintenance of this energy corridor. Property values will also decline if the proposed corridor is constructed; creating an adverse economic impact to communities along the proposed route.

Minnesota Statute 116D.02 subdivision 2 states that it is the State's responsibility to

**"(10) preserve important existing natural habitats of rare and endangered species of plants, wildlife, and fish, and provide for the wise use of our remaining areas of natural habitation, including necessary protective measures where appropriate; and**

**(18) prohibit, where appropriate, flood plain development in urban and rural areas.”**

Please do not allow this pipeline to cross the fragile wetland and riverine areas of northern Minnesota when several viable alternatives exist.

Sincerely,



Lynn Sue Mizner

Chengwatana Farm

47513 334<sup>th</sup> Pl.,

Palisade MN 56469

(218) 232-4189



Minnesota Coalition of Lake Associations  
**Resolution**  
On  
Enbridge, Inc.  
Sandpiper / Line 3 Utility Corridor  
Need and “Preferred” Route

Regarding PUC Dockets:

# CN-13-473: Sandpiper Certificate of Need

# PPL-13-474: Sandpiper Route Permit

#PL-9/CN-14-916: Line 3 Certificate of Need

#PL-9/PPL-15-137: Line 3 Route Permit

**Whereas**, the proposed routing of oil pipelines imperil the unspoiled Mississippi Headwaters, lakes and streams in Minnesota, which constitute an irreplaceable heritage for the future generations;

**Whereas**, the wetlands, aquifers, and soils of the affected region are integral to the health of the overall water heritage;

**Whereas**, the wild rice beds within the affected region are both sacred to indigenous peoples and a key source of nourishment for all;

**Whereas**, utility corridors by their nature create the potential for habitat fragmentation;

**Whereas**, the economic value of clean water is well established, regarding the tourism industry and livability standards of all people in the region;

**Whereas**, the preferred routing of the Sandpiper and Line 3 endanger these delicate and remote regions;

**Whereas**, Enbridge, like all pipeline operations, has a record of spills and uncorrected leakage that put this water heritage at risk;

**Whereas**, the record of oil pipeline spillage far exceeds that of both rail and truck transport methods combined;

**Whereas**, the recovery of spilled oil from pipelines has been shown to be less than 50%;

**Whereas**, the types of oil products proposed for transport through these water-rich regions are particularly dangerous due to their volatility, and density causing them to sink into the water;

**Whereas**, many of the additives to facilitate the flow of oil have remained secret, posing an unknown and further risk to clean-up efforts;

**Whereas**, safety testing and safety preparations to protect such a remote region cannot be adequate to the difficulty of the task;

**Whereas**, the safety factors and pipe specifications have been dominated by industry, with minimal independent analysis;

**Whereas**, there has not been adequate requirements for site specific analysis of potential soil subsidence that could affect the performance and safety of the proposed pipelines;

**Whereas**, the proposed co-location of an additional pipeline, Line 3 replacement, in the Sandpiper preferred corridor has not been adequately analyzed for its cumulative environmental impact, nor for further development if this route is established;

**Whereas**, the abandonment of Line 3 in place along its present corridor will require a thorough cleaning, gating and continuing maintenance of the pipe that by its continuing presence constitutes further risk to that region;

**Whereas**, the abandonment of pipes with significant leakage present bored and uninterrupted underneath water bodies and wetlands poses the additional risk of unintended drainage and material transport affecting the natural ecosystem;

**Whereas**, the abandonment of Line 3 in place along its present corridor prevents the analysis and cleanup of potential contaminants present underneath the pipeline due to the long history of anomalous leakage;

**Whereas**, the abandonment of Line 3 in place along its present corridor eliminates the possibility of reusing an established route;

**Whereas**, without further study, an established electric transmission corridor is not necessarily appropriate for the co-location of oil pipelines due to the potential for dangerous conditions during a cleanup operation;

**Whereas**, there is no direct availability for the transported oil products in the State of Minnesota for either refinement operations or for consumption, but only an indirect oil-market supply effect;

**Whereas**, unlike regulations in Canada, there are no Minnesota State Guidelines that address the special conditions inherent to the region regarding the mitigation and restoration of an abandoned oil pipeline;

**Whereas**, there is no guaranteed bonding or escrow for cleanup of future spills or eventual retirement, mitigation and restoration of Enbridge oil pipelines, but only meager and voluntary grants program from Enbridge for emergency response training that expects public agencies to bear additional costs;

**Whereas**, the development and use of tar-sands oil bitumen contributes a particular threat to global climate change;

**Whereas**, jobs necessitated by the construction of an oil pipeline through Minnesota are not dependant on the particular route chosen;

**Whereas**, the additional cost of either replacing Line 3 in its current route, or removing it altogether with mitigation and restoration should not be a concern for Minnesota regulators;

**Whereas**, the Enbridge Company has engaged in deceptive public messaging, inadequate environmental review, undisclosed information about the oil itself, lack of transparency about future plans, and exploitation of inadequate regulation; and

**Whereas**, the Minnesota Department of Natural Resources and the Pollution Control Agency have each expressed serious reservations as to the preferred routing of the Sandpiper and Line 3 replacement and the adequacy of its environmental impact;

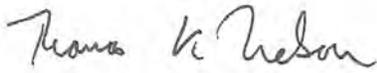
***HEREBY RESOLVED***, that the Board of Directors of the Minnesota Coalition of Lake Associations:

- 1) urges the Public Utilities Commission to compel a full Environmental Impact Statement for the Enbridge proposal to establish a new oil pipeline corridor with multiple co-locations, rather than rely on the simpler and inadequate Comparative Environmental Analysis that is the minimum required;
- 2) urges the Public Utilities Commission to take greater caution in assessing the need and determining the routing of the proposed Enbridge pipelines;
- 3) urges the Public Utilities Commission to consider a longer comment period for the present proposals, and a moratorium on similar pipeline proposals in the future until the present proposals are fully analyzed for their environmental impacts;
- 4) urges the Public Utilities Commission to seriously consider the true need for these pipelines through Minnesota, and the alternative routings that have been proposed by others;
- 5) urges both the State and Federal governments to create greater regulation of the oil transport industry within their jurisdictions to

ensure that the environmental and economic impacts of such projects are full vetted in all their aspects; and

6) urges the MN Dept of Commerce and Public Utilities Commission to withdraw from the approval process and restore it to Minnesota's Environmental Quality Board, Pollution Control Agency and the Dept of Natural Resources.

**Submitted** by the Board of Directors of the Minnesota Coalition of Lake Association (MN COLA), this day, September 29, 2015.



Thomas K. Nelson,  
President, MN COLA

**Motion** by Jerry Lerom, Association of Cass County Lakes

**Second** by Syd Corrigan, Beltrami County Lakes and Rivers Association

**Passed** by unanimous decision of the Board of Directors, MN COLA

**Attest:**

Joseph Shneider, Secretary, MN COLA

# MN350 Public Comments on Line 3 Environmental Analysis Scoping, Routing and Need

In the Matter of the Applications of Enbridge  
Energy, Limited Partnership for a Certificate  
of Need and a Pipeline Routing Permit for the  
Line 3 Pipeline Replacement Project in Minnesota  
from the North Dakota Border to the Wisconsin Border

PUC CON Docket PL-9/CN-14-916  
PUC Routing Docket PL-9/PPL-15-137

September 30, 2015

We, the undersigned 509 individuals, are submitting these comments in response to the “Notice of Application Acceptance – Public Information and Environmental Analysis Scoping Meetings” document issued July 20, 2015.

## SECTION I. Response to Questions #1 and #2; Environmental Analysis Scoping

The following Comments relate to the posed questions: What human and environmental impacts should be studied in the environmental analysis? and Are there any specific methods to address these impacts that should be studied in the environmental analysis?

The Environmental Analysis should include information about many issues, in light of the urgent need to address climate change, the increasingly rare clean water resources of the state, the human, environmental and economic costs of a potential major oil spill, the rapid descent of oil prices, the economic weakness of the oil industry and the increasing strength of renewable energy sector.

Our comments are divided into the following categories:

1. Need for Public Review of a draft of the Environmental Analysis
2. Need for complete and full EIS
3. Timeframe
4. Water Impacts
5. Wetland Impacts
6. Soils & Geology Impacts
7. Vegetation, Fish, Wildlife, and Threatened and Endangered Species Impacts
8. Land Use Impacts
9. Historical preservation
10. Socioeconomic
11. Environmental Justice/ Treaty Rights
12. Cultural Resources
13. Air Quality & Noise Impacts
14. Tourism Impacts

15. Climate Change Impacts
16. Weakness of Federal Oversight Agency
17. Need for Risk of Spills and Consequence Study
18. Spill Response Plans
19. Pipeline Integrity Issues
20. Construction Impacts
21. Landowner rights
22. Economic Impacts
23. Pipeline Abandonment Impacts
24. Overall Cumulative Impacts

### **1. Need for Public Review**

- a. In light of the many complex issues involving the building of a new tar sands crude oil pipeline through a proposed new corridor, we respectfully, but strongly request public review of the environmental analysis after this initial scoping period and before the final version is placed into the dockets for the Public Utilities Commission use in determining the need for this pipeline.

### **2. Need for full and complete Environmental Impact Statement**

- a. For the rest of our comments, we will refer to the proposed environmental analysis as an Environmental Impact Statement (EIS), in light of the recent state Court of Appeals ruling. We concur with the court and the arguments of the Friends of the Headwaters and the Carlton County Land Stewards that a full and proper EIS is required by M.E.P.A.

### **3. Timeframe**

- a. The timeframe discussed in the EIS must match the expected life of the proposed Project. As some Enbridge pipelines are now 65 years old<sup>1</sup>, and still in operation, and the effects of carbon dioxide released into the atmosphere last thousands of years, a timeframe of at least 100 years should be used for the environmental scoping period.

### **4. Water Impacts**

- a. The EIS should include an analysis of water impacts and the Project's full compliance with the Clean Water Act and the new Clean Water Rule. The

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<sup>1</sup> Line 1 was installed around 1949 under the Lakehead Pipeline Company name, Enbridge's predecessor.

surface watersheds, rivers, streams which the pipeline route potentially crosses or is in proximity to should be enumerated, with a baseline analysis of their current water quality (including aquatic life) noted. The quality of these waters should be discussed relative to the overall water quality in the state. Recreational uses of these waters, such as fishing and swimming quality and populations that depend on these attributes should be enumerated. The social and economic cost of impairment of these uses should be discussed. The Project's proximity to drinking water intakes, and the number of people who depend on these water bodies for their drinking water source should be noted.

- b. The EIS should consider the percentage of the world's and the USA's fresh water held in the Great Lakes and the impact of increased tar sands refining, or tar sands shipping on those lakes. Impacts on water use by refineries, and increased discharge of pollutants into the lakes should all be considered. Localized air pollution (sulfur dioxide, carbon monoxide, heavy metals) and other health risks of increased refining of tar sands, including airborne petcoke, also need to be considered. Lake Superior's slow refresh rate in the event of a spill should also be considered.
- c. The EIS should clearly evaluate (through text and maps) the links between the proposed pipeline, underground aquifers, and distance from the Project to groundwater sources. There should be a baseline analysis done of the current state of these underground aquifers. The numbers of people and animals who depend on these aquifers for their drinking water should be noted.
- d. The potential for water degradation due to hydrostatic testing, and for soil disturbance, topsoil removal and erosion resulting from pipeline construction and persisting until vegetation grows back should also be considered. The EIS should analyze the movement of aquatic invasive species and polluted water between major watersheds caused by hydrostatic testing of pipelines due to water being gathered at one point and discharged at another.
- e. The impact of a major spill of crude oil, containing benzene (water-soluble carcinogen) should be considered in an EIS. John Stansbury of the University of Nebraska adapted his modeling study done for Keystone XL<sup>2</sup> to a Minnesota scenario, and found that a benzene plume that exceeded EPA allowable levels for drinking water would exist for 280 miles if a large crude oil spill (150,000 barrels) occurs in the Mississippi.

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<sup>2</sup> John Stansbury, "Analysis of Frequency, Magnitude and Consequences of Worst-Case Spills From the Proposed Keystone XL Pipeline", 2011 available online

- f. The EIS should include analysis of the proposed Project's potential impacts on water resources during periods of extended drought and record heat, especially during periods of hydrostatic testing or during the refining of the oil transported by the Project.
- g. The proposed Project should be evaluated in light of the increased risk of damage due to heavy flooding events and related waterbody scouring at waterbody crossing locations.
- h. The EIS should include provisions for protecting surface water bodies at crossing points and along the entire route of the proposed pipeline. The impact of clearing the rights of way of woody shrubs and trees with loss of their ability to control erosion of the river banks should be considered.
- i. Previous Enbridge violations of rules for the discharge of contaminated water used in hydrostatic pressure testing of pipelines, such as occurred during the original Alberta Clipper installation and the Line 6B (Michigan) replacement, should be noted and independent monitoring should be proposed to try to ensure such violations do not re-occur. In 2013, Enbridge paid a \$425,000 fine to avoid litigation over 15 discharges in 2010 which violated its discharge permit, including one that flowed into the Mississippi. "The reason that it's concerning, I'd say, is the sheer number of violations," said Kevin Reuther, legal director of St. Paul-based Minnesota Center for Environmental Advocacy... "It's as if Enbridge wasn't even trying to comply with its water discharge permit ... that it's cheaper to cause whatever environmental damage they want and pay a fine later."<sup>3</sup> Also in 2013, a similar incident was discovered during Line 6B replacement in Michigan, when self reporting by Enbridge of violations did not occur.<sup>4</sup>
- j. The environmental impact of underwater frac-outs while drilling under water bodies should be quantified and considered. Additives used in the drilling should be disclosed so the impact on aquatic life can be assessed. This topic was extensively covered in Paul Stolen's direct testimony in the Sandpiper docket at the PUC.<sup>5</sup> Winter construction of pipelines needs to be evaluated against the environmental consequence of potential underwater body frac-outs that cannot be cleaned up due to surface ice.

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<sup>3</sup> David Shaffer, "Enbridge Pays Fine Over Pipeline Testing Violations", Star Tribune, July 23, 2013, last accessed 9/21/2015 at

<http://www.startribune.com/enbridge-pays-fine-over-pipeline-testing-problems/217118231/>

<sup>4</sup> David Hasemyer, "Mich. Officials Step Up Scrutiny of Enbridge After Water Law Violations", InsideClimate News, July 9, 2013 last accessed 9/21/2015

<http://insideclimatenews.org/news/20130709/mich-officials-step-scrutiny-enbridge-after-water-law-violations>

<sup>5</sup> Direct Testimony of Paul Stolen, Minnesota Public Utilities Commission, Sandpiper Need Docket 13-473, Document No. 201411-104748-02

- k. The United States Geological Survey and scientists from Virginia Tech have discovered elevated rates of arsenic in the underground aquifer at the world famous National Crude Oil Spill Fate and Natural Attenuation Research Site near Bemidji, Minnesota. They found “potentially significant arsenic groundwater contamination”.. “Carefully measured samples from the field reveal that arsenic concentrations in the hydrocarbon plume can reach 230 micrograms per liter — 23 times the current drinking water standard of 10 micrograms per liter.”<sup>6</sup> The potential for exacerbation of this problem should be analyzed.
- l. The EIS should evaluate the impacts of process water demand for tar sands mining in Canada (four to six barrels of water to produce one barrel of tar sands) and contamination of that water.
- m. Specific project requirements (especially drilling techniques) should be implemented for the protection of the Mississippi, (and rivers feeding into it), the Red River, the St Louis River, the Straight river and any Wild and Scenic Rivers and their related tributaries/upstream segments, flood plains, LaSalle Lake and other sensitive resources.
- n. Once significant amounts of oil get into water, no company can clean it all up. There is no “away”. Polluted water flows through the watershed to a river and then to an ocean. The EIS should acknowledge the limits to effective remediation of major oil spills and attempt to qualitatively and quantitatively assess the lasting financial, ecological and cultural costs of major oil spills of tar sands oil.

## **5. Wetland Impacts**

- a. The environmental value of wetlands in their respective watersheds should be discussed, and all wetlands along the various proposed routes should be listed, along with the overall miles of wetlands on the proposed routes. Potential adverse impacts on wetlands functions should be discussed in relationship to the water bodies they help purify.
- b. The proposed areas of construction zones and rights-of-way for wetland crossings should be identified and the environmental consequence of construction on the specific wetlands along the proposed routes should be discussed in the EIS.
- c. A thorough conceptual wetland monitoring plan, including prairie pothole and bottomland hardwood forested wetlands should be developed for all affected

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<sup>6</sup> The Press Release can be found here:  
<http://www.usgs.gov/newsroom/article.asp?ID=4110#.VgCcKpfVo20>, last accessed 9/21/2015.

wetlands along the route. Detailed information about which wetland areas would be revegetated, and which wetland areas are considered of “special concern and value” should be included.

- d. The EIS should request equal wetland mitigation commitments for connected actions, including additional proposed pipelines, and follow the Clean Water Act and the new Clean Water Rule.
- e. In the original Alberta Clipper docket, 07-465, Enbridge e-filed a Fen Management Plan on November 18, 2009, which included on page 37 a proposed monitoring program over five years for hydrology and over ten years for vegetation, with results provided to the Minnesota Department of Natural Resources (DNR). The cover letter e-filed with this plan indicates that the DNR approved the Fen Management Plan on November 13, 2009. Compliance or non-compliance with this plan should be analyzed in the EIS. The Illinois DNR has documented fen damage caused by pipeline construction.<sup>7</sup>
- f. Any change in flow of water because of the project in the respective wetlands within the watershed, or in or out of the watershed should be noted in the EIS.
- g. The EIS should include the importance of wetlands to tribal communities because they nurture many critical resources. As stated in the Restoration plan and environmental assessment for the Cohasset spill, “The entire subsistence cycle of hunting, fishing, and gathering depends upon the region’s water system, which itself is intricately connected to the region’s vast wetland resources. Traditional knowledge recognize that these wetlands are not only vessels of life for a vast array of plant and animals, but are an integral part of the traditional life.”<sup>8</sup>

## **6. Soils and Geology**

- a. The EIS must fully consider how the following soil-related conditions impact or are impacted by pipeline construction and operation: drought, increased soil temperatures over the pipeline, permeable soil, increased risk of soil subsidence and instability, high water tables, wetlands and difficulty of revegetating the pipeline right-of-way in drought conditions.

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<sup>7</sup> <http://www.dnr.illinois.gov/programs/nrda/pages/lakehead.aspx>

<sup>8</sup> DRAFT RESTORATION PLAN AND ENVIRONMENTAL ASSESSMENT FOR THE JULY 4, 2002 ENBRIDGE ENERGY, LIMITED PARTNERSHIP OIL SPILL NEAR COHASSET, MINNESOTA, Prepared by: U. S. Fish and Wildlife Service, Minnesota Department of Natural Resources, Minnesota Pollution Control Agency, Leech Lake Band of Ojibwe, Enbridge Energy Limited Partners, August, 2005, pg 20.

- b. The EIS should discuss the relative merit of building a pipeline in various types of soils, and the environmental consequences of each. The proposed route is over very permeable soils, and many wetlands.
- c. The EIS should address the likelihood of pipeline frost heaves, and resurfacing of the pipelines due to any other force. The environmental and human impact of exposed pipelines should be discussed in the EIS as this is an unresolved issue and irritant to landowners on current pipeline routes.
- d. The EIS should examine the risk of seismic activity in the area of the proposed Line 3 route.

## **7. Vegetation, Fish, Wildlife, and Threatened and Endangered Species**

- a. The project should not impact wild rice lakes. Paul Stolen's direct testimony cites wildlife concerns need to be addressed over a ten mile impact zone.
- b. As part of the proposed Project, Enbridge should commit to native seed mixes at the time of reclamation, and to replanting trees in "temporary" cleared forest acreage and to inspect all disturbed areas after the first growing season to determine revegetation success and to perform noxious weed control.
- c. The Department should work with appropriate international, federal, and state agencies, and tribes to develop plans and procedures necessary to comply with the Endangered Species Act (ESA). Minnesota is home to the Canadian lynx, the gray wolf, the Poweshiek skipperling, Dakota Skipper, and the Northern long-eared bat which are on the endangered species list, as well as the Bald eagle, which has been on the list in the past. We also value our disappearing moose population, common loons, pollinators, the Monarch butterfly, warblers and red-shouldered hawks, which are diminishing in numbers. Thirty rare bird species are endangered or of special concern in Minnesota. Loss of habitat means diminished populations.<sup>9</sup> Permanent and temporary forest loss due to Sandpiper/Line 3 construction will be over 2000 acres, per Enbridge's application.
- d. The EIS should analyze the risks to fisheries and fish, designated trout streams and vegetation due to construction, operation of and spill from a pipeline. The EIS should identify fish populations already at risk, including walleye, ciscoe and other species that may be affected by the proposed routes.

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<sup>9</sup> Direct Testimony of Paul Stolen

- e. The EIS should provide a Biological Assessment and Biological Opinion in an appropriate timeframe to allow public comment.
- f. The EIS is required by the Endangered Species Act (ESA) to evaluate the impacts of the proposed Project in Canada; these activities may also be cause for certification under the Pelly Amendment of the Fisherman's Protective Act of 1967, and may diminish the effectiveness of the Western Hemisphere Convention and the Migratory Bird Convention. The effect of migratory bird habitat destruction from increased tar sands extraction should also be considered.
- g. The EIS should address the impact of temporarily disrupted habitat connectivity during construction activities and provide mitigation measures, including native plant restoration and invasive species treatment.
- h. The Department should work closely with United States Fish and Wildlife Service (USFWS) and the Minnesota Department of Natural Resources respectively in developing conservation plans to help avoid or minimize potential Project impacts to birds and incorporate these conservation measures into the EIS.
- i. The EIS should include provisions that ensure compliance with the Migratory Bird Treaty Act (MBTA) or prevention of the take of migratory birds (including those resulting from oil sump pits and other contamination related to oil production). The potential impacts to migratory birds of power lines, noise from blasting and operation of pump stations, and loss of habitat resulting from blasting and ripping of rock outcrops used for nesting and foraging should also be addressed.

## **8. Land Use**

- a. The EIS should analyze the proximity of park and conservation lands and the environmental impact and social impact of the Project on the public's free use of these lands.
- b. The EIS should address state and federal Wildlife Management Areas to ensure lands for wildlife habitat well into the future.
- c. The EIS should analyze the impact of Right of Way clearing of the forest and the potential impact of unauthorized off-road use by vehicles, which can in turn cause damage to exposed pipelines. "Mudding" (the practice of riding pickup trucks over the land) for example, can damage exposed pipe coatings.

## **9. Historical preservation**

- a. The EIS should also discuss compliance with the Antiquities Act of 1906; Historic Sites Act of 1935; Executive Order 13007; the NHPA of 1966; as amended, the Archaeological and Historic Preservation Act of 1974; the Native American Graves Protection and Repatriation Act of 1990; and the Archaeological Resources Protection Act of 1979. Executive Order 11593 also provides necessary guidance on protection and enhancement of cultural resources.
- b. In the original Alberta Clipper docket, Mr Hartman noted, “The Applicant shall work with the State Historic Preservation Office (SHPO) at the Minnesota Historical Society prior to commencing construction to determine whether an archaeological survey will be necessary for any length of the proposed route...The Permittee shall contract with a qualified archaeologist to complete such surveys, and will submit the results to the PUC, and SHPO.” Mr Hartman also noted that such a survey was missing from the docket. An EIS for Line 3 should include this requirement .

## **10. Socioeconomics**

- a. The EIS should analyze the expected impact on petroleum prices of the Project’s facilitation of additional tar sands oil in scenarios where supply exceeds demand in Minnesota, the Midwest, the US and globally. In particular, it should evaluate whether low petroleum prices deter implementation of renewable fuel sources and delay taking actions to address climate change.
- b. The EIS should provide an analysis of how construction of crude oil infrastructure may delay the state, national and global adoption of clean energy , and disincentivize energy efficiency, energy conservation, and renewable power utilization.
- c. The EIS should address whether a surplus of oil arriving in Superior, Wisconsin creates demand for tar sands shipping across the Great Lakes, such as the current plans to ship crude oil out of Milwaukee.

## **11. Environmental Justice/ Treaty Rights**

- a. The EIS should include an environmental justice analysis. In particular, tribes should be consulted about removing the old Line 3 pipeline from their land, whether the land has been ceded or is within reservation boundaries, and on the avoidance of all 1855 and other treaty land.
- b. The Department must properly consult with tribes to address their concerns, engage in official consultation, protect tribal resources, and consider tribal

agencies' involvement as cooperating agencies. This should include an equal seat at the table for development of an EIS.

- c. The EIS should evaluate alternative routes to avoid the sovereign White Earth territory encompassed by the boundaries of the White Earth Reservation as identified in the 1855 and 1867 Treaties, and respect their usufructuary rights to hunt, fish and gather.
- d. The EIS should consider the additional stress on indigenous people again facing more loss of their rights, and loss with potential despoilment of their lands from this Project. "For example, for Indigenous people who have been dispossessed of their lands and culture, the nostalgia for a past where former geographical and cultural integration was both highly valued and sustainable is an ongoing painful experience... "It is a disconcerting fact that, besides nostalgia, still other symptoms of place pathology in present Western culture are strikingly similar to those of the Navajo: disorientation, memory loss, homelessness, depression, and various modes of estrangement from self and others."<sup>10</sup>

## **12. Cultural Resources**

- a. A tribal consultation plan is needed and should be disclosed in the EIS to address the presence of cultural sites, hunting, fishing and gathering rights and tribal members' use of resources.
- b. The EIS should discuss the federal government's trust responsibility and address potential impacts to and proposed mitigation for resources that are culturally important to tribes.
- c. The EIS should detail a clear process regarding the inadvertent discovery of cultural resources.
- d. The process, or lack thereof, of tribal consultation on abandoning pipelines through tribal lands should be addressed in the EIS.

## **13. Air Quality & Noise**

- a. The EIS should discuss the increased air emissions resulting from the storage of additional crude oil transported by this Project in floating roof tanks in Clearbrook, Superior, Chicago, Cushing and tanks in other places where shippers and refineries for this oil are located.

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<sup>10</sup> Glenn Albrecht, "Solastalgia: A New Concept in Health and Identity", pg 43 Glenn is a is an environmental philosopher who works in the School of Environmental and Life Sciences at the University of Newcastle.

- b. The EIS should discuss noise generated by the pumps used to power the Project.

#### **14. Tourism**

- a. The environmental review should analyze the significance of clean, swimmable and fishable water to the tourism industry in the affected counties and the potential impact of impairment of waters due to a spill, or release of any chemicals during construction, testing and operation of the Project.
- b. There are over 550,000 annual visits to Itasca State Park, very near the proposed Line 3 pipeline. This park is part of the commons, available to the public to enjoy and cherish. The commons are the basis for our economy, and government has a public trust duty to protect the commons. The precautionary principle is the best decision making tool to protect the commons and we believe supersedes the right of a small subset of the oil industry to maximize profit.
- c. The current economic health and economic importance of the northern Minnesota tourism industry can and should be quantified in an environmental review on an equal level with the alleged economic benefits of building a pipeline and transporting oil.

#### **15. Climate Change Impacts**

- a. The EIS should examine the potential for pipe movement within the soil, exposed pipes, and loss of support underneath the pipelines due to the impact of extreme weather events associated with climate change, such as intense flooding or periods of extreme drought.
- b. The EIS must fully consider the impact of drought on pipeline construction and operational impacts, including the increased risk of wildfires caused by construction, increased soil temperatures over the pipeline, increased risk of soil subsidence and instability, use of water for hydrostatic testing and the much greater difficulty of revegetating the pipeline right-of-way in drought conditions.
- c. The pumps have a upper temperature rating; with climate change, those heat levels have already been exceeded and will continue to be an issue.
- d. The EIS should assess extraterritorial or trans-boundary impacts such as increased greenhouse gas emissions due to the extraction, transportation and refinement of the crude oil. This analysis should address the foreseeable climate change impacts from these GHG emissions. In Canada, impacts such as

clear-cutting of forests, destruction of peat bogs and other ecosystems, and mining and drilling activities should be considered, along with wetland disturbances, loss of animal and marine habitat, including large volumes of toxic wastewater left in perpetuity. It should further assess the effects of increased tar sands oil processing on affected communities and migratory species, including loss of available water and closed forest canopy

- e. Greenhouse gas and climate change guidance from the Council on Environmental Quality (CEQ) should be used.
- f. Since the old Line 3 has been operating at reduced pressure for years, the EIS should provide an analysis of the increased GHG emissions associated with construction and operation of the proposed Project at approximately twice the capacity of the older degraded line.
- g. The EIS should include petroleum coke (petcoke) production and consumption in the life cycle impacts of tar sands crude oil production, as well as increased petcoke production in U.S. refineries associated with refinement of this oil.
- h. The EIS should analyze increased risk to certain pipeline components, such as O rings in the pig trap doors, due to climate change and transportation of the thick dilbit. The Office of Pipeline Safety has data on pipeline component failure in hot summer months, and incidents and concerns during heavy rainfalls and also on frost heave events.<sup>11</sup> During heavy flooding in Canada in 2013, Enbridge was forced to shut down its pipelines. PHMSA published a notice in the Federal Register<sup>12</sup> in April of 2015 stating that heavy flooding can erode under ground support for the lines, and cause pipelines under streams and rivers to become exposed.
- i. The EIS should assess the direct, indirect, and cumulative impacts, including GHG emissions, that the Project and each alternative would have on climate change over their life cycles. Increases in mining and/or drilling, additions to pump stations, new or upgraded refineries, increased oil transport, and effects on end use should be included. The EIS should analyze GHG emissions resulting from future additional tar sands production in Canada, due to the causal link between construction and operation of the pipeline and additional tar sands production.

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<sup>11</sup> O rings failed on Line 4 trap doors in July 2009, 2010 and 2013.

<sup>12</sup>

<https://www.federalregister.gov/articles/2015/04/09/2015-08148/pipeline-safety-potential-for-damage-to-pipeline-facilities-caused-by-flooding-river-scour-and-river>

- j. Climate change is predicted to cause adverse ecological and human health effects, including water shortages, coastal flooding, increased risk of wildfires and stronger hurricanes, new pests and insect-borne diseases, and disruption of habitats. The EIS should attempt to qualitatively and quantitatively describe the extent of the contribution oil shipped through this line will have in Minnesota, nationally, and globally to these patterns.
- k. Climate change is predicted, and already is impacting wildlife and its habitats. The National Audubon Society has predicted over half of North America's birds will lose half of their habitat. Other scientists are calling the loss of habitat along with climate change and pollution, the "sixth extinction". These impacts to wildlife also impact humans. The link between human mental health and nature is well documented. The loss of nature and place has come to be termed "solastalgia" and is associated with declines in human mental health ultimately leading to loss of productivity and contributions to society<sup>13</sup>. The loss of wildlife, habitats and human mental health impacts associated with climate change should be considered in the EIS.

## **16. Weakness of Federal Oversight Agency**

- a. A thorough EIS would include a discussion of the weaknesses of existing Pipeline Hazardous Materials and Safety Administration (PHMSA) regulations and oversight of pipeline safety. Jeffrey Wiese, PHMSA's associate administrator for pipeline safety says his regulatory process is "kind of dying" and cites the "very few tools [he has] to work with."<sup>14</sup> The monetary penalties he can levy are not a deterrent to a company with huge revenues, such as Enbridge. And he has cited the slow regulatory progress and created a YouTube channel to ask pipeline companies to voluntarily improve their safety regulations.<sup>15</sup> His agency cannot keep up with the rapid change in pipeline construction, and the rapid escalation of tar sands crude oil transport.
- b. With construction of new pipeline projects, and increased flow rates on other pipelines, the EIS should analyze whether the local arm of the PHMSA, the Minnesota Office of Pipeline Safety, is adequately staffed and sufficient to protect water resources from spills. Minnesota would also benefit from a clearer delineation of responsibility for construction and maintenance oversight. The current structure leaves important pipeline activities that could affect the

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<sup>13</sup> Connor, L., et al, Environmental Change and Human Health in Upper Hunter Communities of New South Wales, Australia, *EcoHealth* 1 (Suppl. 2), 47–58, 2004.

<sup>14</sup> Marcus Stern and Sebastian Jones, "Exclusive: Pipeline Safety Chief Says His Regulatory Process is 'Kind of Dying'", *Inside Climate News*. Sept 11, 2013

<sup>15</sup> *Ibid.*

environment without oversight, including hydrostatic testing water discharge and the resurfacing of pipelines above ground or in eroded soil conditions.

- c. There is confusion and differences of opinion on the issue of Federal preemption of pipeline safety.

## 17. Risk of Spills and Consequence Study

- a. The EIS should include a proper risk assessment study done by qualified independent risk assessment professionals with ecological expertise on the impact of a major pipeline spill. It is astounding that Minnesota has never conducted a spill risk assessment, given over two million gallons of oil have already been spilt on our soil<sup>16</sup> and the quantity of crude oil, and especially diluted bitumen oil that flows through our state. As Line 3 will likely transport both heavy oil, dilbit and the lighter synthetic crude oil, both types of oil should be considered in this study. The study should include, but not be limited to, an assessment of valve placement along the pipeline and the possibility of deploying external leak detection systems in areas of particularly sensitive environmental resources.
- b. We concur that the EIS should use reference the Exponent<sup>17</sup> and 2011 Battelle study referenced in that report<sup>18</sup> studies for the risk assessment, referenced in Paul Stolen's Direct Testimony. The Exponent study uses state-of-art computer modeling to simulate the transport and fate of spilled tar sands oil along the path of the proposed route, through numerous ecosystems. The Exponent study does note the need to obtain additional information on the chemistry of the oils as this information will be needed for developing clean-up and remediation plans.<sup>19</sup>
- c. The EIS should evaluate whether Enbridge should be required to have substantial funds in escrow to be used for pipeline spill response, recovery, and compensation of affected parties. Clean up costs in Kalamazoo, MI have

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<sup>16</sup> John Myers, "State Records show many Minnesotan pipeline ruptures", Duluth News Tribune, 8/8/2010. <http://www.duluthnewstribune.com/content/state-records-show-many-minnesota-pipeline-ruptures> last accessed 9/25/2015. The amount of oil spilt in the 1991 Grand Rapids spill is incorrectly stated as 630,000 gallons - the original Enbridge estimate. In fact, the amount was later adjusted to "upwards of 1.7 million gallons"

<http://www.apnewsarchive.com/1991/Company-Revises-Minnesota-Oil-Spill-Upward-to-1-7-Million-Gallons/id-2d06afe9e6c0712a86b91309d7c4932b> last accessed 9/25/2015

<sup>17</sup> "Third-Party Consultant Environmental Review of the TransCanada Keystone XL Pipeline Risk Assessment." Exponent, April 26, 2013.

<sup>18</sup> "Studies for the Requirements of Automatic and Remotely Controlled Shutoff Valves on Hazardous Liquids and Natural Gas Pipelines with Respect to Public and Environmental Safety", ORNL/TM-2012/411, done by Oak Ridge National Laboratory, Managed by UT Battelle for the DOE.

<sup>19</sup> Exponent study, page ix.

exceeded \$1.2 billion as of June 2015, and only about half of that was covered by insurance, according to FERC documents filed by the company.

- d. Spills could result in potential economic costs such as reduced property value, reduced agricultural production, and job losses in the agriculture, tourism, and other related sectors.
- e. The EIS should ensure that liability for damage caused by pipeline spills is clearly delineated. And in particular, as a limited partnership is organized to limit liability, who is liable if the partnership operating these pipelines in Minnesota files for bankruptcy after a major spill?
- f. The EIS should contain a review of Minnesota and other states' crude pipeline spills in history including:

The July 2002 Cohasset, MN spill - 6000 barrels<sup>20</sup>

The Marshall, MI Enbridge pipeline spill - 20,000 barrels<sup>21</sup>, 30 to 50 homes evacuated

The Grand Marsh, WI Enbridge pipeline spill - 1,000 barrels

The Exxon Pegasus pipeline spill - 12,000 barrels, 22 homes evacuated

What impacts remain on the environment remain years after these spills? The Cohasset spill resulted in a permanent change from a forested/scrub-shrub wetland to a marsh-type wetland and resulted in more than 11 acres of oil soaked peat being removed and deposited in a landfill. The Marshall spill left 35 miles of the bottom of Talmadge creek and the Kalamazoo river oil soaked. People were forced to leave their homes permanently, as also was the case in Mayflower, AK when their foundation walls became soaked with oil. The recent Yellowstone River spill in winter resulted in water traveling downstream many miles as the leak occurred under the ice in winter, resulting in benzene concentrations in the drinking water of Glendive, Montana.<sup>22</sup>

## 18. Spill Response Plans

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<sup>20</sup> DRAFT RESTORATION PLAN AND ENVIRONMENTAL ASSESSMENT FOR THE JULY 4, 2002 ENBRIDGE ENERGY, LIMITED PARTNERSHIP OIL SPILL NEAR COHASSET, MINNESOTA, Prepared by:

U. S. Fish and Wildlife Service, Minnesota Department of Natural Resources, Minnesota Pollution Control Agency, Leech Lake Band of Ojibwe, Enbridge Energy Limited Partners, August, 2005. The report concluded "the Incident caused long-term injuries to wetland vegetation and wildlife habitats. It has also been determined that the Incident caused injury to air resources."... "injured natural resources and services have not been returned to their baseline condition, nor will they be fully returned in the future." , pgs ii, 10.

<sup>21</sup> National Transportation Safety Board Accident Report, Enbridge Incorporated Hazardous Liquid Pipeline Rupture and Release, Marshall Michigan, July 25, 2010, NTSB/PAR-12/01

<sup>22</sup> Lauren Gambino, The Guardian, 1/24/2015,

<http://www.theguardian.com/environment/2015/jan/24/yellowstone-river-oil-spill-pipeline> last accessed 9/25/2015

- a. The EIS should analyze the company's and our state's preparedness for a major spill. Over the course of the life of the pipeline, there will be spills on Line 3. All of Enbridge pipelines in Minnesota have had spills. It is critical to prepare with adequate spill response materials and properly trained personnel within reasonable proximity of all segments of the pipeline and all ancillary facilities. The Kalamazoo spill required 150,000 feet of boom, 48 skimmers, 43 boats, 175 heavy spill response trucks, and 2000 workers.<sup>23</sup> Is there oversight of whether Enbridge can supply this level of equipment on short notice to northern Minnesota? Enbridge resisted PCA oversight of their spill response plans in the 2014 legislature and successfully lobbied against pipeline inclusion in most of the new spill response law requiring oversight, training of first responders and mandated actions at 1, 3 and 8 hours after a spill.
- b. Spill Response plans should have state regulatory oversight, with worst case discharges identified. The company should also have practice drills with first responders and regulatory overseers long before the next major incident.
- c. Federal regulations do not require disclosure of the type of oil involved in a spill, and emergency response teams don't know what they're dealing with. Tar sands safety and spill response standards are no more stringent than for conventional crude.
- d. "Basic science also comes into play for [spill] preparedness. Scientists need long term ecological information in areas with significant petroleum development or transport to serve as a baseline, or benchmark for understanding spill effects... 'You don't necessarily need to know every single thing about every species, but you need to understand which are the crucial pieces for your ecosystem'", said Deborah Glickson, a senior program officer with the National Research Council's Ocean Studies Board.<sup>24</sup> An EIS should provide an assessment that takes this frame of analysis into account.

## 19. Pipeline Integrity Issues

- a. The EIS should disclose practices that will ensure pipeline integrity, both on small leaks and large ruptures. A PHMSA Leak Detection Study<sup>25</sup> states small leaks (

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<sup>23</sup><http://insideclimatenews.org/news/20111101/keystone-xl-oil-sands-pipeline-diluted-bitumen-dilbit-secret-chemicals-corrosion-spill-enbridge?page=show>

<sup>24</sup> Jyllian Kemsley, "Oil Spill Lessons", Chemical and Engineering News, July 8, 2015

<sup>25</sup> Kiefner & Associates, Inc. 585 Scherers Court (614) 888-8220 Worthington, Ohio 43085 [www.kiefner.com](http://www.kiefner.com)  
0339-1201 Dr. David Shaw, Dr. Martin Phillips, Ron Baker, Eduardo Munoz, Hamood Rehman, Carol Gibson, Christine Mayernik U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration Final Report No. 12-173, Leak Detection Study - DTPH56-11-D-000001

around 1% of flow) are actually defined as those that cannot be found by internal leak detection systems. The industry recognizes small leaks cannot be detected. A 1% leak on a pipeline that can transport 760,000 barrels per day is 7,600 barrels in one day. Enbridge personnel have stated their pipelines are not leaking, they are weeping. Photographic evidence documents oil residue around a visible older pipe in northern Minnesota<sup>26</sup>. The PHMSA Leak Detection Study also lists the ways pipeline leaks are most commonly found, and statistically shows humans on the ground are much more likely to find a leak than a pipeline control room operator. In Minnesota, young people painting equipment in Cass Lake have found a leak.<sup>27</sup> A forest fire revealed a leak that had gone undetected. Enbridge Line 2 leaked 3,000 barrels of oil in January 2010 near Neche, North Dakota. "The accident, Enbridge claimed, was too small to have registered in its pipeline monitoring system."<sup>28</sup>

- b. The EIS should analyze pipeline integrity issues on recent newly built pipelines. There has been severe external corrosion on sections of the Keystone 1 pipeline due to stray voltage despite that pipeline being only three years old. Enbridge's Flanagan South pipeline is also having integrity issues despite being less than a year old.
- c. The EIS should analyze the inherent risks in co-locating pipelines near high voltage power lines, such as stray voltage impacts and impacts from other companies' pipelines, such as in the MinnCan corridor.
- d. The EIS should provide an assessment of the safety risks associated with diluted bitumen pipelines, including the effects of higher internal temperatures and of corrosion rates. Line 3 will be transporting dilbit in the future. "Understanding different oil types and how they behave in certain environments is also key for future spill response...The National Research Council's Board on Chemical Sciences & Technology is currently working on a study of the effects of dilbit on the environment."<sup>29</sup>

## 20. Construction Impacts

- a. We note and concur with Paul Stolen's comments in his direct testimony in the Sandpiper Need docket at the PUC about the issues with 1) the large potential

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<sup>26</sup> Photo available on request [kathy@mn350.org](mailto:kathy@mn350.org) .

<sup>27</sup> Case number 1186036 at Minnesota Office of Pipeline Safety Incident occurred 7/28/2010

<sup>28</sup> David Ball, "Unpaid fines, leaks and spills at volumes beyond worst case scenarios for Enbridge Inc." Vancouver Observer, 2/18/2013 last accessed 9/22/2015 at <http://www.vancouverobserver.com/sustainability/unpaid-fines-leaks-and-spills-volumes-beyond-worst-case-scenarios-enbridge-inc>

<sup>29</sup> Jyllian Kemsley, "Oil Spill Lessons", Chemical and Engineering News, July 8, 2015

for topsoil loss (production impacts, lack of awareness of landowners of their rights, and increased erosion) soil compaction, wind and water erosion, potential permanent loss of forest habitat in areas temporarily cleared, and the need for independent inspection. He also commented on human factors that can affect the environment, such as the need to prevent clearing too far ahead ahead of the pipe laying crew in order to minimize erosion.

- b. We note and concur with the potential for large topsoil disturbance on pipeline routing on hillsides, due to the need to create level staging areas for heavy equipment.
- c. The EIS should provide an analysis of impacts associated with ancillary facilities and connected actions, including staging areas, access roads, construction camps and storage locations.

## **21. Landowner rights**

- a. We concur with Paul Stolen that landowners should have the right to request topsoil removal separately from the lower subsoils (parent material). They should be aware of their option to request this, and have the right to protect their soil.
- b. We strongly believe landowners have the right to request removal of the old Line 3 from their land. We believe there has not been full disclosure of how much oil is leaking from this old pipeline, and given its “weeping” qualities, seriously doubt the inert gas will stay inside the purged line.

## **22. Economics**

- a. The adequacy of available or planned crude oil storage in Cushing, Oklahoma and the Gulf Coast area should be addressed, given existing reported growing deficiencies of storage area.
- b. The EIS should evaluate the impacts of the proposed Project on oil production and oil prices within the U.S. There have been many articles stating increased Canadian tar sands and US shale oil production have caused oil prices to drop to the point of crippling these same industries, as Saudi Arabia has continued to produce more than their OPEC quota. Iran may be also adding up to another million barrels a day on the world market supply. Russia, Nigeria are increasing their output. Market forces are at play, and they are squeezing the higher production cost oil out of the market. Canadian and Bakken oil wells have higher production costs than do Saudi Arabian wells. The Muse Stancil report submitted

to the docket should be countered with DOC independent analysis; there is a tremendous economic downturn taking place in the high extractive cost industries.

- c. The decreasing demand for refined oil products in the period 2004 to 2013 in Minnesota (down 20%) , the Midwest (down 5%) and in the US (down 7%) <sup>30</sup> needs to be addressed. Vehicle miles traveled are down per capita, young people are delaying the age at which they apply for a driver's license, and electric and driverless vehicles are coming onto the market. Battery storage is improving. Innovative companies like Tesla, Nissan and BMW already have electric vehicles Apple is researching innovative new products and the Chevy Bolt with a 200 mile battery capacity is expected to come on the market in 2017. Driverless cars are poised to come on the market, reducing the need for individual car ownership. All of these innovations will have an impact on gasoline fuel consumption.
- d. Compare past gasoline and other refined products demand predictions cited by the DOC - EERA in past pipeline projects (particularly the Alberta Clipper) of the last ten years to actual consumption (i.e. Vehicle Miles traveled and population growth estimates as relating to future consumption) Where those predictors accurate in projecting future demand? What has occurred in per capita use of refined product consumption in Minnesota?
- e. The EIS should include a section on the impact on homeowners' property values with pipelines on their land and potential reduced tax benefits to counties based on Enbridge's recent filing at the Minnesota Tax Court.
- f. The EIS should disclose how farmers will be impacted by the proposed Project changes, including loss of trees, topsoil loss, improper drainage and pipelines rising to above ground levels. The original Alberta Clipper document shows how farmers in Thief River Falls area, for example, have repeatedly complained about their treatment by Enbridge.
- g. Enbridge should disclose how many permanent jobs will be created, and the extent of local union labor employment . Also jobs not filled locally by union employees should be delineated. At the end of the project, a report on actual local union employment versus non union should be issued.
- h. Compensatory mitigation for losses of aquatic resources and wetland functions and services;

### **23. Pipeline Abandonment Impacts**

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<sup>30</sup> Mary Denomy Direct Testimony, PUC Docket 13-153, pgs 16,18,20.

- a. The proposed project involves abandonment of the existing Line 3. As such, a complete abandonment plan with input from the landowner, environmental and other technical experts, and any other stakeholders should be developed and submitted during the review process. The abandonment plan should address key issues that relate to public safety, environmental protection, and future land use, and provide financial assurance that they can pay for execution of their abandonment plans.
- b. Pipelines co-located within a route right-of-way must be spaced to accommodate easy access for repair, inspection, or future removal.
- c. The Office of Pipeline Safety could be asked for their data<sup>31</sup> on contaminated soil found underneath the existing Line 3 during repairs and integrity work. An EIS should consider and attempt to quantify the extent and amount of unrecovered oil that will be left in place if the pipeline is left in place. How often was oil saturated soil found around/under the pipeline during past repairs and integrity digs?
- d. An independent analysis should be done on how often oil contaminated soil has knowingly been left in the ground due to other infrastructure inconvenient to disturb located in the vicinity of the leaking Line 3, such as under the railroad bed near Cass Lake, and other pipelines, etc.
- e. The EIS should evaluate whether the Company's proposal to fill the old pipeline with an inert gas is realistic given the state of the old pipeline and the likelihood of pinhole leaks.
- f. We note our comment under landowner rights that landowners should have the option of complete removal of the old Line 3 pipeline.
- g. In several sections of northern Minnesota, such as in Grand Rapids, Line 3 is not sited between other pipelines, but at the edge of the corridor, or is sited by itself. We advocate for Line 3 to be removed from the ground and the soil underneath, if oil saturated, be taken to a facility to be cleaned, rather than to a landfill.

## **24. Overall Cumulative Impacts**

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<sup>31</sup> For example, their case file 1200670. Leaks occur under repair sleeves. Soil was contaminated 18 inches below the bottom of line 3.

- a. The EIS should evaluate the total cumulative impact of the Sandpiper, Line 3 and potential subsequent new pipelines, such as replacements for Enbridge Lines 1, 2 and 4. Line 4 has been operating at reduced capacity for over 10 years, just as Line 3 has been operating at reduced pressure before it's replacement was announced. It is entirely possible that Enbridge will propose siting these new pipelines in the same corridor they propose for Line 3 and Sandpiper.
- b. In the Clearbrook - Park Rapids corridor, Line 3 and Sandpiper will run along the MinnCan pipeline routes. This pipeline corridor will either become very crowded, or yet another pipeline corridor cutting across Minnesota will be proposed. Paul Stolen's Direct Testimony in the Sandpiper docket documented the increased occurrence of frac-outs in this area of Minnesota, and indicated a need for environmental analysis of this phenomenon, particularly in this corridor.
- c. Oil from Line 3 is proposed to flow into Superior, WI and will exceed pipeline capacities downstream, thus foreseeably causing other pipelines to be built. Enbridge is already proposing a Line 66 from Superior to the Chicago area. The cumulative impacts on the environment of building a new and larger Line 3 cascade downstream to other states as a result.
- d. Speculating on the potential for future projects that would displace similar impacts from the proposed Project is contrary to NEPA and impermissibly narrows the scope of the EIS analysis by excluding consideration of trans-boundary, indirect, and cumulative impacts.
- e. The EIS review should consider the global/geographic context, including climate change.
- f. The EIS should examine impacts (including wildlife, threatened and endangered species, and environmental justice) both in the United States and Canada, pursuant to international treaties.

## SECTION II. Response to Question #3

The notice also asked for comments on: Are there any alternative routes or route segments that should be considered?

Each of the alternative routes proposed for this pipeline by other groups and entities should be carefully considered using all of the criteria laid out in the rest of this memo. Additional and special hazards posed by alternative routes--such as the potential loss of human life and costs of an accident near a major freeway or population center, or the effect on agriculture, unique cultural natural and historical features of given areas--should be given careful consideration.

Another alternative should also be fully considered: Not building the proposed pipeline on any route.

The world scientific community has pointed out emphatically and repeatedly the utmost importance of moving as rapidly as possible from the use of fossil fuels, in order to minimize further climate change impacts. We believe a thorough environmental analysis, with content from the public, and state agencies with environmental expertise, should be the basis of any decision on pipeline routing, should this brand new pipeline be deemed by the PUC to be needed. Protection of Minnesota's remaining highest quality waters, air and environment, tribal rights and the public's right to use and enjoy the commons are of utmost importance, even greater than Enbridge's stated need to go through Clearbrook and Superior. We withdraw our consent from actions that place corporate' need for profit above the public's need for and right to life giving resources.

We maintain the oil transported in Line 3 has been of minimal importance to Minnesota refineries. Flint Hills refinery is supplied by both Line 4 and the Alberta Clipper to a lesser extent, as documented in Enbridge's own Competitive Toll Settlement document, in which it is stated "Pine Bend Special" is typically transported on Line 4,<sup>32</sup> with Line 67 as a backup. Northern Tier refinery has announced plans to maximize use of North Dakota oil and has stated they are using trucks to bring in the oil as they have found certain wells are ideal for their refinery.<sup>33</sup> They also use Line 81, Line 4 or Line 67 oil for their feedstock. And while we are not privy to the redacted information in the documents filed in this case, we remind the readers of this report that should an expansion of the Calumet refinery in Superior, WI be an alleged reason for the need for this pipeline to go through Superior, such a claim was made prior to the Alberta Clipper,<sup>34</sup> but there was no major refinery expansion.

The Energy Information Agency publishes detailed information of the quantity and types of oil used by each refinery, so this information would be available to the DOC.

### SECTION III. Response to Question #4

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<sup>32</sup> Enbridge Pipelines, Competitive Toll Settlement, July 1, 2011, Table 2, pg 6

<sup>33</sup> David Shaffer, "St Paul Park Refinery switches focus to Bakken oil", Star Tribune, 6/21/2015 "For Northern Tier energy, some of the most interesting crude-purchasing opportunities are in the Bakken. Since late 2012, the company has operated a cost-saving trucking venture in North Dakota to collect crude at the wellheads. From that business, Northern Tier has discovered that some North Dakota wells produce crude whose distinct qualities make it optimal for the St Paul Park refinery. Now, the company is working to identify wells with the best-suited crude."

<sup>34</sup> Northland News Center, "Part 1: Potential \$6 billion Expansion For Murphy Oil", 8/6/2007, <http://www.northlandsnewscenter.com/news/local/15293896.html> last accessed 9/23/2015

The notice also asked for comments on: Are there any alternatives to the project that should be considered? (Related to the Certificate of Need)

If proposing an alternative to the project, consider the following:

- Project size – can a smaller or larger sized project better meet the decision criteria?
- Project type – can a different method (for example, existing pipeline, rail, or truck) meet the need?
- Project timing – is the project needed now or in the future?
- Is the alternative feasible and prudent?
- Does the alternative meet the described need and purpose for the project?

Many voices, including ours, are saying it is of utmost importance to move as rapidly as possible from the use of fossil fuels, in order to minimize further climate change impacts. Over the assumed lifetime of this new pipeline (50-65 years), we believe the societal economic cost of responding to weather related disasters will surpass any alleged gain by the low gasoline prices currently at the pump.

We strongly believe landowners should be given the right to have the existing impaired line 3 removed from their property. We advocate for Line 3 to be removed from the ground and the soil underneath, if oil saturated, be taken to a facility to be cleaned, rather than a landfill.

We disagree that the world wide demand for fossil fuel will rise over the life of this pipeline. Demand for refined petroleum products has dropped in Minnesota, the region and in the US over the ten year period between 2004 and 2013, according to EIA statistics, despite population increases.<sup>35</sup> Similar to cigarette use in the US, use of fossil fuels will become less and less socially acceptable. (Recent news reports have highlighted the role Exxon/Mobil has played in denying climate change.<sup>36</sup>) Religious leaders have begun openly addressing climate change. The divestment movement is growing, as noted in a recent publication to where fossil fuel divestment pledges surpass \$2.6 trillion.<sup>37</sup>

Transportation alternatives are in place or being developed, such as mass transit systems, driverless cars, natural gas vehicles, electric vehicles as well as hybrids. We are on the cusp of change, and to pretend demand will rise is irresponsible with climate change bearing down on our world. Without a rapid move away from fossil fuels, and especially the high-carbon tar sands oil proposed to be transported in this pipeline we are literally on a path to drastically altering our

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<sup>35</sup>Direct Testimony of Mary Denomy.

<sup>36</sup> Bob Garfield, "Exxon's History of Climate Change Research", 9/18/2015

[http://www.onthemedial.org/story/climate-research-exxon/?utm\\_source=local&utm\\_medium=treatment&utm\\_campaign=daMost&utm\\_content=damostviewed](http://www.onthemedial.org/story/climate-research-exxon/?utm_source=local&utm_medium=treatment&utm_campaign=daMost&utm_content=damostviewed) accessed 9/23/2015

<sup>37</sup> Arabella Advisors, "Measuring the Growth of the Fossil Fuel Movement", September 2015, pg. 1, available at:

<http://www.arabellaadvisors.com/research/measuring-the-growth-of-the-global-fossil-fuel-divestment-and-clean-energy-investment-movement/> Last accessed 9/23/2015

world's climate. As climate change becomes more visible to Americans, use of fossil fuels will continue to decrease.

For all of these reasons, we do not give our consent to use an existing permit for a 34 inch pipeline to be replaced with a completely new 36 inch pipeline, effectively increasing the capacity by 12%, sited in a new corridor for approximately half of its length.

With these considerations in mind, we submit that the option of not approving the pipeline on any route should be fairly considered. If all of the questions in this memo are fairly answered, the risks and costs of the proposed pipeline will be too great to approve. Minnesota and the Minnesota PUC should reject Line 3 expansion and chart a path to a clean energy future instead.

Signed,

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Donna Buckbee  
Michael S. Goodman  
Elizabeth Dokken  
Kenneth Harris  
Ann Miller  
Wade Johnson  
Jerry Rivers  
Jim Leavenworth  
Marie Nickell  
Gerald Striegel  
Kari Dyrdaahl  
Kristen Wesloh  
Barbara Brockway  
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Sarah Berger  
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Keith Blomstrom  
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Linda Peck  
David Sullivan-Nightengale  
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Janet Hill  
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Peter Samuels  
Noah Shavit-Lonstein  
Myrl Bohn  
Zoe Nicholie  
Courtney Butcher  
Robert Muscovitz  
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Connie Metcalf  
Alana Fink  
Peter Lofstrom  
Chris Thillen  
Carolyn Gergen  
Regina Bircherm  
Cindy Buschena  
Jane Gates  
Catherine Zimmer  
Steve Spreckerman

Peter Molenaar  
Sharon Fortunak  
Terry Houle  
Kathleen Dougherty  
Julie Barnett  
Scott Jackson  
Larry Bogolub  
Robert Schmitz  
Ann Galloway  
Chris Paul  
Jennifer Krinke  
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Judi Poulson  
James Reents  
Ted Gleckner  
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Joe Foss  
Mary Ludington  
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Thomas Stevens  
Lynn Gitelis  
Joyce Prudden  
Steve and Christine Clemens  
Jean Ross  
Matthew Schaut  
Carol Green  
Richard Rosengren  
Cynthia Hill  
Joyce Bowers  
Thora Reynolds  
Harriet McCleary  
Sandra Thornby  
Judy Gregg  
Nancy Hargrave  
Frieda Gardner  
James Gladysz  
Kay Randall  
Betty Kenny  
Nancy Kent  
Bethany Battafarano  
John Munter  
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Jennifer Harris  
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Pam Scherling  
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Paula Marsh-Geurts  
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Ann Gilbert  
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Andy Pearson  
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Patty O'Keefe  
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Diane Gunn Miles  
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John Crampton  
John Viacrucis  
Fred Stanley  
Anthony Lioi  
Amy Van Steenwyk  
Suzan Koch  
Sharon Coombs  
Connie Lacher  
Robert Wohlberg  
Kathleen Moraski  
Claudia Engeland  
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Lee Samelson  
Andrew Phelan  
Kim Kokett  
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Marcy Leussler  
Lisa Leonard  
margaret sorensen  
Barb Powell  
John AND Jean Fleming  
Terry Irish  
Amy Sies  
Carole Rydberg  
Sherie Bartsh  
Charles Lyon  
Sister Gladys Schmitz  
Carol Bennett  
John Finazzo  
Andrew Sterioff  
Robert Gubrud  
Cat Thompson  
Jeanne Fahlstrom  
Mary Engen  
Bruce Snyder  
Patricia Keefe  
Michael Larson  
Jennifer Edgerton  
Jennifer Johnson  
Julian Sellers  
Dennis Thompson

roya damsaz  
Anne Geske  
Michael Jonak  
Jana Tuttila  
Jim Tjepkema  
Grecia Glass  
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Nadja Reubenova  
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Nora Norby  
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Nancy Cosgriff  
Nicole Lynskey  
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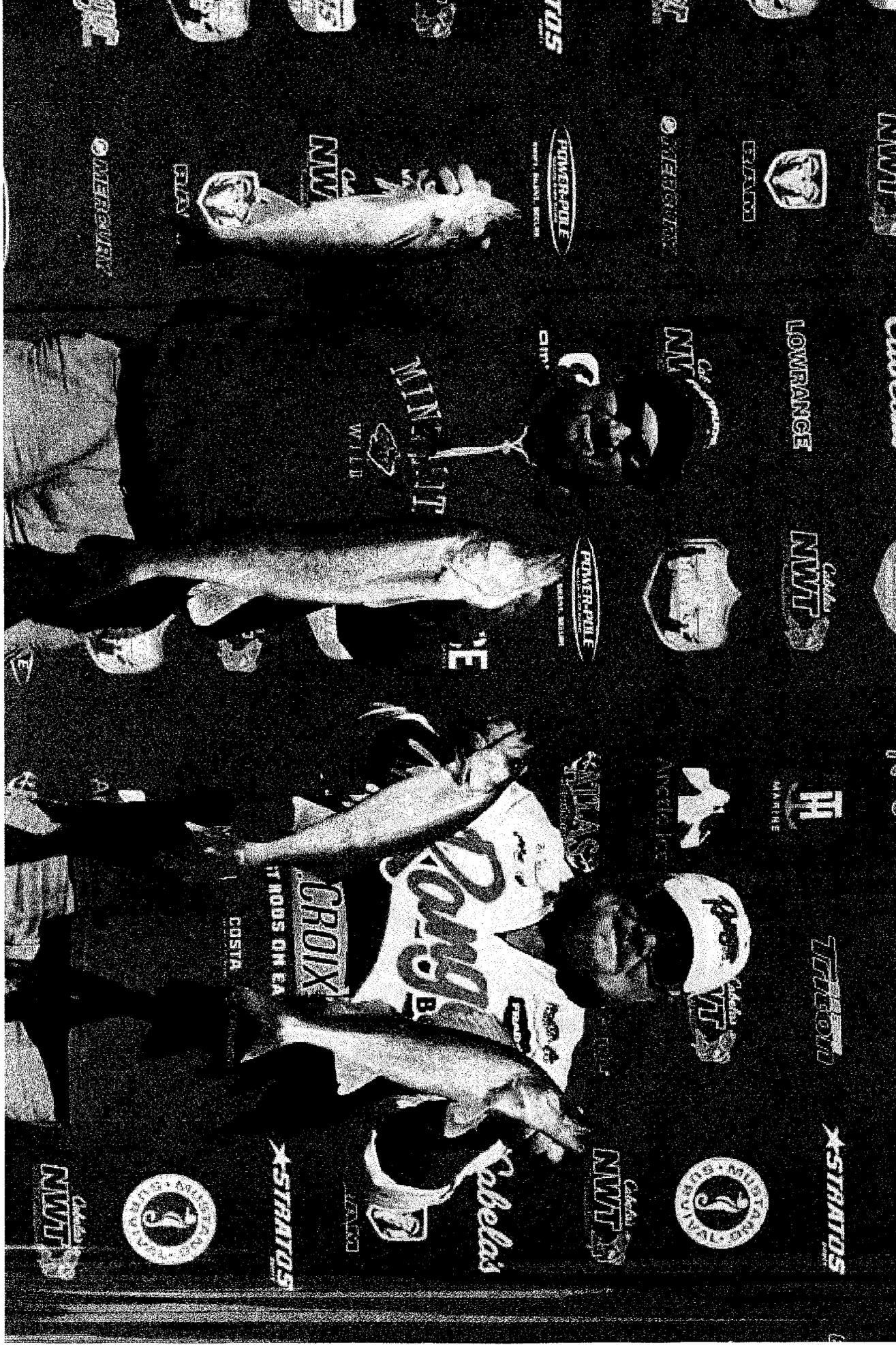
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Kevin Palmer  
Daniel Slager  
Janet Draper  
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Tom Garrett  
Steve Chesney  
Jerry Fitzgerald  
Emily Pearson  
Joan Meierotto  
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Jennifer Tatsuda  
Elene Loecher  
Rita Benak  
Lorrie Ogren  
Ann Redig  
Jason Holtz  
Rebecca Gaertner  
Jordan Ash  
Diane Tessari  
Aureal Williams  
Roslye Ultan  
martha mayo  
Julie Jeatran  
michael wallner  
Marceleen Mosher  
Ron Moore  
Sharon Schmidt  
Todd Lane  
Joan Harlin  
Lynn Voelbel  
Liane Gale  
Ellen van Iwaarden  
Eleanor Haase  
Val Bolen  
Pat Collins  
Martha Osterberg  
Mary Ann Litfin  
Michelle Lynskey  
sharon sebring  
Judy Gibson  
Jonathan Flak  
Corinne Rockstad  
Priscilla Young

Alison Edgerton  
Erik Roth  
Carolyn Ham  
Karen Svien  
Jordan Morgan  
James Striegel  
William Shippen  
Andrea Kuenning  
Janet Johnson  
Sheryl Murphy  
Susan Armington  
Kathy Hollander  
Lisa Ragsdale  
Barbara Vento  
Diane Brehmer  
Bill Adamski  
Ken Austin  
Linda Thomson  
Mike Klein  
Kelly Fine  
Nina Ishigaya  
Stan Sattinger  
Jeff Kolstad  
Alan Smith  
Kathy Magne  
Kurt Kimber  
Pat Renner  
john schmid  
Bobby King  
Bill Elwood  
Timothy Culver  
Tim Wulling  
Marya Bradley  
Lawrence Krantz  
Emily Moore  
Janet Court

Kathryn Ringham  
Jolene & John Madden  
cherie stofer  
Ashley Monk  
April Narcisse  
Lorraine Norrgard  
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Katie Williams  
Anne Newhart  
Nancy Craver  
Annette Wuertz  
Luanne Nyberg  
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Barbara Kueppers  
Cathy Geist  
Ranae Hanson  
Kent Fritz-Smead  
Carolyn Pennisi  
Robert Ruliffson  
Stephen Burt  
Alice Meadow  
Medea Marxen  
Rev Diane Koob  
Paul Densmore  
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ian kantonen  
Kathleen Donohue  
Jacquelynn Goessling  
Anne Bauers  
Jess Alexander  
Nicole Bowman  
Julie Johnston



Rec'd 08-26-15  
Carlton - 6pm  
Joe Moenk

Attached are my public comments on the proposed Line 3 pipeline.

Like so many others, I found that the SUBMIT button on the DOC's online option did not work. In the event of other unanticipated glitches, I have also pasted my comments into the body of this e-mail.

Melodee Monicken  
Park Rapids, MN

In the Matter of the Applications of Enbridge Energy, Limited Partnership for a Certificate of Need and a Pipeline Routing Permit for the Line 3 Pipeline Replacement Project in Minnesota from the North Dakota Border to the Wisconsin Border. PUC Docket Numbers:

PL-9/CN-14-916 – Certificate of Need  
PL-9/PPL-15-137 – Route Permit

TO: Jamie MacAlister, Environmental Review Manger  
Minnesota Department of Commerce  
85 7th Place East, Suite 500  
St. Paul, MN 55101

September 30, 2015

Dear Commissioners,

Does this look like a good place for an oil pipeline ("energy" corridor)? How would Enbridge reach their pipeline, assuming Enbridge noticed a leak or spill or a rupture in one of their promised flyovers?



Would you choose this route for an end-run around Keystone XL? Enbridge has. And if they get their way, they will route more oil through the Sandpiper and Line 3 than the Keystone XL would have transported. Are the commissioners willing to risk Minnesota lake country and the Mississippi Headwaters, a source of drinking water for millions of people?

Enbridge is ASKING PERMISSION to cross the state of Minnesota. Contrary to assumptions at the Dept. of Commerce, that does NOT mean that Enbridge gets to tell Minnesota and its citizens where their pipeline will be located.

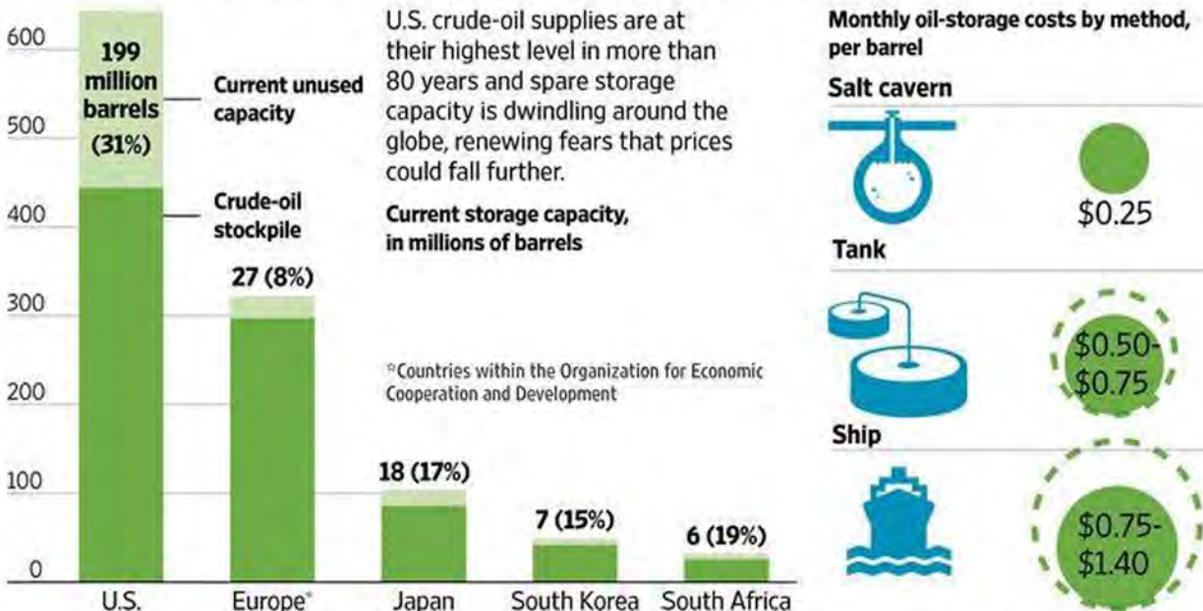
Since the products they are transporting, primarily for their crucial partner Marathon Oil, are most likely headed to Illinois and Marathon's export markets, it makes sense for Minnesota to weigh the following in making ANY decision about whether to allow a Canadian conglomerate to route Bakken oil and Alberta tar sands through our state. I think these are crucial considerations for the PUC:

## I. DEMAND:

There is lower demand and a glut of oil. Many global oil economists predict that prices could go even lower. So why would MN risk its water resources to enable a for-profit pipeline company (NOT a public utility) to build infrastructure that is questionable in terms of public need?

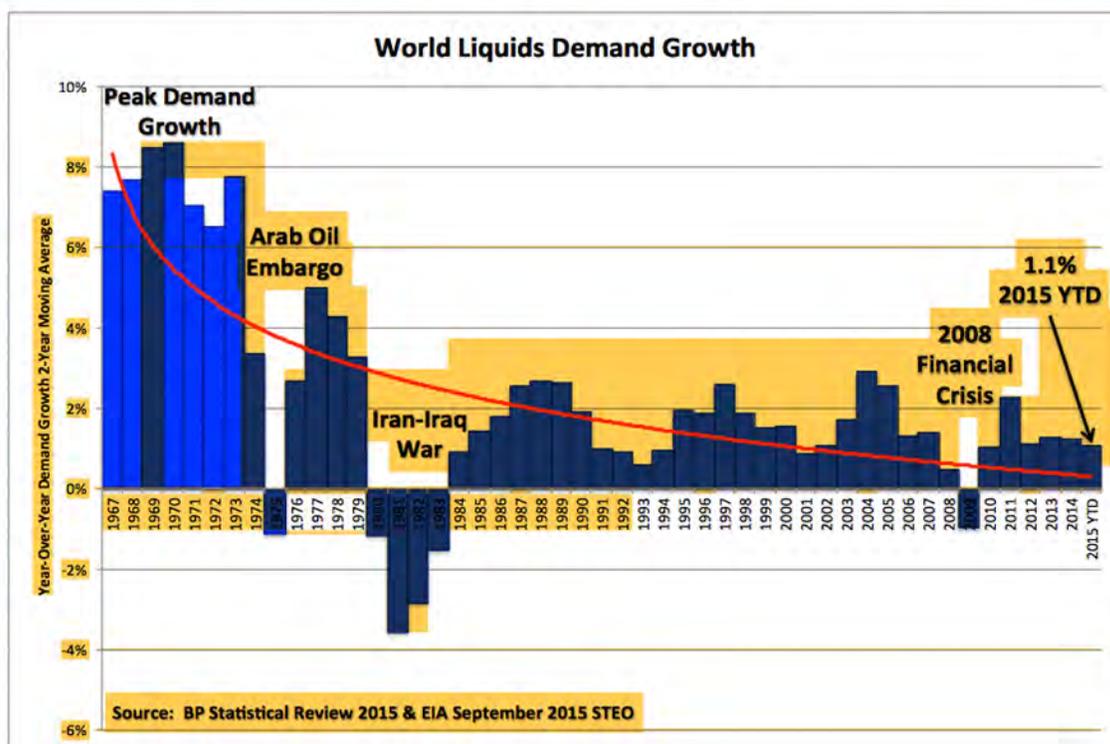
About the notion that we NEED this oil for “US energy independence”? What about the current glut of reserves?

### Inventories Are Surging, Racking Up Bills for Storage



Sources: U.S. Energy Information Administration (U.S. stockpiles); Citigroup (capacity estimates, South Africa stockpiles, storage cost estimates); Petroleum Association of Japan (stockpiles); International Energy Agency (stockpiles); THE WALL STREET JOURNAL.

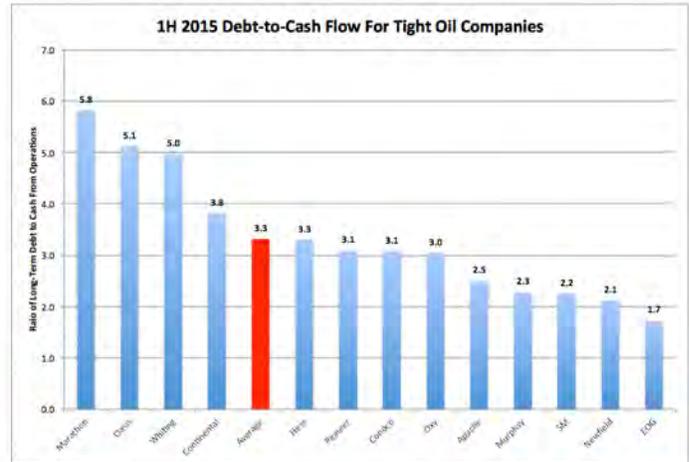
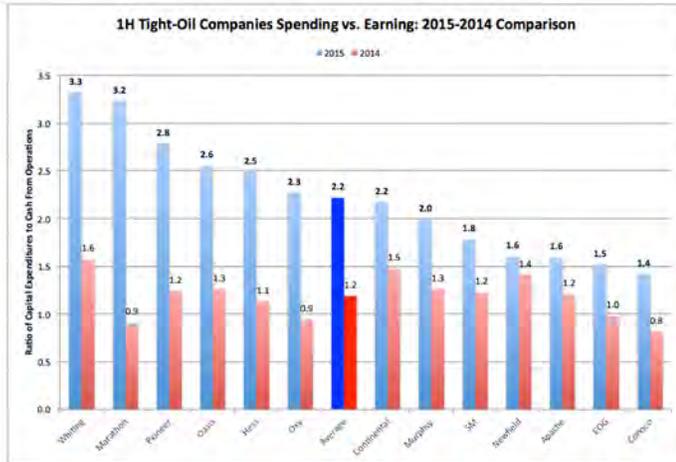
## World Demand Has Fallen Since Late 1960s



## 2. MARATHON'S FINANCIAL ISSUES:

Marathon, the Enbridge partner and its biggest contract for the Sandpiper, is struggling financially. So are other companies that are using “unconventional” oil retrieval methods which have a break-even point that exceeds the price of oil.

### Tight Oil & Shale Gas Plays Are Not Profitable for Most Companies

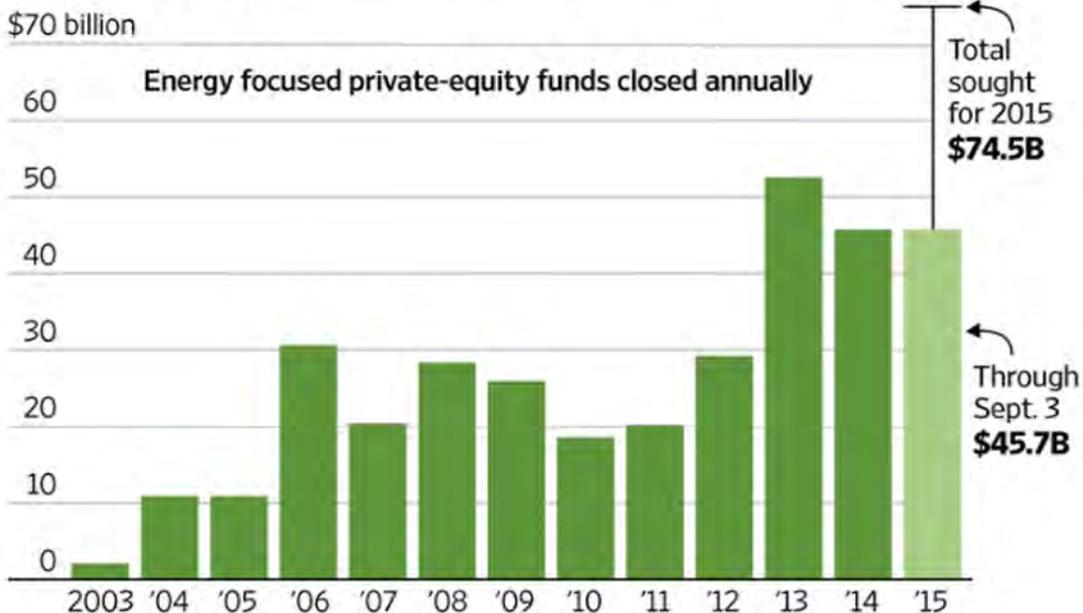


Source: Company 10-Q SEC Filings and Google Finance

## 3. THE DEBT BUBBLE FOR UNCONVENTIONAL OIL:

Over production of oil retrieved by “unconventional” methods will continue as long as capital is available. The only thing keeping some of these companies solvent is access to easy equity. (Note Marathon’s spending to earning stats and its debt-to-cash flow issues.) In order to create growth at any price, expensive, unconventional oil is being funded by DEBT. Eventually, the bubble will burst, just as it did with the housing bubble.

Private-equity firms are looking to raise more than \$70 billion for energy investments this year.



Source: Preqin

THE WALL STREET JOURNAL.

#### 4. THE ENBRIDGE SAFETY RECORD:

Enbridge claims a stellar safety record, but they can't even handle a recent water test without a spill: <http://www.duluthnewstribune.com/news/3846632-700-barrels-dyed-water-spilled-enbridge-test-failure>

These are the facts. And here are some more: <http://bridgemi.com/2015/08/enbridge-trust-us-to-be-safe/>

**Table 1. Total Spills on Enbridge Pipelines (Canada and U.S.), 1999 - 2010<sup>171</sup>**

Year	Number of spills	Quantity of barrels spilled
1999	54	28,760
2000	48	7,513
2001	34	25,980
2002	48	14,683
2003	62	6,410
2004	69	3,252
2005	70	9,825
2006	68	5,734
2007	65	13,777
2008	92	2,842
2009	103	8,441
2010	91	34,258
<b>Total</b>	<b>804</b>	<b>161,475</b> (Approximately 25.67 million litres, or 6.8 million gallons)

Enbridge claims to share our concerns for Minnesota water resources, but when its pipes move due to seasonal shifts and erosion, the company indicates that they don't have to do anything unless the Feds say so.



By the way, the new pipes won't be small; they will be 30 and 36 inch pipes carrying 1,145,000 BARRELS every day through Minnesota's water—48 million GALLONS per day—more than the Keystone XL would have transported, and Enbridge wants to route it through the Mississippi Headwaters and Minnesota lake country.

## 5. ENBRIDGE PROMISES VS ENBRIDGE ACTIONS:

Re that tax revenue Enbridge is promising our impoverished counties along the route?

“Good Neighbor” Enbridge is suing MN for overpayment of property taxes.

<http://www.duluthnewtribune.com/news/3826041-enbridge-seeks-huge-payback-taxes>

And there’s lots of talk from Enbridge about wanting to be a responsible corporate citizen, but this is its recent history in an effort to avoid a Presidential permit for the so-called Line 3 “rebuild.”

# Enbridge’s Illegal Scheme to Double Tar Sands Imports

<ul style="list-style-type: none"> <li>❖ Enbridge, the largest Canadian pipeline company, has come up with an illegal scheme to nearly double the capacity of its Alberta Clipper tar sands pipeline (aka Line 67). The scheme would ignite a new wave of tar sands imports through Minnesota, to Superior, WI. Enbridge wants to bypass the Presidential Permit process by transferring the dirty tar sands crude from Alberta Clipper to another pipeline, called Line 3, just north of the border, then re-transferring it back to Line 67 once it’s crossed into the U.S.</li> <li>❖ The scheme makes a mockery of the President’s statements that another tar sands import pipeline – Keystone XL – is in the national interest only if it does not exacerbate the problem of climate change. Yet a State Department official has indicated that they will allow Enbridge to move forward with this plan regardless of the fact the State Department previously said an expansion would require a full environmental review.</li> <li>❖ This illegal expansion would put Alberta Clipper on par with the controversial Keystone XL pipeline and significantly increase the amount of toxic, highly polluting tar sands crude being moved into the U.S. Tar sands is much more carbon polluting than regular crude, nearly impossible to clean up when it spills as was seen with the tragic 2010 Kalamazoo River spill, and is causing the destruction of pristine Canadian forests and violating the rights of indigenous peoples in Alberta.</li> <li>❖ This illegal scheme was done with no public notice, and completely undermines the permitting process. This backroom deal between Enbridge and the State Department is especially troubling given allegations that the State Department has an inappropriately cozy relationship with the oil industry.</li> <li>❖ Hopefully, Secretary Kerry will recognize that this scheme is not only illegal, but is at odds with his commitment to make meaningful progress combatting climate change.</li> <li>❖ President Obama and Secretary Kerry have committed to bold action to protect our climate. Allowing a project that expands production of the dirtiest fuel source on the planet to sneak out of environmental review is completely inconsistent with these goals, would tarnish the Administration’s credibility as a world leader on climate, and put countless resources in the Great Lakes region and beyond at risk.</li> </ul>	<table border="1"> <thead> <tr> <th colspan="2">NORMAL</th> <th colspan="2">SWITCHED</th> </tr> <tr> <th>Line 67</th> <th>Line 3</th> <th>Line 67</th> <th>Line 3</th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;"> </td> </tr> <tr> <td colspan="4" style="text-align: center;"> <p>Canada</p> <hr style="border-top: 1px dashed red;"/> <p>US</p> </td> </tr> <tr> <td colspan="2"> <p>Heavy Crude Oil</p> </td> <td colspan="2"> <p>Light Crude Oil</p> </td> </tr> <tr> <td colspan="4" style="text-align: center;"> <p>Valve</p> </td> </tr> </tbody> </table>	NORMAL		SWITCHED		Line 67	Line 3	Line 67	Line 3					<p>Canada</p> <hr style="border-top: 1px dashed red;"/> <p>US</p>				<p>Heavy Crude Oil</p>		<p>Light Crude Oil</p>		<p>Valve</p>			
	NORMAL		SWITCHED																						
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<p>Heavy Crude Oil</p>		<p>Light Crude Oil</p>																							
<p>Valve</p>																									

## 6. THE MINNESOTA COURT OF APPEALS RULING:

The MN Court of Appeals has ruled, unanimously, in favor of Friends of the Headwaters' contention that MEPA law requires an honest and comprehensive Environmental Impact Statement. To discuss Line 3 without an EIS is a waste of taxpayer funds and the Commission's time.

The DOC/Enbridge claim that a CEA is the equivalent of an EIS is NOT true.

— The Environmental Impact Statement has been defined in RULES: there are MN Environmental Quality Board guidance documents and federal government guidance from NEPA. A CEA is whatever/however the Department of Commerce/Enbridge define it.

— An EIS has quality control aspects, but a CEA has none. There is massive federal and state law defining the adequate EIS. There is zero case law on the content OR adequacy of a CEA.

— An EIS provides opportunities for public commentary on scoping, on the initial draft EIS, and on the final EIS. Substantive comments must be answered by the Regulatory Government Unit. A CEA doesn't provide those opportunities.

— Under Minnesota's Environmental Quality Board rules for an EIS, the applicant may not supply analysis, just data. Qualitative analysis and risk assessment are matters for scientists and specialists, NOT the applicant. Minnesota can't rely on the applicant, especially an applicant with Enbridge's record, to analyze the data, weigh the risks, or assess the consequences.

WHY do we need an Environmental Impact Statement, a serious document, under the aegis of the EQB? We need an EIS that includes risk assessment and qualitative analysis, one that incorporates the objective data and analysis of scientists and environmental specialists. Note what was revealed in SD with a recently revealed study on stray electrical voltage and corrosion on Keystone I:

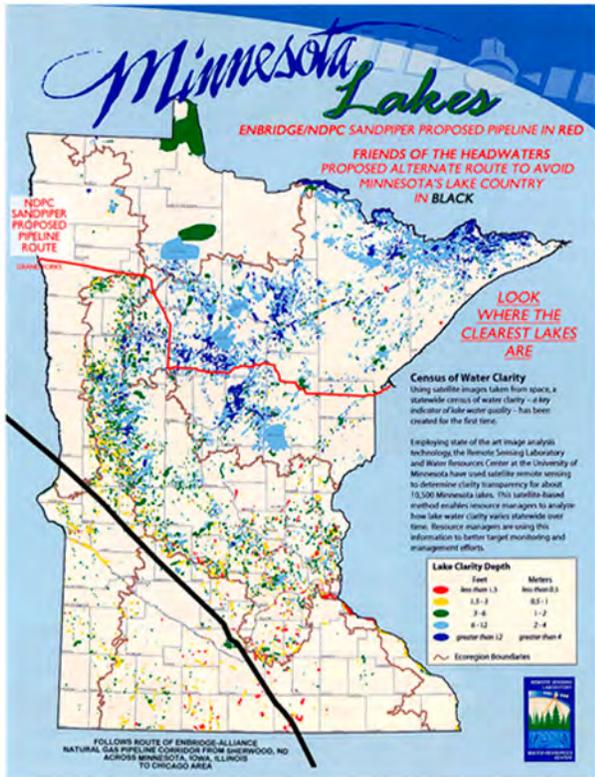
<http://www.desmogblog.com/2015/07/30/keystone-xl-hits-new-turbulence-south-dakota-permit-hearing-implodes-over-pipeline-corrosion-market>

It is evident why Enbridge wants to pretend that the CEA is equivalent to an EIS, but repeating a lie does not make it true. If the commissioners believe the CEA is equivalent, we can surmise that they would also buy a house solely on the information provided by a listing agent, along with some glossy photos.

## 7. ALTERNATIVE ROUTES:

IF the commission can study the data and still decide that Enbridge's for-profit pipeline is needed (BIG IF), the PUC should not permit Enbridge to dictate the route to Minnesota. Since Enbridge is asking permission—i.e. "APPLYING for PERMISSION to install these pipelines—the PUC has the right and, more importantly, the obligation to study more suitable routes--routes with safer soils, less sensitive aquifers, few lakes and wetlands.

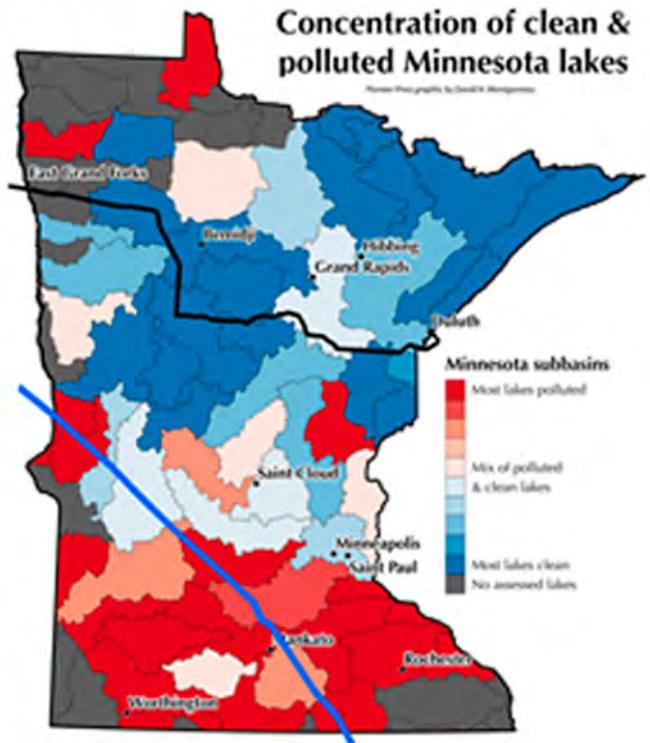
In the accompanying route comparisons, I've provided maps that demonstrate why a route from the oil fields should be moved away from Minnesota's most precious water resources.



### Friends of the Headwaters

Enbridge Sandpiper & Line 3 portion proposed pipelines

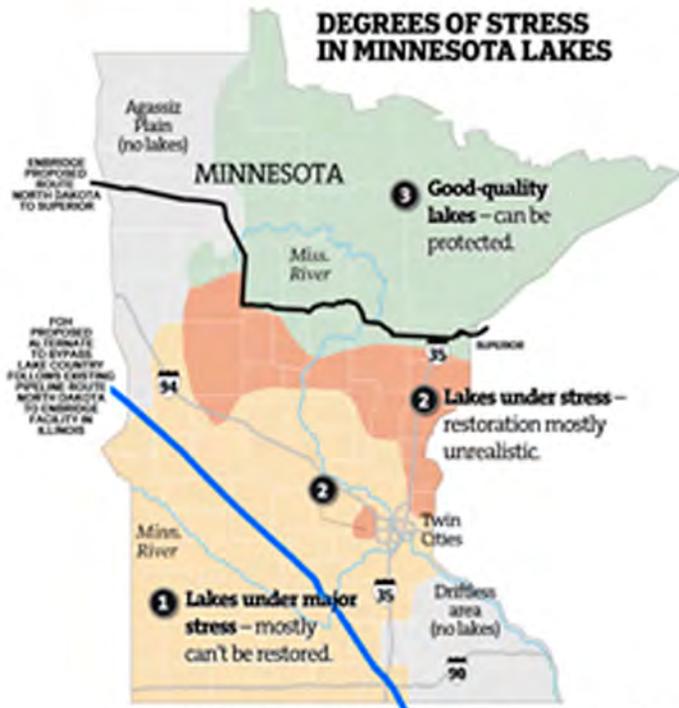
FOH Alternate Route (SA-04)



### Friends of the Headwaters

NDPC Sandpiper pipeline  
FOH Alternate Route (SA-04)

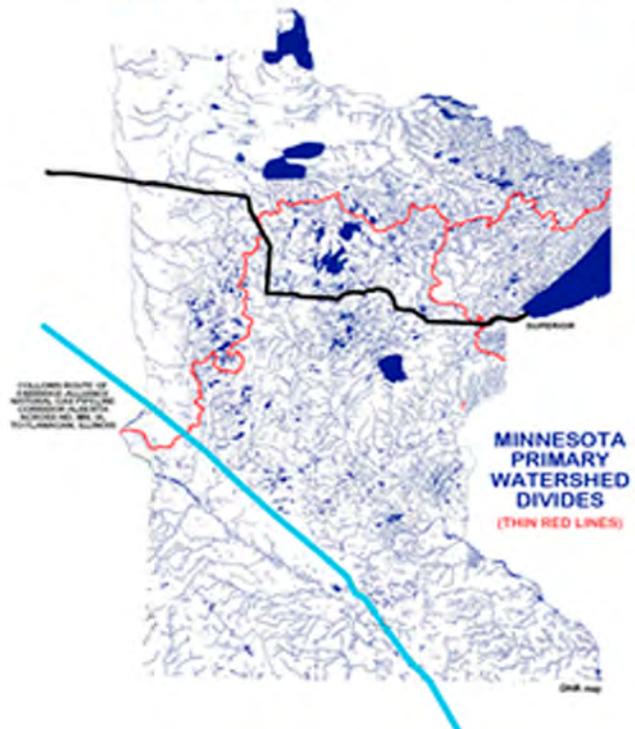
### DEGREES OF STRESS IN MINNESOTA LAKES



Source: Provided by Ron Way using information from the Minnesota Department of Natural Resources and the U.S. Environmental Protection Agency

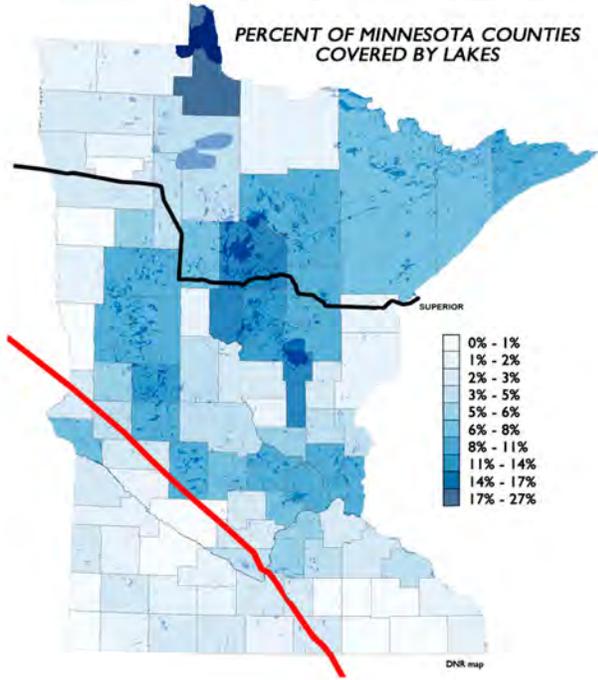
### Friends of the Headwaters

Sandpiper pipeline and portion Line 3 route  
FOH Alternate Route (SA-04)

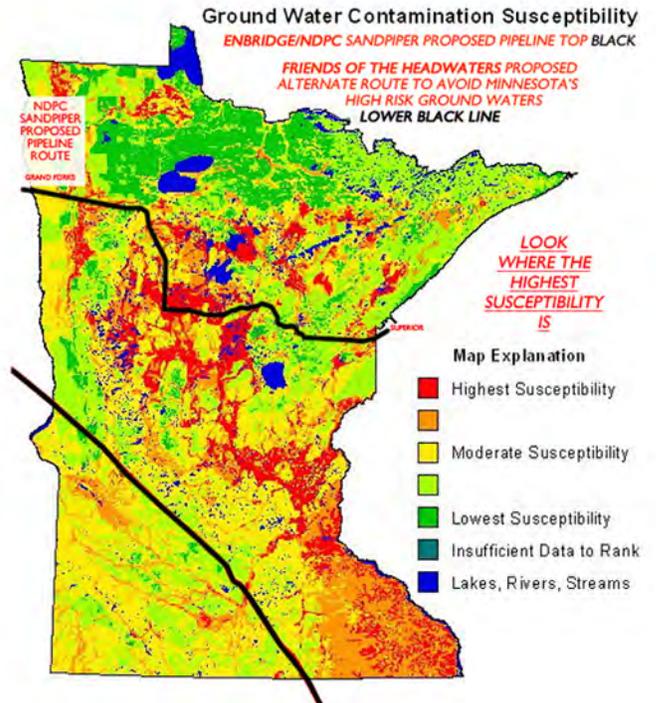
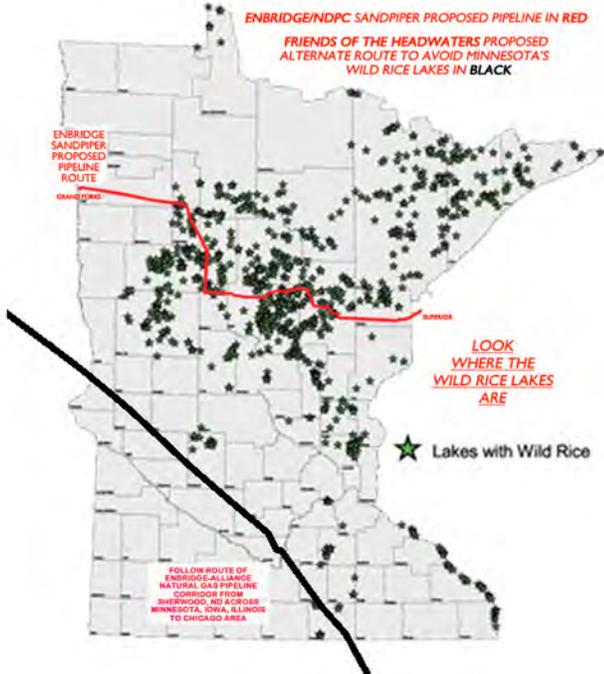
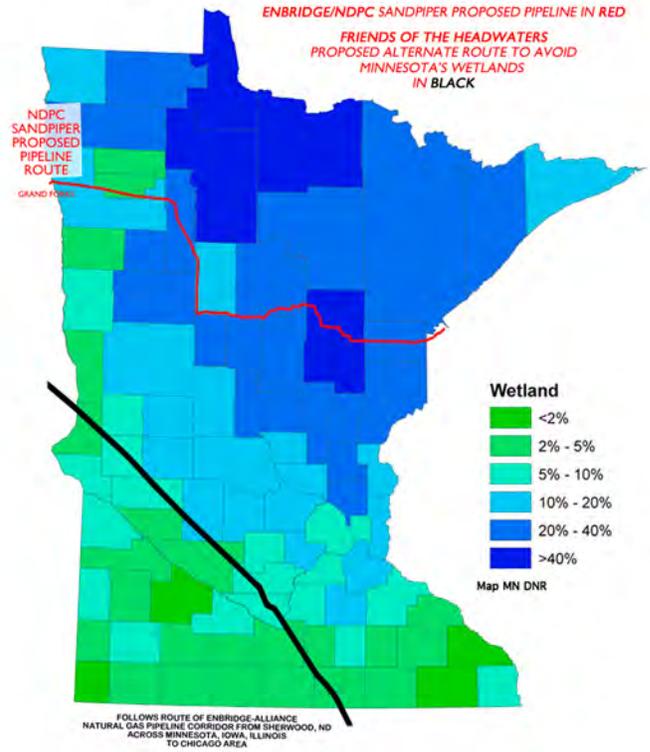


# Friends of the Headwaters

Enbridge Sandpiper pipeline route  
**FOH Alternate Route (SA-04)**

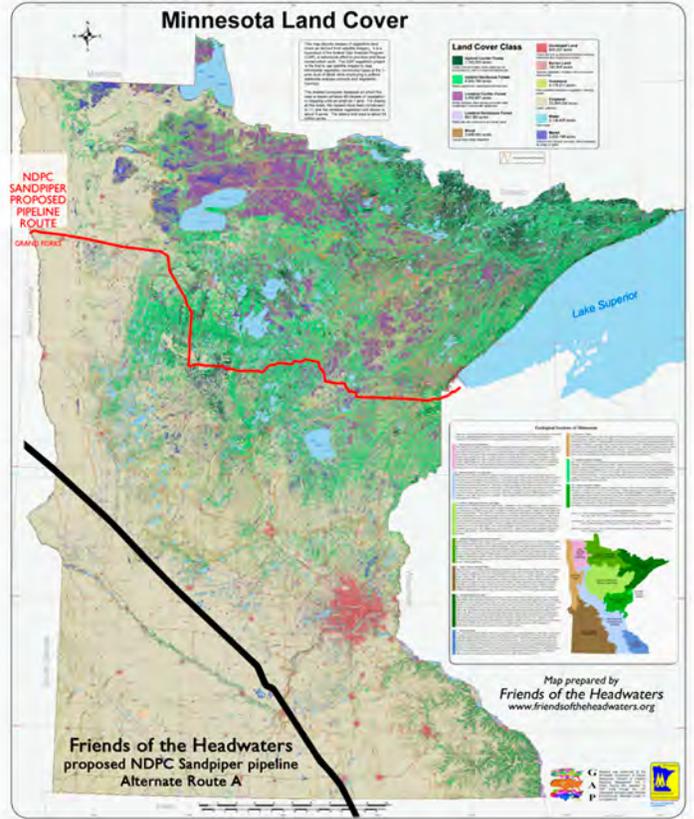
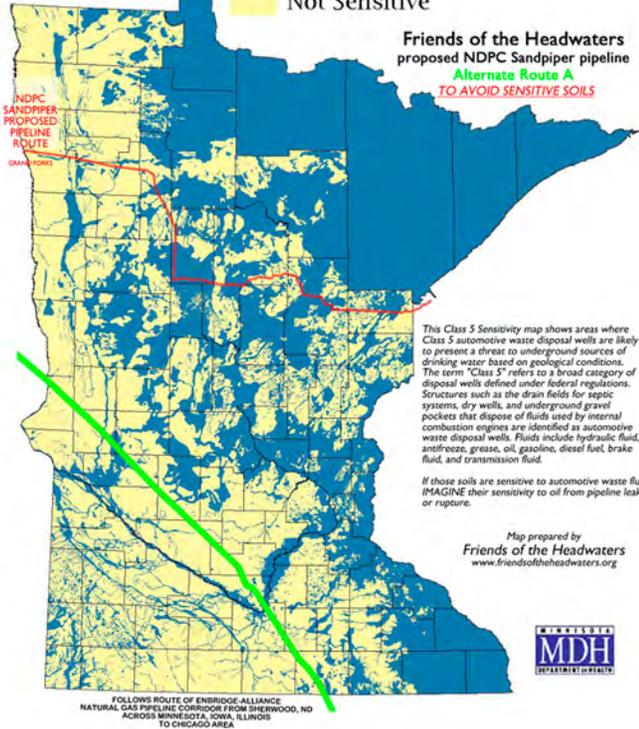


# Friends of the Headwaters proposed NDPC Sandpiper pipeline Alternate Route A

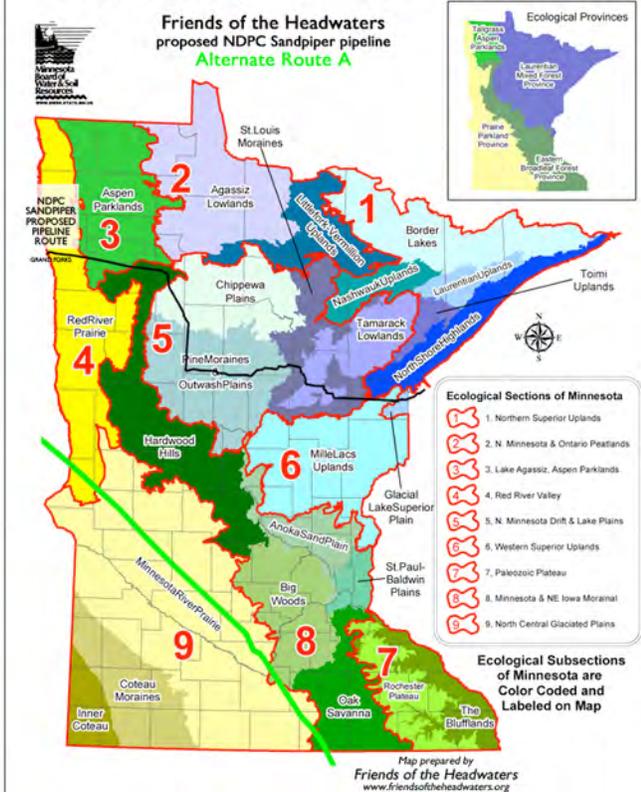


# Class V Sensitivity

Sensitive  
 Not Sensitive

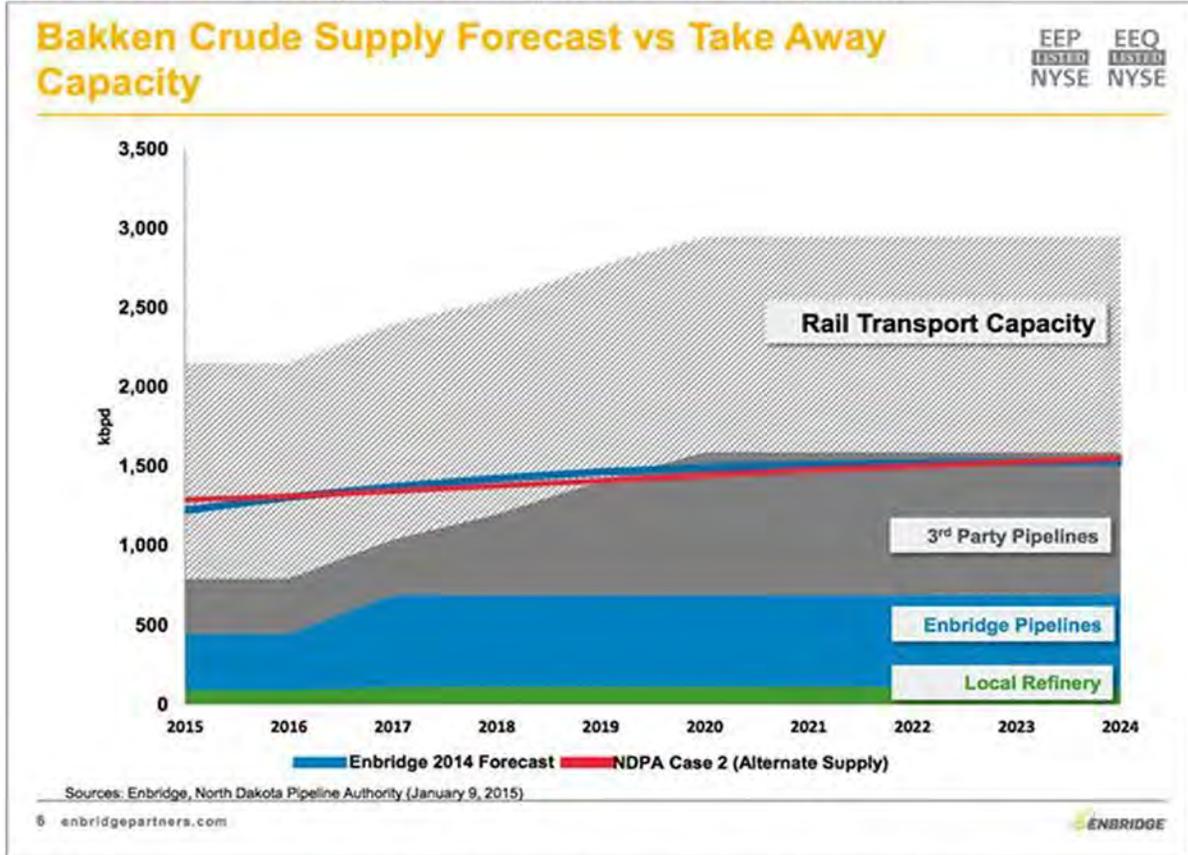


# Minnesota Ecological Sections and Subsections



## 8. THE FAKERY IN ANY TRAINS VS PIPELINE FRAMING:

Even though this graphic appears on their website, Enbridge spokespeople continue to suggest that their proposed pipelines will have major impact on the need for rail transportation of oil. Another false claim. There will always be markets that require rail. Enbridge knows it, but relies on its powerful allies and media stenographers to help them maintain the pretense.



## 9. THE FALSE CLAIMS ABOUT RELIABLE NEW TECHNOLOGY:

New technology and new pipelines are not the panacea Enbridge says they are. A recent spill in Alberta was in a NEW, double-hulled pipeline. The spill in CA wasn't discovered in a timely way because the remote sensor technology (the same kind of technology touted by Enbridge as practically infallible) didn't alert the company to the oil that was leaking into the ocean near Santa Barbara. Enbridge claims that their remote technology will detect any "integrity anomalies" immediately, but here's the data on detection:

How oil pipeline spills were detected, 2002-July 2012



Total number of spills: 960\*  
(includes the 71 spills in the right-hand chart)

How oil pipeline spills larger than 1,000 barrels were detected, 2002-July 2012



Total number of spills: 71

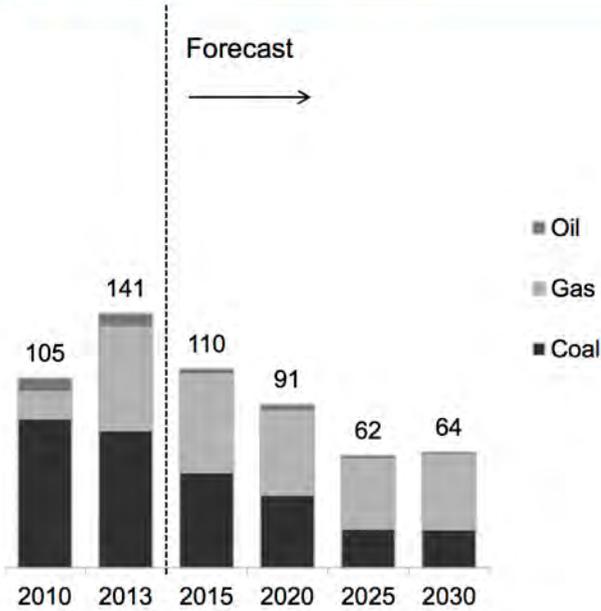
- Company employees and contractors at the scene of the spill
- Remote leak detection systems
- The general public and other third parties
- Controllers in pipeline operators' control rooms
- Other

\*There were 1763 crude oil spills between 2002-July 2012, but 803 spill reports did not identify how the spill was detected, in part because PHMSA has less stringent reporting requirements for some of the smaller spills.

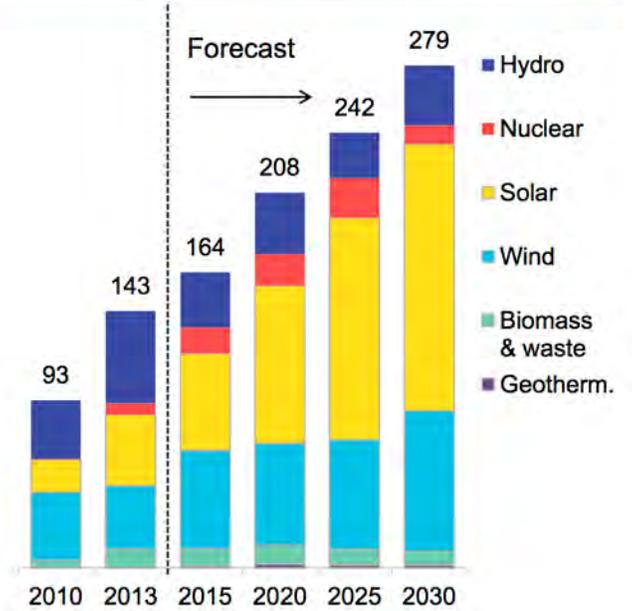
## 10. THE SHIFT TO CLEANER ENERGY:

Finally, regarding the assumption that fossil fuels are our only hope for the next 15 years:

### FOSSIL FUEL



### CLEAN ENERGY



Sincerely,

Melodee Monicken  
Park Rapids, MN 56470

## Ries, Natalie (COMM)

---

**From:** Ries, Natalie (COMM)  
**Sent:** Monday, October 05, 2015 2:49 PM  
**To:** Ries, Natalie (COMM)  
**Subject:** FW: PL 9-CN-14-916 and PL - PPL-15-137

-----Original Message-----

From: Ellen Morrow [<mailto:ellenmorrow@gmail.com>]

Sent: Monday, September 28, 2015 8:17 PM

To: MacAlister, Jamie (COMM)

Subject: PL 9-CN-14-916 and PL - PPL-15-137

I am writing to express my grave concerns should the proposed pipeline go through the Headwaters area. This stands to contaminate water for our entire state, not to mention the beautiful area of lakes and streams around the headwaters. Although Enbridge says they have a good track record, the data shows they do not. There must be many other options either for another pipeline route, or better yet to not have any more pipelines go through Minnesota. My husband and I have paid taxes in MN for over 40 years and are very much opposed to this pipeline route. Please reconsider, do a thorough environmental assessment and take the necessary steps to stop this project. Thank you for your consideration.

Ellen and Chuck Morrow

579 Lincoln Ave.

St. Paul, MN 55102

651-224-7224

"Be kind whenever possible. It is always possible." - Dalai Lama Sent from my iPad

### Enbridge Line 3 Tar Sands Proposed Line

Minnesota Department of Commerce

PUC Docket Number PL-9/CN-14-916

September 28, 2015

I am concerned with the proposed Enbridge Line 3 replacement, which would run in the same corridor as the previously addressed Enbridge Sandpiper Line. This corridor slices through many forests, wetlands, historic features, watersheds, and waterbodies in Minnesota lake country. The proposed route skims south of the Spire Valley Fishery and Spring, affecting the spring surcharge area. It would also come very close Roosevelt Lake (a 1500 acre lake partly in Cass and partly in Crow Wing County), fed by streams, seeps and underground springs.

My concern comes from experience as a resident experiencing the after-effects of construction projects. The Woodlake Nature Center in Richfield, MN completely drained when I35W was upgraded in the 1960's. Birch Island Woods Lake in Eden Prairie, MN drained in the 1990's when Highway #62 was improved on the north edge of it. When the interchange at Eden Prairie Road and Highway #212 was reconstructed in the early 1990's, several area neighborhood ponds drained. **Underground water systems, on which people depend for recreation, property value, and wildlife habitat, are not easily mapped before construction projects. The Enbridge Line 3 Replacement will damage underground water networks at some points along the route. The specific loss of water resources cannot be predicted. Potential loss of above-ground water resources should be addressed.**

There is no suggestion on how to manage this problem, since results may not be seen for months after construction is completed.

Jan Heinig Mosman

44483 Sate Highway 6, Box 247

Emily, MN

Line 3 August 25, 2015

Pipeline mania began a number of years ago when the US had little domestic production, it looked like oil was a finite resource, and we thought it would be cool to be independent of oil from countries where people hate us.

How times have changed! Domestic production is booming. Our good friends the Saudi's are flooding us with cheap oil. And, we know there is way more oil in the ground than we can possibly consume and preserve the planet.

Projections were at that time that the million barrels a day production from Alberta would soon double and triple and we just needed safer pipelines to deliver it for US needs since it would get out of Alberta some other way if not. All those assumptions have proven to be faulty logic:

All the new pipeline projects going east and west in Canada are being fought tooth and nail by indigenous peoples.

The tar sands are really being planned for export outside the US.

The Kalamazoo spill and many others have shown the pipeline dangers.

The tar sands have shown themselves to be an obsolete option with their high carbon emissions and high cost of production.

It looks like cheap oil will be here for the indefinite future. The Saudi's have shown no inclination to cut production any time soon. Iran may soon be at full production and export even if the US Congress doesn't go along with the nuclear deal. Obama could provide successive 180 day waivers for Iran to export and/or just turn a blind eye with full international support as long as Iran adheres to nuclear inspection protocols.

The world economy is also showing no signs of chowing down on the big surplus of oil production either. Even though the US and Europe are not in recession the emerging nations, the Asian nations, and the oil exporting countries are all hurting a great deal.

China, the second biggest economy and second biggest trading partner of the US and Europe, is currently going through a market crash and a period of slow economic growth.

Chinese markets ballooned 6.5 trillion dollars in a year which was 70% of China's Gross Domestic Product and then lost about 3 trillion of it since June 4<sup>th</sup>. After the markets stabilized in July they lost 11% of their value just last week and more this week.

The problem with the bubble was that it became a village phenomenon where all these little villages have stock market centers. Two thirds of investors don't even have a middle school education and borrowed money to invest to boot.

Instead of allowing the bubble to find its natural bottom and hurt a lot of people in the process it double-downed when the collapse began and cut lending rates, then allowed the national pension fund to buy stock, the forbade the national social security fund to SELL stocks, then it got the central bank—the Peoples bank of China to buy stocks, then began allowing people to use their apartments as collateral. At one point one half of the stocks had suspended trading.

This crazy 1929 scenario that the world's economy is dependent upon in China is worrisome especially in light of the weak Chinese economy. While the official growth rate is 7%--always 7%--the real rate is somewhere between 1% and 4%. The manufacturing numbers have dipped to their lowest point in 77 months. Their housing and profit figures are down.

With India and Malaysia and other Asian economies in recession along with other emerging nations like Brazil and other small oil producing countries also losing revenue there won't be a big world market for oil but WILL be a big incentive for little producers of oil to keep cranking out as much oil as possible to make up the revenue shortfall.

This is, perhaps, why the EIA has lowered their estimate for the global oil price in 2015 to 49\$ a barrel and projects oil in 2016 to be around 54\$ a barrel. They had been predicting oil to reach 73\$ a barrel by 2020. That may have to be revised down as well. Now in the third week of August of 2015 US oil prices have dipped below 40\$ a barrel and speculation is the price could fall below 30\$ a barrel.

The current world price of oil is a real problem for Alberta. While some of their steam assisted tar sands can produce oil at 44\$ a barrel and many more wells under 60\$ a barrel, Scotiabank Economics in 2014 estimated that the in-situ or steam assisted gravity drainage wells average break-even point for profitability is between 63\$-65\$ a barrel in Alberta. The current surface-mining operations are at about that break-even point too but the new surface mining projects are not even in the game at 100\$ a barrel oil break-even point. Wood Mackenzie estimates the new in situ or steam-assisted wells break-even point is at 65\$ to 70\$ a barrel

The current in-situ mining is only about half of Alberta's production and is projected to be 75% in 2020 but with the current price of oil in situ would have to become 100% at some point when the old mining sites play out.

But, even with a 64\$ a barrel cost new investment should require a 15\$ a barrel add on to ensure some profitability. That would require a world oil price of 78\$ to 85\$ a barrel to make new projects make sense. But as we have seen, the EIA is only projecting 73\$ a barrel of oil by

2020. Meanwhile, Citigroup suggested on August 19, that oil could fall to 32\$ a barrel relatively soon.

In situ mining, however, doubles down on climate destruction. It creates two and a half times more carbon in the atmosphere than other oil production since it takes two barrels of steam produced by natural gas to make one barrel of oil. Political pressures will only intensify over the coming years to avoid Alberta tar sands altogether.

The Saudi's are losing a lot of money and there is no indication they will stop pumping oil until they are successful in forcing a retrenchment of the North American oil industry. It is the poorer oil exporting partners who will keep pumping oil because they are poor. North American oil wells will keep pumping as long as they can because their investments have already been made. Oil will keep piling up in reserves and the price will keep going lower with most countries in a recessionary trend.

Indeed, pipelines are not needed since tanker trains can take up all the slack. Jim Foote, Vice President of Canadian National Railway, says that rail can deliver cheaper than the \$17.95 per barrel price pipelines charge. He believes transporting four million barrels of oil a day is possible.

Rail delivery is more flexible and can be set up in a few months to deliver oil to where there are no pipelines such as to Canada's West Coast giving them access to lucrative Asian markets.

Rail has taken its hits from the public for employing 'bomb trains' that have not been upgraded to safer standards but the US DOT in May 1, 2015 mandated all new tanker cars be up to the standards of the DOT 117 which are double hulled, have thicker steel, better valves, head shields front and back. In the January 2014 incident at Plaster Rock, the substandard cars were punctured but a DOT 112 that is very similar to the DOT 117 was not punctured.

In addition the US DOT mandated that all the old substandard cars be retrofitted over a ten year period although environmentalists have complained over that long time period.

In short, no new pipeline capacity is needed in the foreseeable future with the ever-increasing production glut not ending any time soon and with the global economy and ability to absorb oil dependent upon China's bubble markets.

Enbridge has always proved to be the ultimate opportunistic foot-in-the-door sales person who got the little Alberta Clipper line approved without much fanfare, then asked for an upgrade several years later, then asked for a second upgrade a few years after that, then got the Sandpiper established before even mentioning the supposed "replacement" of Line 3 in the new Sandpiper corridor which is really a whole new project and should have been considered in

conjunction with the Sandpiper. As the Bakken plays out in the next decade the Sandpiper will obviously be used for Alberta tar sands so there is even less need in the future for Line 3.

The corporate proponents of oil pipelines are suffering from cancerous optimism and only see boom times ahead. They have nothing upon which to base this approach upon. The globe could be going through a long recessionary period that might be affected by a number of events that could impact the global economy negatively. In addition, by 2020 the conviction of a few might grow into a consensus that tar sands need to stay in the ground forever to salvage what moderate climate we have left.

### Enbridge Ethics

Enbridge is not a company that Minnesota should do any more business with because of their illegal, unethical, and deceptive mode of doing business.

- a) The CEO of Enbridge lied about tar sands in the Kalamazoo pipes for weeks before admitting the truth to reporters.
- b) On-line testimonies to death, cancers, seizures, and pet deaths are abundant for those in the line of fire in the Kalamazoo spill yet compensation from Enbridge was very spotty and scattered.
- c) Legal allegations persist of undocumented clean-up workers brought in from Texas who were worked seven days a week, fourteen hours a days, who were ordered to cover up oil in some cases, and for whom there was probably no follow-up health study to see how many of them came down with cancer from the benzene they had to breathe.
- d) The Kalamazoo clean-up took many years with Enbridge fighting the EPA all the way on the necessity of dredging out the remainder that at risk from being swept even farther downstream.
- e) Enbridge has no permit for its pipelines going through the Red Lake Reservation which is illegal.
- f) There are permanent structures on top of the Red Lake pipeline which is illegal.
- g) The Red Lake pipeline is 65 years old which is unethical.
- f) Enbridge schedules none of its pipelines for replacement except for Line 3 where it has a big incentive to build a bigger pipeline and is waiting for them to break so many times it is cheaper to replace it or when mandated to do so if a regulatory agency happens to take responsibility and orders them to replace it—which is unethical.

g) Enbridge runs a 61 year old pipeline under the Mackinac Straits with no replacement schedule which could break in the fast moving waters and pollute large stretches of the Great Lakes. This is unethical.

h) The domestic Enbridge subsidiary is a shell company that could be allowed to go bankrupt if a multi-billion dollar spill happened on the Mississippi.

i) Enbridge did not announce its Line 3 replacement until it thought the Sandpiper was a done deal so they could not be considered together and consolidated since the flow from the Bakken will be a bust in the next decade and be available for tar sands utilization.

j) Enbridge forced through the reversal of the 40 year old Line 9 in Canada to carry heavy crude from Alberta which it was never designed to do in a rigged Canadian regulatory process. Line 9 has the same design deficiencies as the Line 6B in the infamous Kalamazoo spill.

Crimes Against Humanity

The governments of Alberta and Canada are complicit in the genocidal destruction of the First Nations downstream from the tar sands toxic silt ponds. These governments have known for over a decade of the high cancer rates in young people involving extremely rare cancers in Fort Chipewyan and have no remediation plan that is not window dressing. A 2009 study of Ft Chipewyan concluded the population has a thirty percent increased risk of cancer.

This situation is analogous to whole segments of the population in Nazi Germany being roped off, segregated in concentration camps, and beginning to be 'disappeared'. The expansion of the tar sands industry to several times its current size and the continual leaking and eventual hemorrhaging of the massive earthen cesspools of toxic waste at the headwaters of the Athabasca River will eventually doom an entire people that currently number forty thousand souls.

There are fifty square kilometers of Alberta currently dedicated to 'slimes' or these toxic silt ponds. Water fowl have to be chased away so as not to land in them and die. The largest that is bigger than Three Gorges Dam in China is the Syncrude Dam which runs twelve miles long. A dozen of these dams run three hundred feet tall. Governments refuse to measure leakage for obvious reasons but it is estimated they leak a billion gallons of tailings waste a year into ground water or surface waters with Tar Island Dyke leaking five swimming pools a day alone of carcinogenic PHA's, acids, cyanide, and heavy metals.

Along with genocide the governments of Canada and Alberta are complicit in 'crimes against humanity' which concerns destroying the food and water supply of various distinct populations who happen to be sovereign nations within what can be described as a large petro state. The people of Ft McKay and Ft Chipewyan are afraid to drink their water and drink bottle water. They are afraid to eat their fish and game and gather wild foods.

Some little reclamation is being done where a few silt ponds are being dried out and trees planted but it often takes hundreds of years for the silt to settle naturally. All these ponds should be removed using centrifuges to siphon off most of the water or reverse osmosis so they don't present a future threat when these dams are no longer maintained by corporations and governments.

It is a difficult psychological matter for Indian people, generally, to complain to non-Indian people about 'genocide' or 'crimes against humanity'. It is all also a difficult mental adjustment to consider that our 'friends' are guilty of serious crimes. It is also difficult to think ourselves complicit in such matters but the truth is that many people are already dead. The truth is that age-old cultures have already been devastated. The truth is that a terrible threat will forever loom over the First Nations of the Athabasca River unless much remediation is done. The truth is that vast numbers of supposedly well-meaning people of the Northern Hemisphere are blithely ready to double-down on tar sands devastation of the First Nations from a deathly combination of arrogance, ignorance, and greed.

--John Munter

[REDACTED]

[REDACTED]

mumooatthefarm@yahoo.com

## Ries, Natalie (COMM)

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**From:** Ries, Natalie (COMM)  
**Sent:** Monday, October 05, 2015 2:25 PM  
**To:** Ries, Natalie (COMM)  
**Subject:** FW: MUSCOVITZ

-----Original Message-----

From: Robert Muscovitz [<mailto:muskie@tds.net>]

Sent: Wednesday, September 30, 2015 12:49 PM

To: MacAlister, Jamie (COMM)

Subject: Doc #15-137 and 14-916

Dear Jamie,

I would like to express my concern over the construction of pipelines through the lakes region of the state of Minnesota...

It has been brought to my attention that said company Enbridge never provided to the state an EIS meeting the requirements of all public utilities within the state. Bad enough that the company is NOT American but thus far they've jumped over the states environmental concern. Even today they are still hauling pipes down hwy 371 like the state approved their plans....

Amazing huh? Looks as if us northerners have no choice but to watch our water quality go bad and our lakes become terrible for fishing and other things. Heck , I even said that it's obvious that no engineering has gone into this job... otherwise they would've developed a pipe in a larger pipe structure within 1/4 mile up to and near all bodies of water just in case, which will allow time to shut down and suck the system clean for repairs when it happens which we all know it will...

The only option is relocating the pipeline through central Minnesota away from all lakes to avoid contamination and damage to the aquifer and wells for safety sake of the public...

How can we define this as a public utility when no one here in Minnesota receives any benefit?

Anyways,, Thanks for hearing us folks up here...

Thank You,

Robert Muscovitz

4512 N Stony Loop NW

Hackensack, Mn. 56452

Sharon M. Natzel  
13623 County 20  
Park Rapids, MN 56470

September 30, 2015

Jamie MacAlister, Environmental Review Manager  
Minnesota Department of Commerce  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, MN 55101

Subject: PUC Docket Numbers PL-9/CN-14-916 Certificate of Need & PL-9/PPL-15-137 Route Permit

Dear Ms. MacAlister,

The focus of my comments on the Enbridge Energy, Limited Partnership Applications for the Line 3 Pipeline Replacement Project Certificate of Need and Route Permit address the 4 topic questions open for public comment. I state each question I am addressing below followed by my input. If you have any questions on my input, please let me know. Thank you! Sincerely, Sharon M. Natzel

- 1) What human and environmental impacts should be studied?
  - a. The State of MN would need to have written assurances that Enbridge Energy, Limited Partnership has the resources / insurance necessary to cover spills and to clean up tar sands oil spills from our MN waters including our surface waters in lakes, rivers, wetlands and groundwater and aquifers.
  - b. Emergency shutoff valves need to be placed in such a manner as to protect all the major lakes and rivers and prevent less oil to leak out than a train car can carry should there be a rupture at that location on either side of the lake / river.
  - c. Minnesota is known as the "land of 10,000 lakes". Our Northern MN lakes and rivers are what are left of MN pristine and clear surface waters. We should avoid these waters and preserve them for future generations by considering routes that do not cross this area of MN. Tar sands oil sinks and ruins the water feature's bottom requiring removal based on Michigan's experiences with the Enbridge Kalamazoo River oil spill in 2010 that took until 2015 to get cleaned up on 35 miles of river.
  - d. The environmental and human impacts identified in all the comments including the testimony of all the parties on the Sandpiper docket PL6668/PPL-13-474 should be studied also since the Line 3 Pipeline Replacement Project seeks to use this proposed Sandpiper route for its route also. This combined Sandpiper / Line 3 Replacement pipeline corridor would then have cumulative effects in addition to these impacts already identified by the many individuals and groups of individuals on that Sandpiper

docket too. At that time, Enbridge affiliates said there were no other plans for a pipeline in that proposed route, so the cumulative effect wasn't addressed properly.

- e. The table created by the PUC of the Sandpiper comments should not be used as the categories and groupings of the enormous breadth of comments are not evidenced in this simple table. Instead, a total new analysis should be done by reexamining the comments on the Sandpiper taking into account also the impact of Line 3 Replacement plus the cumulative effect. The public was denied the ability to properly comment since the Enbridge affiliate / Enbridge did not divulge this plan properly in the project documentation on the Sandpiper.

2) Are there any specific methods to address these impacts that should be studied?

- a. Based on the 9/14/15 ruling by the MN Court of Appeals, an Environmental Impact Statement is required for Enbridge Line 3 Pipeline Replacement Project. The criteria for the comprehensive EIS analysis for Line 3 should include and not be limited to:
  - i. Minnesota's pristine and clear surface waters of Northern MN, groundwater and aquifers including the Mississippi River which supplies drinking water for St. Cloud, Minneapolis and St. Paul and many in states beyond Minnesota plus the diversity of wetlands, swamps, bogs. Lake Superior should also be considered in the EIS as part of the large watershed area of some of the rivers crossed by the proposed pipeline corridor.
  - ii. Environmental and natural resources like wild rice, fisheries, birds and the needed contiguous habitat, our MN tourism-dependent business in towns across Northern MN such as Park Rapids, and historic, recreational resources such as Itasca State Park, LaSalle Lake State Recreation Area, and North Country Trail.
  - iii. Criteria should be used in the Line 3 Pipeline Replacement Project EIS that was used for the EIS's for Keystone XL Pipeline, Polymet, the early 70's Trans-Alaska Pipeline, plus the EIS involving the salmon fisheries in Prudho Bay, Alaska.
  - iv. The MN EQB which is uniquely positioned to utilize the talents and inputs from several of the MN State Departments and citizens should lead the EIS for the benefit of all of Minnesota.
- b. The Cumulative Effect on the human and environmental impacts should be studied for the proposed Line 3 Replacement and Sandpiper Pipeline Projects by Enbridge affiliates in the same pipeline corridor.
  - i. In addition, the part of the proposed corridor from Clearbrook to Park Rapids has multiple existing MinnCan pipelines of varying ages that are owned by

Minnesota Pipe Line Company and which do actually supply Minnesota's oil now. These existing pipelines and our MN oil supply are put at risk for ruptures and interruption with the additional work efforts involved in the installation and ongoing maintenance of the proposed competitor's pipeline projects in that same proposed shared corridor.

- ii. The ongoing maintenance requirements for the Minnesota Pipe Line Company's pipelines should be considered when the competing company's affiliates pipeline corridor next to the MinnCan is analyzed. Is there enough room for ongoing maintenance and replacement pipes for the MinnCan as some of these pipelines are aging too - - just as Line 3 aged. Our supplier of our MN oil should not be put at a disadvantage in being able to its customers ongoing needs.

3) Are there any alternative routes or route segments that should be considered?

- a. The Sandpiper system alternatives should be analyzed in the EIS for Line 3 Pipeline Replacement.
- b. Consider all of Minnesota if MN must be crossed by Line 3 Pipeline Replacement as there are many parts of MN that have many fewer sensitive, pristine and critical resources than Northern MN. Use software and layer technologies to find the best place. Remember that Enbridge has proven technology to re-route oil in various pipelines to get to a specific destination .

4) Are there any alternatives to the project that should be considered?

- a. The Line 3 pipeline replacement project could be placed in the existing Line 3 pipeline right of way. The new pipe should replace the old Line 3 pipe when those needing repair are actually repaired. Enbridge has proven technology to switch oil from one pipeline to another both temporarily and for the long term as demonstrated in some of their pipelines crossing the border of Canada and the United States of America.

Allowing the old Line 3 pipe to stay in the ground creates additional risk to the humans and environment and natural resources of MN. It also would be tempting for the company to repurpose the old pipeline and/or right of way down the road to potentially extract other natural resources like water for use by others than Minnesota.

- b. Not doing the Line 3 pipeline replacement project at all is another alternative to consider given the oil glut across the world.

**From:** [Mary Nordin](#)  
**To:** [MacAlister, Jamie \(COMM\)](#)  
**Subject:** Public Comment for Docket #14-916  
**Date:** Wednesday, September 30, 2015 5:52:13 PM

---

I oppose Enbridge's plans because it threatens Minnesota's clean water!

Mary Nordin

Please provide your contact information. This information and your comments will be publicly available.

Name: LOREN OBERG Phone: 651-489 2331

Street Address: 172 SOUTHWIND LN

City: W ST. PAUL MN State: MN ZIP: 55118

Email: looberg6@gmail.com

Please share your comments on the proposed Line 3 Pipeline Replacement Project.

- What human and environmental impacts should be studied in the environmental analysis?
- Are there any specific methods to address these impacts that should be studied in the analysis?
- Are there any routes or route segments that should be considered? (Related to the Route Permit)
- Are there any alternatives to the project that should be considered? (Related to the Certificate of Need)

*This needs to be done for safety to replace an older line. safer for ~~the~~ transporting grade oil. Also will help the economy of northern mn.*

**From:** [Lois Parsons](#)  
**To:** [MacAlister, Jamie \(COMM\)](#)  
**Subject:** PL- 9/  
**Date:** Wednesday, September 30, 2015 4:28:12 PM

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To: MN Dept. of Commerce  
Re: PUC Docket Number PL - 9/CN - 14-916 Certificate of Need  
Route Permit: PL - 9/PPL -15-137

We want to be on record that a complete and honest EIS be completed for the oil pipeline project requested by Enbridge.

On September 14, 2015 the Court of Appeals ruled that an Environmental Impact Statement (EIS) is necessary under MEPA law. We believe Enbridge and the Minnesota Department of Commerce must comply with this ruling. It is morally, ethically and also legally imperative that a complete and honest EIS is done. A CEA is not the same as an EIS.

We firmly believe that there is a better, safer route than the one proposed by Enbridge for the new pipeline. We request that you choose a safer route. In addition, we request that the replacement line proposed by Enbridge needs to include the **removal** of the old pipes as we understand is the law in Canada. (Rather than capping the old pipes and allowing them to remain in the soil forever)

Respectfully Submitted,  
Charles and Lois Parsons

**From:** [apache@web.lmic.state.mn.us](mailto:apache@web.lmic.state.mn.us)  
**To:** [MacAlister, Jamie \(COMM\)](#)  
**Subject:** Perk Wed Sep 30 18:34:14 2015 PPL-15-137  
**Date:** Wednesday, September 30, 2015 6:34:15 PM

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This public comment has been sent via the form at: [mn.gov/commerce/energyfacilities/publicComments.html](http://mn.gov/commerce/energyfacilities/publicComments.html)

You are receiving it because you are listed as the contact for this project.

Project Name: Line 3 Pipeline Replacement

Docket number: PPL-15-137

User Name: David Perk

County:

City: Seattle

Email:

Phone:

Impact: The original proposed routing was terrible - too much fresh water at risk!

A comprehensive EIS is needed to properly evaluate the risks and benefits of the proposed alternate routes. It is my understanding that a September 14th Court of Appeals ruling agreed with that assessment.

The evaluation of alternative routing should not be conducted by a state department whose mission involves promoting business. An agency charged with protecting the public and our common resources would be more appropriate.

A comprehensive EIS should address all threats to fresh water along the route, whether from construction, operation or accident, including catastrophic failure.

Finally, as 400 ppm of CO<sub>2</sub> in the atmosphere becomes the new normal for our planet, we have to ask ourselves if creating new fossil fuel infrastructure is appropriate. Will it lock us in to more fossil fuel consumption when we need to be transitioning to a carbon-neutral energy economy? We have delayed that transition for decades, making the need for the transition more urgent than ever before. Future generations will inherit a world whose climate has been profoundly changed by our pursuit of 'business as usual'. We owe it to them to comprehensively study the effects of rerouting the Sandpiper pipeline. Will it result in the consumption of more fossil fuel? How many tons per year of greenhouse gases will its contents put into our atmosphere? A comprehensive study should include an assessment using the EPA's Social Cost of Carbon to calculate the full impact of the pipeline's rerouting.

<http://www3.epa.gov/climatechange/EPAactivities/economics/scc.html>

Mitigation: Given the notoriously poor safety history of the pipeline's operator, additional scrutiny and safeguards are warranted, e.g., is Enbridge sufficiently insured to cover clean up and compensation costs in the event of a catastrophic failure?

To give you some context, in a document from May 6, 2014, the Pipeline and Hazardous Materials Safety Administration cited Enbridge as the industry model of what NOT to do:

<https://www.federalregister.gov/articles/2014/05/06/2014-10248/pipeline-safety-lessons-learned-from-the-release-at-marshall-michigan>

Submission date: Wed Sep 30 18:34:14 2015

This information has also been entered into a centralized database for future analysis.

For questions about the database or the functioning of this tool, contact:

Andrew Koebrick  
andrew.koebrick@state.mn.us

To: Jamie MacAlister, Environmental Review Manager, Minnesota  
Department of Commerce  
jamie.macalister@state.mn.us

Re: The Minnesota Public Utilities Commission (PUC) Docket Numbers:  
PL-9/CN-14-916 – Certificate of Need  
PL-9/PPL-15-137 – Route Permit

Comments from Gerald Perkins, property owner in Hubbard County:

The proposal by Enbridge Energy, Limited Partnership to build a crude oil pipeline through the northern Minnesota Mississippi Headwaters area should be denied for the following reasons:

A comprehensive environmental impact study (EIS) must be conducted before any permits are issued, according to a Minnesota appellate court. It undoubtedly will show that the pipeline will pass through hundreds of miles of some of the most pristine water in the United States and threatens irreplaceable wild rice beds and wetlands.

Enbridge has shown it has a poor record in responding to spills, such as the one it experienced at a tributary of the Kalamazoo River in Michigan. Five years have passed and the spill has not been cleaned up satisfactorily, according the state of Michigan and the federal government.

Moreover, the route proposed by Enbridge sends toxic crude oil through very rugged terrain that will be difficult to reach when the inevitable spill takes place.

The crude oil from the Bakken fields in North Dakota has to be extracted using toxic and explosive chemicals that are not removed before they are sent to the refinery. This crude oil is much worse than crude oil extracted from other fields and has caused explosions that killed 43 people in Canada and blew up in Casselton, North Dakota.

In addition to the environmental impacts, the adverse human impact from a pipeline spill will be immense because of the loss of income by many small and family-owned businesses in Minnesota that rely on hunters, fishermen, bicyclists, and other recreationists. Also, the state of Minnesota will lose untold millions of dollars on fees for fishing and hunting licenses fees that will not be purchased because of the environmental damage to wildlife and aquatic species.

When considering PL-9/PPL-15-137 – Route Permit, it should be noted that, if it is determined that the pipeline is necessary (I will cite evidence later in this statement that the pipeline is not needed), there are alternative routes or route segments through existing highway and railroad rights-of-way that should be considered instead of sending 48 million gallons of toxic crude oil a day through the pristine environment of the Mississippi Headwaters.

The existing rights-of-way on highways and railroads are feasible for a pipeline because they already have been graded and cleared and are much more accessible when the inevitable spill occurs. Moreover, expensive and time-consuming lawsuits over eminent domain issues will be avoided if an existing right-of-way is selected for the pipeline route. It is much more prudent to locate a pipeline on an existing right-of-way and will more than meet the needs of the project without endangering the environment or human needs.

As for the Certificate of Need (PL-9/CN-14-916), a Sept. 9, 2015 Wall Street Journal article entitled “Energy Pipeline Boom Ebbs,” ([www.wsj.com/articles/energy-pipeline-boom-ebbs-1441791001](http://www.wsj.com/articles/energy-pipeline-boom-ebbs-1441791001)) states that “demand for new oil-and-gas pipelines subsides as output slows in once-hot shale production.” The article, which was written by Alison Sider, quotes Michael Mears, chief executive of Magellan Midstream Partners LP: “It’s hard for us to paint a scenario where, at least for the foreseeable future, any additional long-haul pipelines are needed.”

Sandy Fielden, an energy analyst, also is quoted: “There’s not enough crude to fill the pipelines.”

“In North Dakota’s Bakken Shale formation,” the article states, “some projects have had trouble getting traction. After oil prices fell sharply in the months after Enterprise Products Partners LP announced plans to develop a pipeline from North Dakota to Oklahoma, the pipeline company shelved the project, citing a lack of interest from shippers. Currently, there are three significant pipeline projects in the works there but they may provide more capacity than is needed.”

This article calls into questions the project’s timing and casts doubt that the project is needed now or in the future.

Respectfully submitted,

Gerald Perkins  
First Crow Wing Lake  
Menagha, MN

Please provide your contact information. This information and your comments will be publicly available.

Name: Alice and Randy Peterson Phone: 218-437-8266

Street Address: 24153 300<sup>th</sup> St NW

City: Argyle State: Mn. ZIP: 56713

Email: None

Please share your comments on the proposed Line 3 Pipeline Replacement Project.

- What human and environmental impacts should be studied in the environmental analysis?
- Are there any specific methods to address these impacts that should be studied in the analysis?
- Are there any routes or route segments that should be considered? (Related to the Route Permit)
- Are there any alternatives to the project that should be considered? (Related to the Certificate of Need)

Suggestions on how to limit environmental impact: Install the pipeline in the old 34" spot to limit impact on non-disturbed lands. Maintenance work is done on top of pipelines they just use mats. Neck in workspace areas like what was done on our land - T-923 - for line 6 and line 67 you were able to put in 2 lines in this property in a smaller workspace area. Enbridge is using the same workspace width here for 1 line as they are using in Sandpiper / Line 3 for the south. Implement Enbridge's neutral footprint established in 2009 of a tree for a tree. In order to neutralize an environmental footprint they have to be established (living). The Commission ordered this for the line 67 phase 2 ~~expansion~~ upgrade. Screen soils after tree removal so people don't have to deal with sticks and roots for years. Check grade on lands before work starts so afterwards it gets put back right. For example since this was not done on our farm we had extreme settling and had to have 3000 yds of topsoil brought in. Don't pump water on crops instead lead to ditch. Some crops are very susceptible to high water levels. Make sure equipment is actually cleaned when moving from field to field to limit spread of diseases like soybean nematode. They never do this. How safe is it really to abandon a pipe with a gas unit on the environment such as soils, wildlife, water, air, etc. if this is such a bad pipe to begin with. Will this abandoned pipe work to the top? Will maintenance ever be done on this old line 3 to make sure the gas doesn't escape? Is there any gov't form for example EPA that will make sure this very bad pipeline is never used again by anybody. When this old line 3 is abandoned what will happen to the easement / ROW concerning taking care of it. If this very bad pipe works to the surface will Enbridge rebury it so people can still enjoy and fully use their properties or will they say it costs too much to do so for them or whoever owns it at the time

Please provide your contact information. This information and your comments will be publicly available.

Name: Erick Peterson Phone: (651) 578-9550

Street Address: 513 Ferndale Street North

City: Maplewood State: MN ZIP: 55119

Email: \_\_\_\_\_

Please share your comments on the proposed Line 3 Pipeline Replacement Project.

- What human and environmental impacts should be studied in the environmental analysis?
- Are there any specific methods to address these impacts that should be studied in the analysis?
- Are there any routes or route segments that should be considered? (Related to the Route Permit)
- Are there any alternatives to the project that should be considered? (Related to the Certificate of Need)

*THIS IS A GREAT WAY TO KEEP UNION JOBS GOING & RUNNING RIGHT. WE ARE SAFER & CHEAPER IN THE LONG RUN. KEEP THE MONEY FLOWING IN OUR OWN STATE.*

Please provide your contact information. This information and your comments will be publicly available.

Name: Mary Picotte Phone: 763-516-2093

Street Address: 3441 131<sup>st</sup> Ave

City: Blaine State: Mn ZIP: 55449

Email: \_\_\_\_\_

Please share your comments on the proposed Line 3 Pipeline Replacement Project.

- What human and environmental impacts should be studied in the environmental analysis?
- Are there any specific methods to address these impacts that should be studied in the analysis?
- Are there any routes or route segments that should be considered? (Related to the Route Permit)
- Are there any alternatives to the project that should be considered? (Related to the Certificate of Need)

Old pipe needs to be replaced  
for the safety of all humans  
and animals.

Mary Picotte

**From:** [jppilney](#)  
**To:** [MacAlister, Jamie \(COMM\)](#)  
**Subject:** Line3  
**Date:** Thursday, September 24, 2015 1:39:41 PM

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I am writing to express my objection to allow Enbridge's line 3 (Canadian sand tar oil) to follow their proposed Sandpiper route. The docket number for this is 13-916. This proposed route would pass through areas adjacent to many northern Minnesota pristine lakes and water ways, over shallow aquifers and wetlands. Additionally, sand tar oil would have a much greater environmental impact if it to leak than "lighter" oil.

John Pilney

Sent from my Verizon Wireless 4G LTE smartphone

Please provide your contact information. This information and your comments will be publicly available.

Name: Tony Poole Phone: 651-955-8235  
Street Address: 23791 289th St  
City: Red Wing State: MN ZIP: 55066  
Email: TPoolie@yahoo.com

Please share your comments on the proposed Line 3 Pipeline Replacement Project.

- What human and environmental impacts should be studied in the environmental analysis?
- Are there any specific methods to address these impacts that should be studied in the analysis?
- Are there any routes or route segments that should be considered? (Related to the *Route Permit*)
- Are there any alternatives to the project that should be considered? (Related to the *Certificate of Need*)

Public Safety!  
Jobs!

R: Jamie Macalister

Rec'd 08-25-15

McGregor - 11 AM

Comment Form: Scoping

Energy Environmental Review and Analysis

MINNESOTA DEPARTMENT OF

COMMERCE

8/25/2015

Please provide your contact information. This information and your comments will be publicly available.

Name: Gordon Prickett Phone: (218) 927-2267

Street Address: 38639 337<sup>th</sup> Ln.

City: Aitkin, MN State: MN ZIP: 56431

Email: gordmett@crosbyironton.net

Please share your comments on the proposed Line 3 Pipeline Replacement Project.

- What human and environmental impacts should be studied in the environmental analysis?
- Are there any specific methods to address these impacts that should be studied in the analysis?
- Are there any routes or route segments that should be considered? (Related to the Route Permit)
- Are there any alternatives to the project that should be considered? (Related to the Certificate of Need)

Enbridge's history of 66 yrs of pumping oil across the upper midwest contains many accidental spills and leaks.

In recent years the company reports spending millions to build dispatching control centers and rapid response facilities along their pipeline routes.

Even so, leaks and spills are continuing. Aitkin County waters and wetlands are too precious to risk which Enbridge tries to improve their safety record.

I urge this Sandpiper Corridor be delayed for years until Enbridge safety measures can be better established.

With the present lower oil prices and decreased oil production, we ~~can~~ see decreased need for this pipeline at this time.

Gordon Prickett, P.E.  
Gordon Prickett

**From:** [Laura Raedeke](#)  
**To:** [MacAlister, Jamie \(COMM\)](#)  
**Subject:** EIS is necessary for the consideration of Line 3  
**Date:** Wednesday, September 30, 2015 3:54:48 PM

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Dear Jamie Macalister, Environmental Review Manager,

As residents of and business owners in Nisswa, MN, my husband and I are watching carefully the developments in regard to Line 3 following the Court of Appeals decision of September 14 in which it was deemed an EIS (which is not the same as a CEA) is necessary under MEPA law. As a result, Enbridge and the DOC must comply with this ruling.

We are asking you to please use your authority and wisdom to do the right thing by our most precious resource - water. Thank you very much for your consideration of this important issue.

Jerry and Laura Raedeke  
24692 East Clark Lake Rd  
Nisswa, MN 56468 218-963-3877

**From:** [James Reents](#)  
**To:** [MacAlister, Jamie \(COMM\)](#)  
**Subject:** Docket 14-916 Comments on Line 3  
**Date:** Tuesday, September 29, 2015 6:57:37 PM

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To The MNPUC:

Line 3 Scoping Comments  
Docket #14-916

1. REPLACEMENT VS NEW: I would question the concept of a pipeline of a different size -- proposed in a different (and as yet unapproved) energy corridor-- as being considered a "replacement". This would confer on it the status of prior approval. It is not approved.

This line, Line 3, is already involved in a bypass scheme on the US-Canadian involving both the Line 3 and the Alberta Clipper (Line 67) pipelines. The legality of this issue is currently being challenged in Federal Court by a number of parties with regard to the Alberta Clipper. I would add that the increased volume in Line 3 crossing the border should also trigger a State Department review and Presidential Approval. The current operating approval on Line 3 dates to 1968 when most Environmental safeguards were not in place. I would contend that the so called replacement project is in fact a new line which needs not only a State Department review and a Presidential Approval before the MPUC can approve a certificate of need and a route.

2. NO SPILL TECHNOLOGY: While the technology dealing with oil spills on water have not significantly changed in over 30 years, the techniques used assume that oil, for the most part will float on water where it can be contained by floating booms. This also assumes open water as opposed to wetlands or wild rice beds.

As demonstrated by the Enbridge Kalamazoo Oil Pipeline breach, tar sand oil does not behave in a way that can be dealt with by conventional clean up techniques; it sinks. After 5 years, it was concluded that removing the residual tar sand oil from the bottom of the stream and river would do more damage to the environment so Enbridge was allowed to cover the residual tar sand oil with sand in an attempt to encapsulate it. It is questionable whether the impacted waters will ever be full body contact waters in the future.

I would contend that proposing to route a tar sand pipeline through the most pristine waters, wetlands, source drinking water and wild rice beds in the State of Minnesota with no technology (the EPA has yet to issue any guidance, pending since 2013, for tar sand cleanup) in place to deal with a spill.

Additionally, as demonstrated in the Kalamazoo spill, the dilutant component of the tar sand oil allowing it flow through a pipeline creates a toxic cloud as it vaporizes, does float on water, and is a known carcinogen. The long term effect of this dilutant on the environment are not well know, but I would cite the fact Enbridge purchased several houses near the site of their Kalamazoo breach because they considered no longer be safely occupied.

At a minimum, the applicant, Enbridge should be required to submit for review by both the public and the MPUC their "best practices" technology and plan for dealing with tar sand

pipeline spills.

During previous hearings the public was told that spills couldn't be considered in the scope of the hearings because they had yet to occur. I would submit that the possibility of accidents are taken into consideration by the MPUC's actions in its consideration or rejection of pipelines located too close to population centers and the requirement for both a safety plan and the training of first responders.

I would suggest that the MPUC take a close look at any approval of additional tar sand oil transport across the state without an effective clean up strategy for both terrestrial and aquatic environs, as well as those between, including wetland and wild rice beds, or under, as in aquifers.

3. EIS VS CIA: A full EIS should be required for this proposal for the reasons stated above, as well as it grants the opportunity to include input from the impacted Ojibwe Bands, the 1855 Treaty Organization, the EPA (along with their experience in Kalamazoo), the Army Corp of Engineers, as well as interested parties and the citizens of the state.

4. BIASED PUC PROCESS: The current process before the MPUC is opaque and difficult for the individual to understand. In scoping hearings, there seems to be some confusion on the part of the Department of Commerce staff as well. The entire process appears to be slanted to the applicant and preventing citizen input.

5. CIS VS EIS: The Comparative Environmental Analysis utilized by the PUC staff lacks sufficient outside input, even from other state agencies and provides no qualitative data on which decisions are reached. There is also not adequate citizen input and review within the CIA process.

6. COSTS LAND ON THE PUBLIC NOT THE CORPORATION: There seems to be a cost/benefit component to the MPUC pipeline process yet it seems it only pertains to the applicant's costs and benefits, not that of the public. I would propose that a part of a complete EIS should include costs such as public water treatment improvements necessitated by oil contamination of aquifers or surface drinking water sources, public health costs of those whose health is affected by the distillate components of the tar sand oils or the tar sand oils themselves.

7. CLIMATE CHANGE IS RELEVANT TO THE EIS: While the MPUC in the past has stated that issues such as climate change are beyond their scope of review, I would propose otherwise. Why should the PUC's actions not take into account at a minimum, the State's goals on renewable energy? Building more fossil fuel infrastructure only reinforces the economy's dependence on it. Moving away from it decreases that dependence and encourages the alternative energy sources cited in the State's energy goals.

8. WHY HERE?: Lastly, this proposal (Line 3), is a pipeline to move Canadian oil from the tar sands of Alberta to world markets. This oil does not stop in Minnesota, it just transits the state on its way to the world's markets. Similar pipeline proposals in Canada are meeting public opposition at least part due to the applicant's reputation in its home country. If tar sand oil can't get to the world markets by either a Pacific or an Atlantic route through Canada because of public opposition, why are we, THE CITIZENS OF MINNESOTA, considering an alternative route here?

9. This is a private pipeline for private profit providing a great deal of public environmental risk with little to no reward. The process seems to be concerned for any additional costs which might be incurred by the applicant but does not consider the costs and risks to the State of Minnesota.

Submitted electronically by:

James W. Reents  
4561 Alder Ln NW  
Hackensack, MN  
218-675-6229  
[jwreents@gmail.com](mailto:jwreents@gmail.com)



**From:** [Margaret Rickers](#)  
**To:** [MacAlister, Jamie \(COMM\)](#)  
**Subject:** Pipeline  
**Date:** Thursday, September 10, 2015 11:12:43 AM

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I am writing to say that I believe that a diversion of the pipeline would be the better solution than to go thru the lake country. After reading about the many spills and the many assurance that the pipelines are safe and monitored, it is difficult to see why one would plan to build one through the lake country of freshwater system with the possibility of contamination. It appears that there are some alternatives that might be more suitable. Although, I for one, do not understand why we need one at all. I am flat against a pipeline being built, but if one is determined to be, please protect the main wonder and tourist drawer- the beautiful lake country. Sincerely, Margaret Rickers Park Rapids.

**STEPHEN L. ROE**  
11663 Whitefish Ave  
Crosslake, Minnesota 56442-2042  
218-692-3331 home  
218-232-3554 cell  
[roetreat@crosslake.net](mailto:roetreat@crosslake.net)

September 28, 2015

Jamie Macalister, Environmental Review Manager  
Energy Environmental Review and Analysis  
Minnesota Department of Commerce  
85 7<sup>th</sup> Place East, Suite 500  
Saint Paul, MN 55101-2198

Via E=Mail: jamie.macalister@state.mn.us

Re: Line 3 Pipeline Replacement Project  
Docket Nos. PL-9/CN-14-916, PPL-15-137

To Whom It May Concern,

I am a resident on the Whitefish Chain of Lakes, in Crosslake, MN. I am very concerned about the potential pipeline failure as it passes through the Pine River Watershed. The effect of a spill would be disastrous to many pristine lakes, thousands of property owners and the economy of the area.

As an engineer I have reviewed the pipe design and find that pipe is marginal when taking into consideration all of the stress components that come into play. My caution is due to the number of leaks and failures in many of the pipelines throughout the United States.

The route of the proposed pipeline is being contested due to the far reaching impact on the ecology and economy of this area.

Issues:

- Marginal Safety Factor
- Design covers static pressures only
- There is no allowance to the dynamics of fluid flow
  - Turbulent Flow
  - The effect of the operating horizontal pressure
  - Fluid Hammer (water hammer)
- Thermal considerations (earth moves with the freeze thaw cycles)
- Environmental impact to all habitat

The general concern centers around potential pipeline leaks. This potential should be minimized through good structural design.

I remind all of us that this is the headwaters of the Mississippi River, the source of water for many cities and towns in the Central United States.

Thank you for your consideration,

Stephen L. Roe

**From:** [Ries, Natalie \(COMM\)](#)  
**To:** [Ries, Natalie \(COMM\)](#)  
**Subject:** FW: ROGERS  
**Date:** Monday, October 05, 2015 3:02:08 PM

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**From:** Deb [<mailto:beerog804@aol.com>]  
**Sent:** Monday, September 28, 2015 7:58 AM  
**To:** MacAlister, Jamie (COMM)  
**Subject:** PL-9/CN-14-916 and PL-9/PPL-15-137 Comment

Dear Members of the PUC,

I'm writing in opposition to Line 3 which Enbridge proposes to put adjacent to their Sandpiper Pipeline Project. This would form a new corridor that would run through our part of Hubbard County. This route would bring a pipeline carrying a very risky type of oil through many miles of Hubbard County's forests, very close to our pristine lakes and under several rivers, including the Mississippi River. The pipeline is also routed to go beside a MN state treasure, Itasca State Park and the Headwaters of the Mississippi.

Please consider how an inevitable spill or leak could devastate our MN lakes, rivers, wetlands, and forests. This type of oil would be extremely difficult to clean up, would pollute our environment, and have an immensely negative impact on tourism which is a large part of our economy. The pipeline construction may bring some temporary jobs and money into our state but it could be very costly in the long run!

Not only I, but many members of our Duck Lake Association and other residents of Hubbard County are strongly opposed to this route. The route is very close to Duck Lake, where I live along with over 100 other families. The proposed route would also clear a good portion of the woods beside our lake where we hike, hunt and ride ATV's.

This deforestation would greatly impact all of the wildlife that currently live in those woods as well as negatively impact our use and enjoyment of that environment.

The MN DNR and MPCA have already expressed deep environmental concerns about the Sandpiper route which is the same as the proposed Line 3 route. An "environmental review" conducted by the DOC is very inadequate. There needs to be an Environmental Impact Statement with comprehensive risk analysis for this proposed project to determine the possible effects it will have on the environment and the safest route for this hazardous material. These Enbridge pipelines could jeopardize Minnesota's land, lakes, and citizens' livelihoods far into the future!

And with the huge surplus of oil in the world right now and projected to continue for 2016 **is this Line 3 really needed???**

Sincerely,  
Deb Rogers  
21852 Duck Lake Rd.

Park Rapids, MN

**From:** [apache@web.lmic.state.mn.us](mailto:apache@web.lmic.state.mn.us)  
**To:** [MacAlister, Jamie \(COMM\)](#)  
**Subject:** Roppe Fri Sep 4 17:14:53 2015 PPL-15-137  
**Date:** Friday, September 04, 2015 5:14:55 PM

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This public comment has been sent via the form at: [mn.gov/commerce/energyfacilities/publicComments.html](http://mn.gov/commerce/energyfacilities/publicComments.html)

You are receiving it because you are listed as the contact for this project.

Project Name: Line 3 Pipeline Replacement

Docket number: PPL-15-137

User Name: Danyce Roppe

County: Anoka County

City: Ramsey

Email: [Danyce@Q.com](mailto:Danyce@Q.com)

Phone:

Impact: This is insanity. Mn is a progressive state, and to potentially destroy our natural resources for the ultimate Benicia of a foreign country is disastrous. We are stewards of our land, our forests and waterways.

Generations to come will be impacted by what we do now. We should be moving towards natural (wind and solar) energy, and not wasting or destroying Mn for the benefit of others.

Also to be considered are the livelihoods of the resort owners, farmers, and others who depend upon the land.

Keep MN CLEAN!

Mitigation:

Submission date: Fri Sep 4 17:14:53 2015

This information has also been entered into a centralized database for future analysis.

For questions about the database or the functioning of this tool, contact:

Andrew Koebrick  
[andrew.koebrick@state.mn.us](mailto:andrew.koebrick@state.mn.us)

**Vern Peterson**

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**From:** "Rosenberry, Donald" <rosenber@usgs.gov>  
**To:** "Vern Peterson" <marylake@unitelc.com>  
**Sent:** Monday, August 11, 2014 12:55 PM  
**Attach:** Delin etal USGS-FS98.pdf, Delin&Herkelrath GWM&R14.pdf  
**Subject:** Re: Vern Peterson

Vern,

It was great to talk to you this morning after quite a few years. I'm glad all's well (except for the silt in the lake) up your way. As for the proposed pipeline, attached are two papers that you might find useful. The paper published in 1998 gives a nice overview of the oil spill, cleanup, and evolution of the oil plume in the aquifer. The 2014 paper talks more about removing oil with a shallow groundwater pump. It is a bit more technical but it might be useful nonetheless.

As for aquifers in the area, an unconfined "water-table" aquifer extends beneath just about all of Hubbard County. This would be the first aquifer to be contaminated by any oil spill and this is the type of aquifer that is being monitored at the Bemidji oil-spill study site. Most private water-supply wells are installed in sands that are beneath the shallow unconfined aquifer. The well screen and surrounding sediments from which groundwater is pumped are often separated from the shallow aquifer by one or more layers of silt or clay that would prevent or greatly slow movement of oil to a pumping well, assuming that the well was drilled and completed correctly. Unfortunately, some wells are not sealed very well and they can allow movement of shallow, contaminated water down to a well screen when the well is being pumped. Once oil gets beneath a confining layer and into the deeper sediments it is much more difficult and sometimes virtually impossible to remove.

Don

On Mon, Aug 11, 2014 at 9:37 AM, Vern Peterson <marylake@unitelc.com> wrote:

Don, I don't think I got my e-mail in correctly [marylake@unitelc.com](mailto:marylake@unitelc.com) This is correct. Vern Peterson

--

Donald Rosenberry  
U.S. Geological Survey  
Box 25046, MS 413  
Denver, CO 80225-0046  
303-236-4990  
303-704-6588 cell  
[rosenber@usgs.gov](mailto:rosenber@usgs.gov)  
<http://profile.usgs.gov/rosenber/>

Please provide your contact information. This information and your comments will be publicly available.

Name: Jean Ross Phone: 612-824-2080  
Street Address: 3624 Bryant Ave S  
City: Mpls State: MN ZIP: 55409  
Email: jfross@umn.edu

Please share your comments on the proposed Line 3 Pipeline Replacement Project.

- What human and environmental impacts should be studied in the environmental analysis?
- Are there any specific methods to address these impacts that should be studied in the analysis?
- Are there any routes or route segments that should be considered? (Related to the Route Permit)
- Are there any alternatives to the project that should be considered? (Related to the Certificate of Need)

The 60 yr old line 3 w/over 900 "anomalies" or cracks big enough to create a spill as large as the Kalamazoo, MI event over 4 yrs. ago should be shut down & all sections of that old pipeline should be removed in the interests of preserving the health of the people who live up here & the environment they depend on for their food sources - rice, fishing & hunting. Removal of the old line 3 would create many jobs & improve Enbridge's public image. They have a very poor track record on response & clean up of spills & they should work really hard @ putting their \$ where their mouth is & clean up their old mess before being allowed to build a new line to replace it. MN land owners & tax payers should not have to pay for cleaning up any messes created by a for profit corporation. The certificate of need most looks at the economic benefits. Enbridge gets most of ~~the~~ the benefit while MN gets all the risk. Let's use our resources wisely so that we will have a livable world for future generation. Tar Sands oil is the \$ dirtiest most resource intensive intensive fossil fuel in ~~the~~ on the planet. We need to also consider the impacts of this whole process from beginning to end. We are in a climate crisis & need to support leaving all the rest of the fossil fuels in the ground. Many more jobs will be created in the renewable sector - meaningful well paying jobs. Most of you have children & grand children. Think about their future.

If including additional pages please number them and tell us how many you are providing: \_\_\_\_\_ pages

**From:** [rowtoo@comcast.net](mailto:rowtoo@comcast.net)  
**To:** [MacAlister, Jamie \(COMM\)](#)  
**Subject:** Public Comment for Docket #14-916  
**Date:** Wednesday, September 30, 2015 2:31:43 PM

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I oppose the Enbridge Pipeline because I care about the natural beauty of the Minnesota Northwoods. We have a family cabin on Stony Lake, and have enjoyed the clean water, birds, waterfowl, wildlife, and natural forests in the region for decades. There is no place like Northern Minnesota. Please don't allow short sited greed affect that negatively, permanently.

Also, I want to express the importance of an Environmental Impact Statement. This must be done, by the rules of the law

Thanks,  
Gretchen Rowe, DVM, Cert IVUSS