MS. LAURA DEAN: Laura Dean, and I am a public health student at the U of M in nutrition, and I'm concerned about the impacts, the environmental impacts of this pipeline. And I believe that the statement is written biased toward Enbridge. I would like to see it geared more towards the environment. I think it directly impacts indigenous people in the land, and I think we need to look at that more seriously.

And the EIS actually gave several clauses for Enbridge in addressing potential spills but they seem to also leave an option for them to not address it all.

And I don't believe that the same considerations are given on an environmental stance in terms of the impact on the wetlands and wetland restoration, and I think that a spill is too risky.

It's one-fifth of our water, if one were to get into Lake Superior, and I think we need to protect our long-range vision of the environment and our health as a state, the people in the state, and the people on the land.

I'll guess that's all I'll say -- I also believe this means -- I'll just read this: Table 12, the spill sites' comparison, is measuring the

1716-1

risk for trained spills, based on data from 2007 to 2017. 1716-1 Cont'd

The EIS should more accurately measure the comparative risk of these three methods of oil transportation by considering improvements in rail technology, safety, and regulation that will inevitably proceed the lifetime of a new pipeline that assumes risk of train transportation is likely to change.

In addition, spill data for pipelines should include data specific to the applicant's history. 1716-2

Chapter 2, section 8.33, in regards to spill response training. The DEIS states that Enbridge has indicated that their training programs exceed the standard. 1716-3

I recommend that the statement be stricken from the EIS as it is partial to the applicant, or that if that statement remains, more details in reference to examples be given.

In addition, this section of the EIS should look at previous spills in the applicant's pipelines and the correlating response statistics, and that includes -- that would include a spill in 1991, in Minnesota, which is the largest inland

spill, as well as a spill in Kalamazoo, Michigan.

Another concern was the time period in which these permits go forward. I believe it's 30 years. They look at 30 years, and many of the pipeline catastrophes that happen are just beyond 30 years.

So I believe the reference range should be a lot wider and look at more time.

I think more examples need -- more specifics should be included in the EIS about the soil restoration of the wetlands and in terms of the top soil management, and the impact of the wetlands. 1716-4

And I believe that the process should more directly involve the native communities on the lands that do not just mention them and check the box, but actually respect that this breaks the treaty on two -- at least two native reservations in northern Minnesota.

MR. CHUCK DIESSNER: Thank you. I don't know how I'm supposed to follow that.

C-H-U-C-K, D-I-E-S-S-N-E-R.

I'd like to applaud everybody that's here today. But I have a challenge for everybody. Next time we get together, get three of your friends and neighbors. We need to expand this group. If we are going to win this battle, it's not going to be done by a few. It's going to be done by everybody.

I was so naive when I got involved in this, and I've been to every PUC hearing. I thought, when I read the mission statement for the Department of Commerce, it says, "We are going to act in the best interest of the public," yay. I sat through

all the hearings. I never saw one damn thing the Department of Commerce stood up and did that was for the best interest of the public.

What they view as the best interest of us is more jobs. How many here want more jobs as opposed to a pipeline? How many want more jobs? Okay, DOC, we don't want more jobs.

Big question for all of us in this process, what is the truth? Do we even know?

MS. LORNA HANES: Right here, the Anishinaabe, the original people. We are the truth.

MR. CHUCK DIESSNER: Do we really know the truth? I'd like the EIS to address this question. What have you done to verify the statements in Enbridge's application and the statements that they have made publicly in hearings or otherwise is true?

We know, as a matter of fact, we didn't get the truth from Enbridge. They said a pipeline has to go through Clearbrook and it absolutely has to go to Superior. Guess what? That was false. Where are they now? They're

over at the Dakota Access, and their line is going to Illinois.

How many other things have we not heard -- or how many things have we heard that are not correct?

I seriously question the voracity of Enbridge. Let me read something to you. That's the basis of what we're all dealing with today.

This is the Public Utilities Commission statement in December about the EIS. "Everything possible must be done to ensure that the new process, the EIS, in considering the applications is robust, comprehensive, high quality," here's the word, "independent," here's another word, "fair and avoids further delay," et cetera.

Let's go back to what to look at whether or not we're meeting that standard. Let's talk about independence, and let's talk about conflict of interest. I've raised these and numerous comments. Never once did I get a reply.

The EIS, as I understand it, relies on reports submitted in certain areas by

Enbridge and does not contain independent study. What the hell? What would Enbridge be doing if the report had reports that was relied on by Friends of Headwaters or any of the tribes?

They'd be jumping it down and yelling and screaming. 0821-1

But yet, we let Enbridge have the DOC rely -- I told you -- on the reports. I want to be politically correct, but bullshit.

Every -- EIS should be marked, the EIS should be marked on every single part that was relied on based on only what was submitted by Enbridge, and you should get an independent study for every one of those areas.

I think, as mentioned before, we need a list of the consultants. You'd be very interested if you looked at the web of the consultants. The DOC hired the vice president of BAR Engineering to lead this study.

BAR Engineering is the environmental consultant for who? Enbridge. And then DOC hires who to run most of the report? Cardinal. Well, who's Cardinal? Somebody that has worked for Enbridge on

numerous consulting deals.

This all needs to be addressed and sorted out.

Next, the request -- the DOC was not required to have the DNR and the MPCA involved in the EIS -- only to the extent they wanted them.

I would like the EIS to address and include every area that the DNR and the MPCA were not asked to participate, and if they were asked to participate, like the DNR and MPCA, to note what they disagreed with that was in the report -- or that's in the report and why.

And one final comment. I'd like the DOC to go back and do a study of the applications and the statement made by Enbridge on the corridor that contains Line 3 as to what they said at the time they were putting multiple pipelines in that corridor.

I betcha it says they're all safe, and if there's a problem, they can go in there and solve it without disturbing anybody else.

So let's look at what they

promised in the Line 3 corridor and see how it relates to what people have said. And I support remove the old line and put in the new one.

I don't give a dam, and I don't think any of us give a dam about the profit and loss statement for Enbridge. If it costs more to do that, that's just too bad. That's the price of doing business.

I do have some specific

Levi, Andrew (COMM)

From: Janet Dixon <jfdixon@mac.com>
Sent: Sunday, July 09, 2017 11:48 PM
To: MN_COMM_Pipeline Comments
Subject: Public Comment: Line 3 Project (CN-14-916 and PPL-15-137)

Environmental Review Manager:

I attended the public meeting in Park Rapids. My family has owned property on Big Mantrap Lake (28666 Junco Dr, Nevis, MN 56467) since the mid 1950s.

In looking at the charts and the executive summary there are several things I think could be clearer. While this is officially an Environmental Impact Statement (EIS) for one pipeline, it is in reality much bigger than that. If Enbridge gets the "new pipeline corridor" (page 11, last paragraph) they want, they will have a corridor, a new right of way, that they can add new pipelines to when their old ones need replacing. The EIS should state that in a much more prominent way. The potential environmental impact is much greater than the impact of this one, first, pipeline. It should not be buried at the bottom of a page.

System Alternative-04 is not marked on the Route Alternative map or the Proposed Project and Alternatives map. It is an alternative; it should be given the same weight as the other alternatives. 1316-1

The Certificate of Need Alternatives map shows SA-04, but it does not indicate if there is a terminal at Joliet. Is there a terminal there? And if not what happens to the oil at that point? 1316-2

Chapter 4 Accidental Crude Oil Releases - the graph isn't clear. Do I need to multiply the average number of accidental releases by the average size to get a total amount of oil spilled? Go ahead and finish the word problem. At first glance trucks don't look so good, but if I'm doing the math correctly: 1316-3
Pipeline 400 x 225 = 90,000 barrels
Rail. 625 x 25. = 15,625 barrels
Truck. 1200 x 10= 12,000 barrels

If my math is close I don't think the graph adequately shows how much bigger the risk is for pipeline spills.

Sincerely,
Janet Dixon
474 Marshall Ave
St. Paul, MN 55102
651-228-9432

Levi, Andrew (COMM)

From: Christy Dolph <dolph.christine@gmail.com>
Sent: Monday, July 10, 2017 10:32 AM
To: MN_COMM_Pipeline Comments
Subject: Line 3 Comments: CN-14-916 and PPL-15-137
Attachments: Line 3_DEIS_comments_Dolph_final_CN-14-916_and_PPL-15-137.pdf

To: Minnesota Department of Commerce

Please see my public comments on the DEIS for the Line 3 pipeline (CN-14-916 and PPL-15-137), as a pdf attached.

Thank you.

Best,
Christine Dolph

Re: CN-14-916 and PPL-15-137
Line 3 DEIS comments
Prepared by: Dr. Christine Dolph, Ph.D.
July 10, 2017

In my review of the draft Environmental Impact Statement for the proposed Line 3 pipeline, I have drawn on my expertise and background in water resources science and ecology. I have Masters and PhD degrees in Water Resources Science from the University of Minnesota. I have extensive experience working with water chemistry and biological monitoring datasets collected from streams and rivers in Minnesota, and I have worked in partnership with the Minnesota Pollution Control Agency and Minnesota Department of Natural Resources to design and interpret biological indicators of water quality. My own research evaluates the impact of human land use and water quality changes on biophysical processes and aquatic communities in streams, rivers and lakes. I frequently apply statistical modelling and GIS spatial analyses in my work. As a scientist, I am also a frequent reviewer of scientific manuscripts for publication in peer reviewed journals.

My overall finding is that the document in its current form does not provide the necessary information required to adequately assess the impact of the applicant's preferred route (APR) vs the proposed alternatives. The lack of adequate assessment is due to both 1) methodological shortcomings and omissions that obscure the expected impact of the APR and alternatives, and 2) failure to include relevant available data that should be used to measure potential impact of all proposed alternatives.

Thus, as written, the DEIS fails to meet its main designated purpose, and cannot be used to effectively assess the impact of the APR vs proposed alternatives. My detailed comments as they pertain to these fundamental issues appear below.

Comment #1: Inappropriate quantification of oil spill exposure for route alternatives

2585-1

On page ES-12 of the Executive Summary, the DEIS provides annual data on the average number and size of spill incidents for 3 route alternatives (pipelines, trucks, and rail). I am assuming this is national data, although the scale of the data is not stated or described in the footnotes. On page ES-13, there is an analysis of 'exposure' (i.e., the number of acres of conservation concern that buffer the various route alternatives). These two analyses have a number of critical flaws as presented. First, providing the (presumably national) estimate for the number and amount of spills from trucks vs rail vs pipelines is relatively meaningless for the pipeline in question (Line 3), without directly stating the number of trucks or miles of pipeline implicated in this particular project. To derive a comparative risk assessment for spills from trucks vs pipelines vs rail for *this project* (not for an aggregated national scale), we need to know:

2585-1 Cont'd

-the average expected spill amount per truck
-the number of trucks expected to carry oil in the truck alternative over the lifetime of the project
-the total spill amount expected per unit length of rail per unit time
-the total length and lifetime of the rail alternative
-the average spill amount per unit length of pipeline per unit time
-the total length and lifetime of the pipeline alternative

This data, when clearly integrated together, would provide information about the *total amount of expected oil spilled for all route alternatives in this particular project*, which is the only project under consideration and therefore of relevance in this EIS. In the Executive Summary of the DEIS as it currently stands, it is impossible to interpret from this national dataset how the average number of incidents and average incident size might apply to potential spill outcomes for the proposed Line 3 project.

2585-2

Second, the information provided in Table ES-2 and categorized as 'exposure' does not account for the expected *amount* of released oil expected to contact all resources of concern in each alternative scenario. The DEIS only provides the area (in acres) that contacts each route (within a specified buffer size). But as per the previous incomplete analysis describe above, the amount of oil expected to be released from each route is not the same for all alternatives. In fact, on the national scale data provided in the DEIS, the total amount of oil released from pipelines appears to be *an order of magnitude higher* (i.e., 10 times higher) than that released from trucks. Meanwhile, in the DEIS estimate of 'exposure' in Table ES-2, the total number of areas of resources of concern that contact the 'Existing Line 3 Supplemented by Truck' route option is less than 4 times the number of acres that contact the APR. This would suggest that the total amount of expected oil spilled by the APR may be higher than the proposed alternatives, even if the APR contacts fewer total acres. However, this is just a guess, as it is actually impossible to discern what the total oil exposure risk is (in oil spilled/acre) from the analysis as it's currently provided in the Executive Summary. Essentially, the analysis of 'exposure' as provided in the DEIS is relatively meaningless in terms of analyzing actual risk to conservation areas, without knowing the total *amount of oil expected to come in contact with resources of concern for each alternative.* Because oil toxicity to aquatic environments is a matter of concentration and duration, this information is extremely relevant to determining the environmental risk of the route alternatives. **The total amount of expected oil spilled for each route alternative is one of the primary impacts of concern to reviewers of this document, and needs to be stated clearly and without obfuscation in the Executive Summary, and in the relevant chapters of the full DEIS.** Once these exposure values are adequately quantified, Table ES-2 (and the associated color coding) will need to be changed to reflect the new exposure values.

2585-3

On page ES-23 of the Executive Summary, under the section 'How do the risks of an accidental release differ among the route options?', the DEIS states that:
'Modeling, statistics, and resource mapping can help predict the probability of an accidental oil release, how crude oil would behave in the environment, and what resources could be at risk should there be an oil spill…While the EIS does not predict specific spill outcomes, it highlights:

2585-3 Cont'd

- *the general likelihood of a spill occurring, and*
- *the resources exposed'*

Again, the way these two pieces of information are described is incomplete and misleading because 1) the likelihood of a spill occurring is not provided for *this particular project* in the Executive Summary (it is only provided at a national scale); and 2) the likelihood of a spill and the size of a spill are not integrated with information about the area of resources exposed.

2585-4

The same problematic analysis occurs on p. ES-15 of the Executive Summary, with regard to impacts on Ground Water: *"Rail and truck alternatives pose the highest total potential impact on groundwater resources because they cross the largest acreage of*

- *High water table vulnerability areas…*
- *Wellhead protection areas…"*

Again, the amount of acreage crossed is not the only component of risk here – the analysis in its current form completely neglects the risk component associated with the *amount* of spilled oil expected per area from each alternative.

2585-5

Given the very unwieldy length of the DEIS, it is likely that most readers will not be able to review the entire document. Thus, clear and relevant information regarding the actual exposure risk from all proposed alternatives (i.e., the total amount of oil spilled per acre over time) needs to be stated in the Executive Summary.

2585-6

The analysis of oil spill risk is more detailed in Chapter 10, and does include analysis of spill risk for spills of varying sizes, per unit length of pipeline and per total truck mileage, and per unit time. In Table 10.2-1, annual probabilities of spill incidents for the proposed project alternatives are included. **HOWEVER, once again this information is NOT integrated in a straightforward manner with expected spill amount for each incident, such that *the estimated total amount of oil spilled is not available for comparison among route alternatives.*** The number of incidents across different route alternatives is relatively meaningless without a direct comparison of the total amount spilled per alternative over a realistic lifetime of the project (i.e., 50 years or more). The DEIS contains all of the data necessary to do this calculation, so it needs to be presented in plain terms in Chapter 10 and in the Executive Summary. Similarly, the more detailed analysis of High Consequence Areas intersecting the route alternatives (in section 10.4.2 and subsections thereof) is lacking integration with the amount of oil expected to be spilled per acre in each alternative. *It is not only the area exposed that we need to consider; rather we need to understand the total load of oil that HCA acres and other resources of concern are expected to bear.* Without this information, the potential environmental impact of the proposed alternatives (i.e., the key finding this document is designed to address) can not be readily ascertained. Thus, the document as written fails to attain its primary purpose.

2585-7

Comment #2: The DEIS fails to adequately account for impacts to the vast majority of surface waters (i.e., impacts on warmwater streams)

2585-7 Cont'd

On page ES-14 of the Executive Summary, under the section *'What are the impacts of CN Alternatives on high-quality water resources?'*, the DEIS addresses the risk to Tulibee Lakes, Lakes of High and Outstanding Biological Significance, Wild Rice Lakes, and Trout Streams. However, the DEIS does not address impacts to warmwater streams. The Minnesota Pollution Control Agency has collected abundant datasets documenting the biological quality of warmwater streams and rivers (i.e., not just trout streams) in the region of interest (e.g. MPCA 2014a, MPCA 2016, MPCA 2017). Warmwater streams and rivers constitute the vast majority of total running waters in the northern part of the state that are crossed by the proposed project alternatives (Figure 1). Many of these stream systems are in very good biological condition, and are therefore of high quality. Furthermore, the MPCA is in the process of implementing a strategy to prioritize high quality and 'exceptional' streams and rivers for preservation in their current form, as part of its Tiered Aquatic Life Use Strategy (MPCA, 2014b, 2016b). Thus, the impact of the proposed Line 3 project to these warmwater systems, including to streams and rivers of exceptional quality, must be included in the EIS for Line 3 and all alternatives.

2585-8

In Chapter 5, the DEIS lists the number of streams and rivers crossed by the proposed route alternatives. However, again it does not assess the impact to high quality streams and rivers. On p 5-223 of the DEIS, the authors list the specific geospatial data sources used to evaluate impacts on fish and aquatic habitats. Although this list includes biological data for lakes (i.e., Lakes with Fish IBI scores), it does not contain comparable biological data for warmwater streams or rivers. Warmwater streams are also not addressed in the analysis of exposure to High Consequence Areas (HCAs) in Chapter 10 of the DEIS. Index of Biological Integrity data has been collected for thousands of warmwater stream and river sites in Minnesota, and is available from the Biological Monitoring Division at the Minnesota Pollution Control Agency. The DEIS needs to be revised to include this data in its assessment of impacts related to both construction and oil spills.

2585-9

Comment #3: Table ES-2 in the Executive Summary does not account for existing vs new exposure of resources of concern

For rail lines, truck lines, and alternative pipeline routes such as S04, many of the 'exposed' acres are presumably already exposed to contaminants via existing road, rail and pipeline infrastructure, as well as via existing land use such as intensive agriculture (in the case of S04). By contrast, many of the areas that would be exposed to impacts via new pipeline construction (i.e., the APR) are relatively pristine and undeveloped (and thus may be more intact in terms of environmental quality than areas currently exposed to existing road or other infrastructure). The DEIS needs to be revised with consideration to how each route alternative would occur in the context of existing vs new impacts from route construction and oil spills. 'Existing' impacts should also include an assessment of ongoing land use (such as intensive agriculture) that already affect current water quality conditions in the region of interest for each route. Again, MPCA is in the midst of implementing a water quality management plan that prioritizes the conservation of intact environmental resources over resources that have already been disturbed by past and

current land use (MPCA, 2016b). Thus, it is critical to place all project alternatives into the context of impacts to intact vs previously disturbed resources.

Comment #4: Bias towards pipeline development vs public good

In a number of instances, the DEIS reveals a consistent bias that favors pipeline development over the public good. For example, on p. 10-41 under the section 'Public Health', the DEIS states that '*Long-term impacts on water supply could occur under certain circumstances, though protective measures (i.e., using a different water supply) would reduce direct impact on human health. While the general public could be exposed to oil through contamination of aquatic food sources, fisheries are usually closed and monitored for a period after a spill to ensure food safety, reducing this mode of exposure*.' These statements ignore the enormously expensive cost of identifying and developing new private or municipal water supplies following contamination of public or private drinking water, costs that are typically borne by the taxpayer. These statements also ignore the costs to society of fisheries that are temporarily or permanently lost to commercial and recreational use. By implying that public health risk to contaminated water can be readily avoided, these statements appear designed to minimize the potential costs to the public good associated with pipeline development.

References

MPCA, 2014a. Crow Wing River Watershed Monitoring and Assessment Report. Minnesota Pollution Control Agency, St. Paul, Minnesota. https://www.pca.state.mn.us/sites/default/files/wq-ws3-07010106c.pdf

MPCA, 2014b. Development of Biological Criteria for Tiered Aquatic Life Uses: Fish and macroinvertebrate thresholds for attainment of aquatic life use goals in Minnesota streams and rivers. Minnesota Pollution Control Agency, St. Paul, Minnesota.

MPCA, 2016a. Pine River Watershed Monitoring and Assessment Report. Minnesota Pollution Control Agency, St. Paul, Minnesota. https://www.pca.state.mn.us/sites/default/files/wq-ws3-07010105.pdf

MPCA, 2016b. Draft tiered aquatic life use (TALU) designations to be proposed as part of the TALU framework rule amendment. Minnesota Pollution Control Agency, St. Paul, Minnesota. https://www.pca.state.mn.us/sites/default/files/wq-s6-38.pdf

MPCA, 2017. Mississippi River (Headwaters) Watershed Monitoring and Assessment Report. Minnesota Pollution Control Agency, St. Paul, Minnesota. https://www.pca.state.mn.us/sites/default/files/wq-ws3-07010101b.pdf

Levi, Andrew (COMM)

From: Michael Dougherty <michael.i.dougherty@gmail.com>
Sent: Monday, July 10, 2017 9:33 PM
To: MN_COMM_Pipeline Comments
Subject: Public Comment: Line 3 Project (CN-14-916 and PPl-15-137)

July 10, 2017

Jamie Macalister

Environmental Review Manager

MN Department of Commerce

Hello,

Please accept the following comments regarding what I believe is a major weaknesses in the draft EIS for Enbridge Oil's proposed new tar pipeline.

The draft EIS does not include any studies or evidence regarding the impact on the plant, animal, and habitat identified in surveys of the Whitefish Chain of Lakes conducted by the Minnesota DNR the DNR conducted on during the summers of 2010 and 2011 and the ecological model that was developed from the compiled data (**Final Report, Sensitive Lakeshore Survey, Whitefish Chain of Lakes Crow Wing County, Minnesota -** Simon, S., K. Carlson, D. Perleberg, and K. Woizeschke. 2012. Final report on the sensitive lakeshore surveys for the Whitefish Chain of Lakes, Crow Wing County, MN. Division of Ecological and Water Resources, Minnesota Department of Natural Resources. 105 pp.). As the proposed pipeline will run through the watershed feeding the Whitefish Chain, and spills from the proposed pipeline will most certainly impact the plant, animal and habitat of the Whitefish Chain, a full explanation of the impact of the proposed pipeline and such spills on the Whitefish Chain of Lakes plant, animal and habitat as detailed in the report cited above should be included in the EIS. 2587-1

Thank you for your attention to the critical shortcoming in the draft EIS for Enbridge Oil's proposed new tar pipeline.

Sincerely,

Mike Dougherty

--
Michael I. Dougherty
9221 Father Foley Drive
Pine River, MN 56474
michael.i.dougherty@gmail.com
Cell: (612)670-4089

Levi, Andrew (COMM)

From: Mary Theresa Downing <marytheresad@gmail.com>
Sent: Sunday, July 09, 2017 1:18 AM
To: MN_COMM_Pipeline Comments
Subject: Dockets CN-14-916 and PPL 15-1

Jamie MacAlister, Environmental Review Manager

I have several questions about the information included in the Environmental Impact Statement for Enbridge's Line 3 pipeline.

What is the source of the information used in this statement? Private contractors or the state of Minnesota? If private contractors were used, had they previously worked for the Applicant? If so, a conflict of interest seems rather obvious. Who hired these contractors, Enbridge or the state?

The actual process seems liable to have multiple mishaps. Enbridge proposes to horizontally drill under certain stream and river beds. The drilling fluids used for that process contain additives. These additives are toxic to aquatic wildlife and vegetation if a frac-out occurs. The Straight River, a nationally known brown trout stream, suffered a large frac-out during construction of the MinnCan Line 4 project. What are the additives in the drilling fluids? Shouldn't the public know what they are in order to make an accurate assessment of the danger of this process? Why would we allow such a potentially dangerous operation to take place under the Mississippi River?

Line 3 would pass under the Misssissppi near the headwaters in Itasca State Park. Should a pipeline be allowed in a state park?

The Executive Summary states,*"There is no one way to measure the general region-wide or state-wide differences in surface water resource quality across Minnesota."* If that is the case, what measures or methodologies were used? Does that mean the TSI used by the MPCA in measuring eutrophication is not a reliable way to measure water quality?

Finally, one reason given for allowing this project is the number of jobs it would create and their impact in areas of the state without robust economies. But some tribes in those areas don't want the pipeline to cross their reservations. Don't they have the right to refuse since they are sovereign nations?

And would the impact be what Is claimed? A recent Enbridge direct mail promotion states 13,600 jobs will be created by the Applicant's project, but in the draft EIS the maximum number of jobs created is 4800: 600 local workers and 4200 non-local workers. Which is the correct figure? Explain the discrepancy. Who provided the information for calculating those numbers? 1317-1

I would ask that you consider whether the country and the state or only a handful of investors will benefit from this pipeline which will carry oil to be sold abroad and put at risk thousands of acres of woods and lakes that are currently a source of a strong tourist economy as well as safe drinking water for Minneapolis and other cities.

Mary Theresa Downing

1825 Dunedin Ave.
Duluth, MN 55803
June 26, 2017

Jamie MacAlister,
Environmental Review Manager
Minnesota Dept. of Commerce
85 7th Place East, Suite 280
St. Paul, MN 55101-2198

Re: docket #s CN-14-916 and PPL-15-137

Dear Jamie MacAlister:

I am writing in regard to the DEIS for Enbridge Energy's Proposed Line 3 Project.

My first objection to the study is that it assumes that society and that Minnesota need the oil that would be shipped. Does a dying industry need to be encouraged? Will Minnesotans benefit from this oil? Where will the oil go when it leaves Superior, Wis.?

A full analysis needs to be made of the possibility of shutting down Line 3 and removing it.

If the pipe is abandoned, what is the likelihood that Enbridge will "indefinitely" monitor it. If that does not happen, what are the risks?

A fuller analysis is needed of the impact of oil spills. There is no analysis of the potential for oil spills to impact Lake Superior,

and what that would mean to us all.

The study doesn't take a commonsense approach. If a new pipeline is allowed, why would a new route with associated new impacts work for Minnesotans? And why is it such a problem to remove line 3 or remove it and replace it when disturbance must occur every time there are repairs? Perhaps pipelines are a major hazard always and in all places. Perhaps Minnesota needs fewer pipelines, not more.

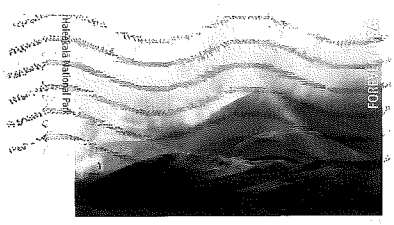
The study places too much faith in what Enbridge has to say. It should take a more independent, skeptical approach.

Thank you for your attention to my concerns.

Sincerely,

Janet Draper

Janet M. Draper
1825 Dunedin Ave
Duluth, MN 558[illegible]



Jamie MacAlister,
Environmental Review Manager
Minnesota Dept. of Commerce
85 7th Place East, Suite 280
St. Paul, MN
[illegible]

CN-14-916
PPL-15-137

Levi, Andrew (COMM)

From: Tod Drescher <tod@drescherarchitecture.com>
Sent: Wednesday, July 05, 2017 12:04 PM
To: MN_COMM_Pipeline Comments
Subject: Enbridge Line 3 comment

Dear MN Department of Commerce,

I find the Enbridge Line 3 Draft Environmental Impact Statement to be unacceptable. Regarding river oil spills, the DEIS uses a 10 mile Region of Interest(ROI), when we know that an oil spill can pollute more than 35 miles downstream (Enbridge's oil spill in the Kalamazoo was 35 miles). The ROI in the EIS should include at least 35 miles of impact. Horizontal Directional Drilling (HDD) will be used to cross under our most pristine, most sensitive waters, and anywhere there is flowing water, which describes most of the route. The potential exists for contamination through release of drilling fluid to the ground and/or water, termed a “frac-out." The DEIS cites a 35 mile section of Enbridge pipeline in Michigan where there were 11 HDD crossings, multiple minor releases and 2 major frac-outs. MN will not accept the risk of a frac-out every 5.5 river crossings. 1212-1

We are very proud of our "Land of 15,000 Lakes". Let us all keep our waters clean for the future generations vs. going for some temporary quick looking profits.

Thank you for your consideration on this very important matter.

Sincerely, Tod K. Drescher
MN State Licensed Architect
Resides at 261 3rd Street
Marine on Saint Croix, MN 55047

_____

Tod Drescher
Tod Drescher Architecture LLC
www.drescherarchitecture.com
PO Box 272 261 3rd Street
Marine on St.Croix, MN 55047
(651) 433 5600 studio
(651) 755 0039 cell

Levi, Andrew (COMM)

From: ANDREW <aldvorak@comcast.net>
Sent: Sunday, July 09, 2017 11:45 PM
To: MN_COMM_Pipeline Comments
Subject: Enbridge Line 3 comments
Attachments: Comments - Enbridge Line 3.pdf

Comments attached.

Sincerely,

Andrew Dvorak

To: MN Department of Commerce

From: Andrew Dvorak
5708 Scenic Drive
Minnetonka, MN 55345

Re: Comments, Enbridge Energy Line 3 Pipeline

To whom it may concern,

I am a senior engineer with Dane Technologies, Inc. in Brooklyn Park, MN. We design and manufacture battery powered tuggers for medical, retail and industrial use. Our products are 99% recyclable. With this background you can see that I am interested in reusable and renewable energy, and in a clean environment where products are designed from start to finish for their low impact on the environment from production, through use and finally end of life.

As a business, we would never use a study such as the Draft Environmental Impact Statement for Line 3, hereafter called "Statement", to move ahead with a new project, unless we were the business proposing it. Everything about this "Statement" indicates that:

1) If accepted at face value, benefits only the oil industry, Enbridge Energy, and the refineries it will link to, such as the Koch Brothers.
2) It ignores and minimizes numerous tribal lands and treaties, and its effects on indigenous populations.
3) It ignores and minimizes the effect on the land and waterways it crosses.
4) It ignores the long term economic costs on the areas it crosses by ignoring the cost of health and environmental impact.

In support of my statements above I offer this:

1) ...benefits only the oil industry, Enbridge Energy…
- From the Enbridge Energy website https://www.enbridge.com/projects-and-infrastructure/projects/line-3-replacement-program-canada
"Replacing the pipeline is the most efficient way to maintain the reliability of Line 3, and it's also the most timely and reliable transportation solution for transporting Western Canadian crude oil to refinery markets in Chicago, the U.S. Gulf Coast, and the Eastern U.S. and Canada."

- From the US Energy Information website https://www.eia.gov/dnav/pet/pet_move_wkly_dc_NUS-Z00_mbblpd_w.htm
As of June 2017 the total amount of oil product imports is -2,057 thousand barrels per day, meaning that the US does not need the capacity provided by Enbridge Line 3. This oil and it's refined products are mostly for export, to the benefit of the oil industry.

From Enbridge Energy website http://www.enbridge.com/SandpiperProject.aspx
"Enbridge filed a petition to withdraw its Sandpiper Pipeline Project applications before the Minnesota Public Utilities Commission (MNPUC) on September 1, 2016. The MNPUC unanimously approved the withdrawal of those applications on October 28, 2016. Due to market changes and our customer's near-term need to access and transport Bakken crude oil, we have decided to re-evaluate Sandpiper and delay it until market conditions support the need for additional pipeline infrastructure."

2) …ignores and minimizes numerous tribal lands and treaties…
- The proposed new oil pipelines in northern MN violate the treaty rights of the Anishinaabeg by endangering critical natural resources in the 1854, 1855, and 1867 treaty areas. All pipelines leak, and catastrophes like Enbridge's 1 million gallon spill in 2010 on the Kalamazoo River are not unlikely. The pipelines threaten the culture, way of life, and physical survival of the Ojibwe people.

- Most of the issues specific to tribal people and tribal resources are confined to a separate chapter that attempts to provide "an American Indian perspective." They are excluded from the main chapters that assess potential impacts. This allows the "Statement" to avoid drawing conclusions about the impacts on tribal people (Chapter 9) 1319-1

- The "Statement" concludes that"disproportionate and adverse impacts would occur to American Indian populations in the vicinity of the proposed Project" (11.5) But it also states that this is NOT a reason to deny the project!

3) ...ignores and minimizes the effect on the land and waterways it crosses…

- Chapter 6 states that Enbridge's preferred route would impact more wild rice lakes and areas rich in biodiversity than any of the proposed alternative routes (Figure ES-10). Why is this not more alarming?

-The "Statement" contains no spill analysis for tributaries of the St. Louis River or Nemadji River, where spills could decimate Lake Superior and the harbors of the Twin Ports. 1319-2

-The 7 sites chosen for spill modeling are not representative of the locations and resources put at risk along the entire corridor. A more thorough analysis of different locations is needed - for example, what about Lake Superior? 1319-3

4) ...ignores the long term economic costs…

- Chapter 5, "Existing Conditions, Impacts, and Mitigation" states that Line 3 will create ZERO permanent jobs. Enbridge's application states that "existing operations staff would be able to operate the [pipeline] and that few additional employees would be hired to assist the staff" (5.3.4) 1319-4

- The "Statement" does not acknowledge that when the existing Line 3 shuts down, Enbridge will stop paying taxes to the MN counties along the mainline corridor. For many of these poor counties in the north, revenue from Enbridge's property tax makes up a significant portion of the county budget. 1319-5

- The "Statement" estimates the annual probability of different kinds of spills on the proposed route:
Pinhole leak = 27% (once every 3.7 years)
Small Spill = 107% (once every 11 months), Medium = 7.6%, Large = 6.1%
Catastrophic = 1.1% (once every 87 years)
So in 50 years, we can expect 14 pinhole leaks, 54 small spills, 4 medium, 3 large, and 1 catastrophic!
And though Enbridge says the operating lifetime is 30 years, the current line 3 has been operating for over 60 years, so the likely hood of a catastrophic leak is very high.

- From Auburn College website http://cla.auburn.edu/ces/energy/oil-pipelines-and-spills/

“Children surrounding the new pipeline are 56% more likely to develop leukemia versus children that live ten miles away. Even though the Keystone XL website states that it will be the "safest pipeline" in North American, shabby construction work has already had to be redone. If a leak does occur once the pipe is built, residents will be at risk of toxic exposure. In every instance of a tar sand leak in populated areas, toxic chemical exposure through respiration has occurred. Toxic chemical exposure can lead to migraines, painful rashes, breathing complications, nausea, chemical sensitivities, and exacerbated cancer activity (Tar Sands Blockade). Tar sand sinks into water, making the cleanup extraordinarily expensive. When tar sand is exposed to air, the harmful chemicals that are added as diluents evaporate into the air forming heavy toxic clouds close to ground level.

All of the above information indicate that the draft Environmental impact statement , the economic realities and the rule of law (tribal treaties) have not been given their due evaluation. This pipeline must not proceed unless all requirements are met.

Sincerely,

Andrew Dvorak

MS. ELEANOR DVORAK: My name is Eleanor, E-L-E-A-N-0-R, Dvorak, D-V-O-R-A-K.

And I strongly oppose the proposed Enbridge pipeline project.

So I am here to talk about the proposed abandonment of the existing Line 3. The problems associated with leaving Line 3 in the ground will not disappear over time and may in fact worsen. While Enbridge says they will monitor indefinitely, Enbridge might not be around in 100 more years. But, if abandoned, the pipeline and its continuing impact on our lakes, rivers, agricultural and residential lands will be there.

In Section 8.3.1.1.1, the DEIS states

that Enbridge has indicated that it would develop a contaminated sites management plan to identify and mitigate contaminated soils and waters found during the abandonment of Line 3. We want to see that plan. 2071-1 Cont'd

In Section 8.3.1.2, the risks to critical habitat as a result of the aging pipeline creating typological connections are stated. While Enbridge proposes segmentation to mitigate the risk, they also admit that the potential need for more segmentation requires further study. And the DEIS states that state, federal, and tribal agencies may require more segmentation. These studies need to be done now and be included in the EIS. 2071-2

Section 8.3.1.4 addresses a risk of buoyancy and resulting leaks into water, and admits that Enbridge's plan does not address this issue in detail. It needs to be researched and included in the EIS. 2071-3

Table 8.3-1 in Appendix B states that the abandonment of existing Line 3 could negatively affect communities with potential environmental justice impacts. Quote, Due to ongoing stress or anxiety related to the presence of the pipeline and ongoing risks related to water flow, soil and water

contamination, end quote. I see no remedies for this proposed in the DEIS.

The decision on Enbridge's request to abandon Line 3 would set a precedent. Yet there is no mention of the potential abandonment of the three other aging pipelines in Enbridge's existing mainline corridor across Minnesota. Those are lines 1, 2, and 4, which Enbridge might then next attempt to abandon. Nor is there any discussion of the abandonment of the new Line 3 in 50 to 60 years. We don't know whether Enbridge will still be around in 50, 60, or 100 years, and if they're not, we would put a costly burden on future generations, risking their health and right to clean water and land.

Line 3 abandonment alone can bring huge costs to Minnesota. But there are many other aspects of the proposed replacement pipeline that I have not addressed, including the fact that Enbridge's new Line 3 would breach the 1837 and 1855 Native American treaties that were upheld in 1999 by the Supreme Court and affirmed in 2015 and the fact that spills will occur and will likely do permanent damage to pristine lakes and lands.

Finally, I think we need to take a hard look at the fact that the demand for oil is

declining, posing the question of whether building new, increased capacity infrastructure for a declining energy source at a very high risk to our environment makes sense for Minnesota.

Please deny the certificate of need.

Levi, Andrew (COMM)

From: Li Dvorak <ecdvorak@comcast.net>
Sent: Monday, July 10, 2017 10:20 PM
To: MN_COMM_Pipeline Comments
Subject: Enbridge Proposed Line 3 Comments
Attachments: Dvorak, Eleanor - Enbridge Line 3 DEIS Comments.pdf

Good evening,

Attached please find my comments regarding the Draft Environmental Impact Statement for Enbridge's requested new Line 3 pipeline. Thank you for your consideration.

Sincerely,
Eleanor Dvorak
Minnetonka MN

There is no Planet B.
Let's act NOW to save the planet for our kids.
Step 3 – Recycle your stuff – at home, work and play.
Step 2 – BYO Water Bottle – don't buy one.
Step 1 – check your emails/phone 1st – THEN start your car.

To: Jamie MacAlister, Environmental Review Manager
MN Department of Commerce

From: Eleanor Dvorak
Minnetonka, MN 55345

I am a native Minnesotan and grew up on Lake Minnetonka. My husband and I love bringing our children north to enjoy Lake Superior and other beautiful MN waters, so I am very concerned that we protect these natural resources and the way of life for those who live in northern MN. My education includes an MBA in finance from Columbia University; my work history is primarily accounting/finance for a MN-based, global software company, and includes audit, budgeting and forecasting, and contracts—so I know the need for analysis and looking at all costs and implications of proposed projects and plans – and that often the analysis shows that the project just doesn't make sense.

Repairing or living with the damage that is done to our environment, wildlife and human health, as well as the legal ramifications of violating Native American Treaties, will be the financial burden of us Minnesotans, while Enbridge takes their profits back to Canada.

I) The Draft Environmental Impact Statement (DEIS) is very long and includes a lot of facts, yet it does not provide the analyses required by Minnesota Environmental Policy Act (MEPA) 116B & D:

a) MEPA requires that the Environmental Impact Statement (EIS) is an analytical rather than an encyclopedic document which describes the proposed action in detail and analyzes its significant environmental impacts. *As drafted, the DEIS is encyclopedic – stating many facts with no analysis – and therefore is difficult to understand, particularly in terms of the cumulative environmental impacts*.

b) Per MEPA, the EIS should identify appropriate alternatives to the proposed action and their impacts, and explore methods by which adverse environmental impacts of an action could be mitigated. *Alternatives such as SA-04, truck, rail, or no new line are not given full analysis. There is no assessment of the decline in demand for fossil fuel and how that might impact Enbridge's long term viability and commitment, or its ability to maintain the pipeline and pay to clean up pollution from spills.*

c) Per MEPA (116D.04, Subd 6): "**Prohibitions.** No state action significantly affecting the quality of the environment shall be allowed, nor shall any permit for natural resources management and development be granted, where such action or permit has caused or is likely to cause pollution, impairment, or destruction of the air, water, land or other natural resources located within the state, so long as there is a feasible and prudent alternative consistent with the reasonable requirements of the public health, safety, and welfare and the state's paramount concern for the protection of its air, water, land and other natural resources from pollution, impairment, or destruction. Economic considerations alone shall not justify such conduct.**"**

- *The DEIS minimizes its analysis of alternatives, i.e. other routes, truck, rail, no new line, etc.*
- *The energy will not be used by Minnesotans, so it is difficult to find any reason other than Enbridge's economic needs for this project.*

II) The DEIS does not use available information:

a) Minnesota has many policies in place to protect us and guide decisions such as this pipeline. However, the DEIS includes no reference or analysis related to those relevant policies, including: 2594-1

- Minnesota's joining the US Climate Alliance to uphold the tenets of the Paris Climate Change Agreement
- State Energy Policy
- Minnesota Environmental Policy Act
- Greenhouse Gas policy
- Legislative Energy Commission: Primer on Minnesota Energy - March 11, 2016
- Minnesota's 2025 Energy Action Plan
- Global Climate Leadership Memorandum of Understanding (Under 2 MOU)
- Next Generation Energy Act
- Civic Engagement Plan (Governor's Order)

b) The DEIS also does not appear to make use of available data to rank the relative value of resources impacted by the proposed pipeline: 2594-2

- MN Pollution Control Agency's (MPCA's) Stream Use Classification System;
- MPCA and MN Department of Natural Resources (MDNR) Index of Biotic Integrity (IBI scores); and
- Maps of Streams with Highest IBI, generally headwaters vs lower reaches, especially in Ag Zone (SA-04).

III) Other Gaps

a) There is no prioritization of natural resources and which are most crucial to protect, i.e. how much would the line impact each (i) during construction or as a result of a spill; (ii) to what extent -- slightly, damage permanently; and (iii) how critical that resource is, e.g., wild rice growing lakes, Mississippi headwaters, etc. 2594-3

b) While there is a brief mention of the fact that there is no existing pipeline in Superior, WI to which the new line would connect, there is no analysis of what the repercussions would be if Wisconsin does not grant permission to build a connecting pipeline. *We would put many lakes, rivers, lands, wildlife and cultures at severe, irreversible risk for no reason.*

c) The DEIS does not discuss the unprecedented challenges of human casualty, displacement, conflict, natural disaster, biodiversity loss, etc, that climate change is causing, or the consensus from the scientific community that we must leave fossil fuels in the ground.

IV) Chapter 2, Project Description:

a) The DEIS states that Enbridge has requested a 750-foot route width--375 feet on each side of the proposed Line 3 centerline. They claim only 50 of the 750 feet would remain a permanent right-of-way (2.1). *If that is true, why do they need to affect such a broad area? This is not a small amount of land that would be damaged/destroyed by the construction, given the 340 mile length of the requested pipeline. The DOC should require, and the DEIS should include, justification for this extra land use or change the request.*

b) Also in Chapter 2, several types of land use are listed, both temporary and permanent. However, these are broken up into different uses, with tables for some but not others – so that the total requested land use is difficult to guess at. *The DEIS should include a summary with ALL land use in one chart and in the same unit of measurement to give the total picture of land use, i.e., a* 2594-4

2594-4
Cont'd

permanent access road, temporary storage yards, ATWs, temporary access road, temporary and permanent rights of way (each one causing damage to the land to varying degrees).

V) Spill and Leaks:

a) The 7 sites chosen for spill modeling are not representative of the locations and resources put at risk along the entire corridor. *A more thorough analysis of different locations is needed. Lake Superior should be included; it is part of the Great Lakes that provide 20% of the world's fresh water.*

b) The DEIS contains no spill analysis for tributaries of the St. Louis River or Nemadji River, which feed into Lake Superior. *Spills would pollute Lake Superior and kill fish, birds and mammals that make it their home. Enbridge's environmental track record is not good; it should be considered in the analysis.*

c) Enbridge's refusal to reveal spill model input (spill volume) precludes objective vetting or peer review of assumptions. *The DOC should require that Enbridge reveal its spill data to create an accurate, meaningful analysis*.

d) The DEIS estimates the annual probability of different kinds of spills on the proposed route:

- Pinhole leak = 27% (once every 3.7 years)
- Small Spill = 107% (once every 11 months), Medium = 7.6%, Large = 6.1%
- Catastrophic = 1.1% (once every 87 years)

Using the DEIS probabilities, over a 50 year pipeline lifetime, we can expect: 14 pinhole leaks, 54 small spills, 4 medium, 3 large, and 1 catastrophic spill. ***What would one catastrophic spill – let alone 75 smaller spills – do to our pristine MN lakes and rivers, or the unique wild rice lakes that provide food and income for the Indigenous tribes? What would the cumulative effect of all those 76 spills be to lakes, people and wildlife?*** *The DEIS should look at the cost of all these spills – and again, who will cover the cleanup costs, and who will compensate those who suffer irreparable damage? Will Enbridge still be around when these occur?*

e) The DEIS should include an assessment of Enbridge's environmental safety record, which is not great. 19 spills in the last 15 years in Minnesota alone include a 250,000 gallon spill in northern MN in 2002 and an explosion in 2007 that killed two workers in Clearbrook, MN. I invite you to look at Enbridge's corporate rap sheet posted by the Corporate Research Project at http://www.corp-research.org/enbridge, a 2013 article in the Toronto Sun at http://www.torontosun.com/2013/09/08/enbridge-has-a-history-of-spills-leaks, and the EPA summary of the 2010 spill in Michigan at https://www.epa.gov/enbridge-spill-michigan.

VI) MN will not benefit from this project.

a) Chapter 5, "Existing Conditions, Impacts, and Mitigation" states that Line 3 will create ZERO permanent jobs.

b) Also in Chapter 5, the DOC assumes "all workers would re-locate to the area" and ZERO construction jobs will go to Minnesotans. The pipeline would have "no measureable impact on local employment, per capita household income, median household income, or unemployment" (5.3.4).

c) The demand for oil is declining, posing the question of whether building new, increased capacity infrastructure for a declining energy source at a very high risk to our environment makes sense for MN. This also needs to be assessed in the DEIS.