

**Levi, Andrew (COMM)**

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**From:** Barbara Backberg <backberg@gmail.com>  
**Sent:** Monday, July 10, 2017 11:44 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Enbridge Energy Pipeline Line 3 Roite

Dear Jamie Macalister:

As a lifetime summer resident of Blue Lake, Crow Wing County, I urge you to reconsider the route of the Enbridge Energy Pipeline Line 3 route.

Our greatest resource in this area is our clean surface and ground water. Allowing a pipeline to be run through this area by a notoriously careless company is reckless at best, and criminal at worst.

A spill in this area would affect the economic and physical health of the population of humans, and the ecosystem hundreds of miles around a spill, including county seats such as Aitkin and Brainerd.

Allowing companies to pump oil through areas such as these sends a message of profit over ecology, and encourages the continuation of our dependence on crude oil and fossil fuels.

Please encourage the DOC to keep Minnesota as a model of a booming economy with a philosophy of a healthy environment over profit; do not allow the line three to endanger our beautiful state of Minnesota.

Sincerely,

Barbara Backberg  
19693 Blue Lake Rd  
Emily, MN 56447

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Barbara Backberg  
218-838-0603  
[backberg@gmail.com](mailto:backberg@gmail.com)

**Levi, Andrew (COMM)**

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**From:** Dan Backberg <danbackberg@gmail.com>  
**Sent:** Sunday, July 09, 2017 4:26 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Environmental Review Manager - Re: Enbridge pipeline DEIS

To whom it may concern,

My wife and I have a lake cabin on Blue lake near the south end of Roosevelt Lake in Crow Wing County. This pristine property has been enjoyed and utilized by 4 generations of my wife's family. The pipeline route under consideration would run just north of Roosevelt Lake and impact that watershed, which passes through the Whitefish chain of lakes on the way to the Mississippi River. There has simply got to be a better route! The lands that have been proposed for this pipeline route would expose a large number of other pristine watersheds in this part of the state. The Mississippi River is located in the proximity of the route at locations that include the very source of that great river.

A huge consideration in adapting this route involves the native people and the indigenous crop known as wild rice which flourishes in many of the lakes and rivers along the proposed pipeline. Conditions under which wild rice grows represent a narrow niche that is found in our clean northern Minnesota waters. A pipeline spill could wipe out an ancient food source used by the local Indian tribes for centuries.

I urge you to reject this high risk pipeline on the grounds that everyone knows it will leak. We do not need to let Canadian oil be piped across our virgin resources. There will be little or no financial benefit to the state of MN and its residents for allowing such a dire situation to become possible. Please stop this injustice from being shoved down our throats. Thank you, Danny L. Backberg , 19693 Blue Lake Road, Emily, MN 56447

**Levi, Andrew (COMM)**

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**From:** jbackowski@aol.com  
**Sent:** Monday, July 10, 2017 6:27 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Public Comment: Line 3 Project (CN-14-916 and PPL-15-137)

Dear Environmental Review Manager:

We are submitting the following comment about Enbridge's Line 3 project.

We live in Aitkin County, where we have a lot of wetlands and peat bogs. We were dismayed to read in the DEIS (Section 10.1.2.1) that "Pipeline stress or corrosion can also occur due to the natural conditions of the substrate surrounding the pipeline. For example, many types of peat (which is common in Minnesota) exhibit negative buoyancy and place upward pressure on pipelines, causing stress on the pipe."

We feel that, given this fact, running a pipeline through an area like Aitkin County will increase the chances of leaks. We would like to see more information about pipe stress in peat bogs, and the effect of acidity on pipeline corrosion.

Jeff & Cheryl Backowski  
50655 218th Place  
McGregor, MN 55760

**Levi, Andrew (COMM)**

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**From:** RBaker <rdbaker12@gmail.com>  
**Sent:** Sunday, July 09, 2017 9:55 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** CN-14-916 PPL-15-137

1. It seems to me that at the very least, all the issues and questions raised by Honor The Earth need to be addressed.
2. For me, the whole idea of extracting tar sands oil is questionable. The destruction of the land and the emissions that will result from the extraction, transport, processing and utilization of tar sands oil are obscene in my view. Most of us know that humans eventually have to move away from fossil fuels - this seems like a good early move. Leave it in the ground! No Line 3 period. Remove the old pipes, preserve the waters of northern Minnesota and respect the rights and lives of native peoples.

Roberta Baker  
St. Paul



## Line 3 Replacement Project DEIS

• The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.

• Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.

• Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916; PPL-15-137

Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                                 |              |       |
|---------------------------------|--------------|-------|
| FULL NAME                       | PHONE NUMBER | EMAIL |
| JASON BAKKE                     | 487-5202     | ↑     |
| ADDRESS                         |              |       |
| po box 12                       |              |       |
| jason.bakke@ci.clearbrook.mn.us |              |       |
| CITY, STATE, ZIP                |              |       |
| Conville, MN 56644              |              |       |

COMMENTS

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DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

**Levi, Andrew (COMM)**

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**From:** David Balan <balancomics@gmail.com>  
**Sent:** Monday, July 10, 2017 8:04 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Comments on the Draft EIS for Line 3

To Jamie MacAlister,

Please include this comment on the Line 3 DEIS in Dockets CN-14-916 and PPL-15-137.

My name is David Balan, and I am from Lakewood, Ohio

The Line 3 Pipeline concerns me because as a citizen of the United States & the planet Earth, I have a vested interest for my future and my children's future to see the relentless march of potentially catastrophic climate change ground to a halt. That cannot happen without a complete change in our energy infrastructure, which concerns pipelines like Line 3.

The DEIS assumes that society needs oil. Though our current infrastructure is designed around it, that doesn't mean it's a good idea. There is no discussion of renewable energy, conservation, or the rapid development of electric car infrastructure. There is no assessment of the decline in oil demand. The "no build" option is not genuinely considered. The entire study assumes that society needs X amount of oil, simply because Enbridge says they can sell it. That assumption ignores the massive fossil fuel subsidies and debts that make Enbridge's profits possible, and avoids the moral question of what is good for people and the planet. I am young - I will be facing the droughts, extreme weather, water contamination, and food shortages that this pipeline will contribute to (Executive Summary p.18) if drastic change is not made NOW.

On top of this, the DEIS for Line 3 concerns me because it also creates disproportionate negative externalities for Native Americans. This is well documented in Chapter 11: "disproportionate and adverse impacts would occur to American Indian populations in the vicinity of the proposed Project" (11.5) These impacts are physical (11.4.3), environmental (ES-10), cultural (9.6, 9.4.3, 5.4.2.6.1), and social (11.4.1).

Proposed remedies to these problems are either non-existent - as is the case with physical & environmental impacts - or utterly naive, as is the case with the social problems. The DEIS suggests that in the face of a higher likelihood of sex trafficking & abuse in impacted communities, Enbridge could "prepare and implement an education plan or awareness campaign around this issue". Yet, Enbridge is not a company with any specialty in ending sex trafficking or abuse, nor does the company have any ties to the impacted community with which to begin this work. This proposed remedy exhibits a deep ignorance about the many factors that lead to sex trafficking and what these communities need to end it. The people who wrote it need an education campaign themselves.

And for all of this destruction, no permanent new jobs will be created. (5.3.4) We cannot trade the life of all of our children for a few year's work for some of our people now. We must divest from fossil fuels and invest in renewable infrastructure, or we damn future generations to great hardship, possibly even death.

For all of these reasons, I want the Department of Commerce to deny the permit for the proposed Line 3, shut down the old line, and remove it from the ground.

Sincerely,  
David Balan

**From:** [Joe Ballek](#)  
**To:** [MN COMM Pipeline Comments](#)  
**Subject:** Line 3 replacement  
**Date:** Wednesday, June 07, 2017 7:40:04 AM

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Dear Ms. MacAlister,

Build baby build...!

Sincerely,

Joe Ballek  
44694 243rd Ave  
Leonard, MN 56652  
[ballekjs@gvtel.com](mailto:ballekjs@gvtel.com)

## I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME

LUCAS BALLYEAT

PHONE NUMBER

6127995587

EMAIL

LUCASBALLYEAT@GMAIL.COM

ADDRESS

3236 OLD HWY 8

CITY, STATE, ZIP

ST. ANTHONY, MN 55418

COMMENTS

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS



Comment Form  
Line 3 Project Draft EIS Public Meeting

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

Name: David Banerter

Street Address: 1300 Event Center Dr. NE

City: Bemidji State: MN Zip Code: 56601

Phone or Email: Kdbaner@Bemidji.net

Please share your comments on the Line 3 Project Draft EIS. What could be improved in the EIS? What is missing?

As I have traveled the pipe line from  
Cage Lake East I have not noticed at any time  
where a spill has effected any of that  
area. I have not noticed where wild  
life has been effected in any way by the  
existing pipe line. Why not use the shortest  
route possible for this line



# Comment Form

## Line 3 Project Draft EIS Public Meeting

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

Name: Kay Bangster  
 Street Address: 1300 Event Center Dr NE #3  
 City: Bemidji State: MN Zip Code: 56601  
 Phone or Email: kdbang@paulbunyan.net

Please share your comments on the Line 3 Project Draft EIS. What could be improved in the EIS? What is missing?

Possibly if the US would buy their steel for the pipeline from us steel instead of China, maybe eliminate the broken pipes -

Sex Trafficking? What is that about?  
 Native American families would love & supervise their children and know where they are, supervise their time on computers, phones, etc maybe less sex trafficking would be happening. We all love the water, the land, the sun, the wind and the moon. This has no connection with the pipeline if constructed with better products. If the earth is so worshipped, then reservations need to be cleaned up.

I am 100% for clean water and a clean environment. I am highly opposed to the US buying oil from countries who hate us and want to kill us and ruin our way of life -

**Levi, Andrew (COMM)**

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**From:** Tessa Barber <tessa.barber@gmail.com>  
**Sent:** Wednesday, June 14, 2017 1:21 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Comment on Dockets CN-14-916 and PPL-15-137

Hello,

I am writing to comment on the impact that the proposed Line 3 pipeline will have on Minnesota. I think it will have a detrimental impact on the state and a larger detrimental impact on the country, which is why, even as a citizen of Pennsylvania, I am writing to comment.

The Draft Environmental Impact Statement states that the pipeline will "have a long-term detrimental effect on tribal members and tribal resources", will be a stressor on tribal communities, and is part of a "larger pattern of structural racism". The United States has a long history of harm to Native Americans, and any responsible person or corporation should not add to it, especially the pipeline project, which will affect the tribe's traditional resources and have long-term cultural and health damages - including an increased risk of sex trafficking and sexual abuse, which no amount of education can ameliorate the impact of. Moreover, the pipeline will infringe on historic sites that should be protected.

The Impact Statement does not go far enough in ascertaining the decline in oil demand or any serious discussion of not having the pipeline and doing what is good for the planet. Just because a company says they can sell oil does not mean it is the right thing to do. The impact of the pipeline may not be worth its value as a distributor of oil, when oil is harming the planet and people, and eventually we will have to transition away from it. The thinking here is too short term.

The spill modeling is not detailed enough and does not represent the locations put at risk. The probabilities of spills are too high. Any spill is too much of a spill and will affect the environment and put ecosystems at risk.

The measurement of the life of the pipeline is also not in depth enough. What happens if Enbridge goes out of business? What impact do their pipelines have on property values? Once the pipelines are not useful, will they be taken down? Will they be left to corrode? There is no plan discussed here in detail, and there should be. No decisions should be made until this is thought through.

The route of the pipeline is dangerous because it follows a utility corridor - which can lead to corrosion and leaks.

Chapter 5 admits that this pipeline will not create permanent jobs and that no construction jobs will be local. It will not be a sustainable source of tax revenue. The pipeline is not a good economic choice.

Finally, the pipeline will contribute to climate change, which we should be doing everything to combat.

With detrimental impact to Native people, the environment, and the economy, this pipeline should not be built.

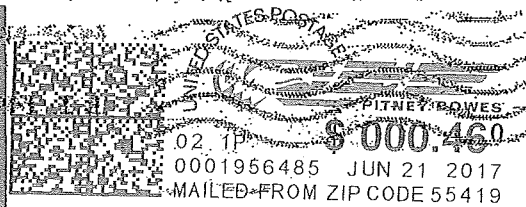
Thank you,  
 Tessa Barber  
 405 marion ave.  
 Pittsburgh PA 15221



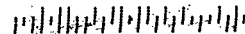
## Line 3 Replacement Project DEIS

- The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.
- Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.
- Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916; PPL-15-137



Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198



### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|   |                                     |  |
|---|-------------------------------------|--|
| FULL NAME<br><i>Dennis J Barclay</i>        | PHONE NUMBER<br><i>218-684-4758</i> | EMAIL<br><i>dennisjbarclay@gmail.com</i> |
| ADDRESS<br><i>106 N. Main St</i>            |                                     |  |
| CITY, STATE, ZIP<br><i>Viking Mn. 56760</i> |                                     |  |

#### COMMENTS

*It needs to get done.*

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

0349

## I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                        |             |              |              |       |                     |
|------------------------|-------------|--------------|--------------|-------|---------------------|
| FULL NAME              | John Barnes | PHONE NUMBER | 651-675-7986 | EMAIL | JBarnes@lccg149.org |
| ADDRESS                |             |              |              |       |                     |
| 30980 wallmark lake dr |             |              |              |       |                     |
| CITY, STATE, ZIP       |             |              |              |       |                     |
| Chisago City, MN 55013 |             |              |              |       |                     |

COMMENTS

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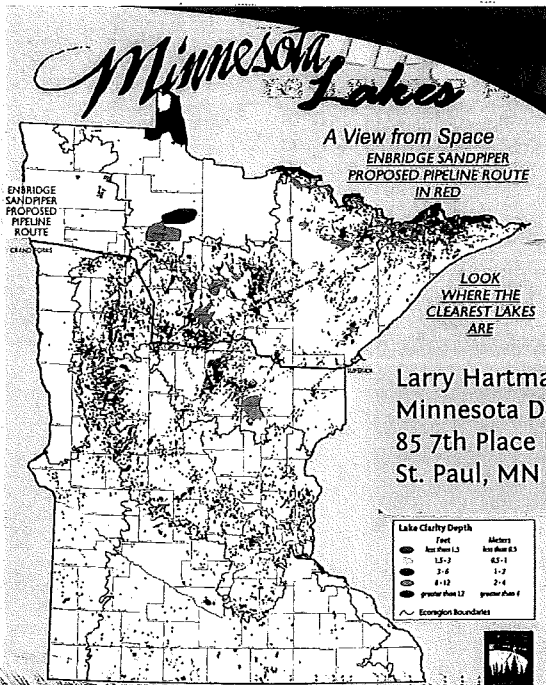
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DECLARE THE EIS ADEQUATE WITHIN 280 DAYS



Write a public  
comment!

Larry Hartman  
Minnesota Department of Commerce  
85 7th Place East, Suite 500  
St. Paul, MN 55101

| Lake Clarity Depth |                |
|--------------------|----------------|
| Feet               | Meters         |
| 1.2-2              | 0.3-0.6        |
| 2-6                | 0.6-1          |
| 6-12               | 1-2            |
| greater than 12    | greater than 2 |



Prepared by Friends of the Headwaters  
www.friendsoftheheadwaters.org

MN 350

## I oppose the Sandpiper pipeline!

PUC Docket: 13-474

This proposed expansion of Enbridge's pipeline network would perpetuate extreme climate disruption. The Sandpiper would enable even more extraction and burning of dirty Canadian tar sands and fracked Bakken oil, while climate science tells us we need to be keeping this oil in the ground for a livable future.

Please work towards a  
sustainable future for Minnesota  
and the entire world!

Thank you!

Name:

Thomas Barry

Phone:

928-273-3022

Email:

tbarry@macoptical.net

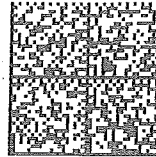
Address:

2104 Westlakes Ave. Newport, MN 55055

## Line 3 Replacement Project DEIS

- The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.
- Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.
- Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916; PPL-15-137



UNITED STATES POSTAGE  
PITNEY BOWES  
02 1P \$ 000.46<sup>0</sup>  
0001956485 JUN 19 2017  
MAILED FROM ZIP CODE 55419

Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|  |                                     |                                 |
|--|-------------------------------------|---------------------------------|
| FULL NAME<br><i>Mike Barry</i>                   | PHONE NUMBER<br><i>218-681-8526</i> | EMAIL<br><i>mjbarrymn.cable</i> |
| ADDRESS<br><i>134 Fern Road</i>                  |                                     |                                 |
| CITY, STATE, ZIP<br><i>Thief River Falls Mn.</i> |                                     |                                 |

COMMENTS  
*please keep this project on schedule*  
*Thanks!*

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

**Levi, Andrew (COMM)**

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**From:** Barten, Neil L (DFG) <neil.barten@alaska.gov>  
**Sent:** Sunday, July 09, 2017 5:27 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** For Docket numbers CN-14-916 and PPL-15-137  
**Attachments:** DFGDLGBizHub36020170709141807.pdf

Thank you.

Neil Barten  
POB 1335 Dillingham Alaska, 99576  
Ph. 907-209-4412

Docket numbers CN-14-916 and PPL-15-137

Proposed Enbridge Line 3 comments

Thank you for the opportunity to comment on the proposed Enbridge Line 3 pipeline replacement project. My comments are as follows:

Strongly urge the PUC to deny the Certificate of Need for a new corridor and require Enbridge to remove the existing Line 3 and install the new proposed 36-inch Line 3 in the same trench. This alternative would minimize environmental impacts to water resources, forest resources and eliminate impacts from an abandoned Line 3. Abandonment of the existing Line 3 will create a long-term threat to Minnesota water resources and could result in significant public expenditures decades from now as the pipeline inevitably corrodes and fails under roadways, streams, wetlands and on private property. Ensuring adequate financial commitments from Enbridge to mitigate the inevitable pipeline collapse is very difficult, and pipeline should therefore be removed.

The Draft EIS states that the Applicants Preferred Route (APR) has the greatest impact on terrestrial habitat of all the alternatives studied, and has a significant impact on surface water resources. The APR would result in significant forest fragmentation and tree loss by creating a new utility corridor along much of the pipeline length. Construction activities are recognized avenues for invasive species, terrestrial as well as aquatic, to encroach into new habitats. The State of Minnesota taxpayers annually expend millions of dollars to manage invasive species, and allowing access into new habitats could undo much of that work. Although Enbridge proposes to minimize invasive species invasions by cleaning equipment and chemically treating known areas of these species, aerial dispersion of seeds on soil disturbed by construction activities is inevitable. Thus, utilizing the current, already disturbed corridor would minimize invasive species issues in the relatively pristine lakes and forests of northern Minnesota.

Believe that the APR should be denied in favor of RA-7, which has the smallest natural resources impact, particularly if the proposed Line 3 is installed in the same trench when existing Line 3 is removed.

Sincerely,

A handwritten signature in black ink, appearing to read "Neil Barth". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

**Levi, Andrew (COMM)**

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**From:** Gordon Barten <gordon@dairylandsupply.com>  
**Sent:** Monday, July 10, 2017 8:33 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** proposed pipeline  
**Attachments:** Scan0011.pdf

Gordon Barten  
Dairyland Supply 320-352-3987  
gordon@dairylandsupply.com



Docket numbers CN-14-916 and PPL-15-137

Proposed Enbridge Line 3 comments

Thank you for the opportunity to comment on the proposed Enbridge Line 3 pipeline replacement project. My comments are as follows:

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Believe that the APR should be denied in favor of RA-7, which has the smallest natural resources impact, particularly if the proposed Line 3 is installed in the same trench when existing Line 3 is removed.

Sincerely,

Gordon Barten



36963 265<sup>th</sup> street Belgrade, Mn 56312



**Levi, Andrew (COMM)**

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**From:** Nathan Barten <nbarten06@gmail.com>  
**Sent:** Monday, July 10, 2017 10:58 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Dockets number CN-14-916 and PPL-15-137

In regards to my concerns over the proposed Enbridge Line 3 pipeline:

Docket numbers CN-14-916 and PPL-15-137

Thank you for the opportunity to comment on the proposed Enbridge Line 3 pipeline replacement project. My comments are as follows:

Strongly urge the PUC to deny the Certificate of Need for a new corridor and require Enbridge to remove the existing Line 3 and install the new proposed 36-inch Line 3 in the same trench. This alternative would minimize environmental impacts to water resources, forest resources and eliminate impacts from an abandoned Line 3. Abandonment of the existing Line 3 will create a long-term threat to Minnesota water resources and could result in significant public expenditures decades from now as the pipeline inevitably corrodes and fails under roadways, streams, wetlands and on private property. Ensuring adequate financial commitments from Enbridge to mitigate the inevitable pipeline collapse is very difficult, and pipeline should therefore be removed.

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Believe that the APR should be denied in favor of RA-7, which has the smallest natural resources impact, particularly if the proposed Line 3 is installed in the same trench when existing Line 3 is removed.

Sincerely,

Nathan Barten

**From:** [Jody Bartholmy](#)  
**To:** [MN COMM Pipeline Comments](#)  
**Subject:** Comment CN-14-916 and PPL-15-137  
**Date:** Wednesday, May 31, 2017 2:40:03 PM

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Dear Ms. MacAlister,

As a resident of northern Minnesota, I've watched the regulatory process for more than 2 years for the Line 3 Replacement Project.

I feel there has been ample time for public comment and urge the Department of Commerce to move the process forward to replace Line 3.

No further time or study is needed to evaluate the environmental impacts due to the thorough and well-prepared EIS. Please keep the EIS timeline to the statutory deadline of 280 days.

Sincerely,

Jody Bartholmy  
39250 Hemingway Ave  
North Branch, MN 55056  
[jbartholmy@nardinifire.com](mailto:jbartholmy@nardinifire.com)

**From:** [Duncan](#)  
**To:** [MN\\_COMM\\_Pipeline\\_Comments](#)  
**Subject:** Line 3 pipeline  
**Date:** Wednesday, May 31, 2017 1:03:58 AM

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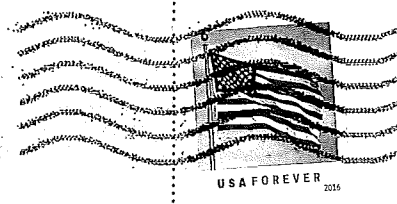
Line 3 pipeline must not be allowed. Oil pipelines have, many times, been shown to be unreliable. It is certain that they will leak and spill, poisoning lands and rivers they encounter and aquifers beneath them. This particular pipe line will devastate the Anishinaabe people's territory. Do not allow this pipeline.

Duncan Baruch  
Portland, Oregon



DEAR DEPARTMENT OF COMMERCE,  
PLEASE INCLUDE THIS COMMENT ON THE DEIS FOR POLIS MN 553  
LINE 3 IN DOCKETS CN-14-916 AND PPL-15-137:

20 JUN 2017 PM 2 L

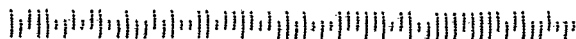


The proposed Pipeline  
is an affront to tribal  
Sovereignty and an assault  
on our environment. It will  
imperil lakes and groundwater.  
It will contribute to more  
greenhouse gases in the air,  
thereby worsening climate  
change. I disagree with  
more pipelines in Minnesota.

SINCERELY,

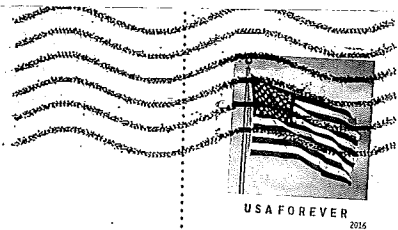
Amee  
Steenhake  
Botton

**JAMIE MACALISTER**  
ENVIRONMENTAL REVIEW MANAGER  
MN DEPARTMENT OF COMMERCE  
85 7TH PLACE EAST, SUITE 280  
ST. PAUL, MN 55101-2198





DEAR DEPARTMENT OF COMMERCE, SAINT PAUL MN 550  
 PLEASE INCLUDE THIS COMMENT ON THE DEIS FOR  
 LINE 3 IN DOCKETS CN-14-916 AND PPL-15-137  
 JUN 13 2017 PM 11

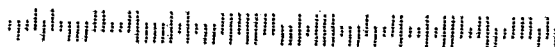


We do not need anymore  
 Pipelines. They are a  
 high risk for leaking  
 and polluting ground  
 water. The oil industry  
 is endangering life  
 on this planet so there  
 is no need for more  
 Pipelines. Minnesota  
 should use more green  
 Energy.

SINCERELY,

James  
 Batton

**JAMIE MACALISTER**  
 ENVIRONMENTAL REVIEW MANAGER  
 MN DEPARTMENT OF COMMERCE  
 85 7TH PLACE EAST, SUITE 280  
 ST. PAUL, MN 55101-2198



**Levi, Andrew (COMM)**

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**From:** Janella Baxter <jbaxter@umn.edu>  
**Sent:** Monday, July 10, 2017 12:36 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Public comment Docket numbers CN-14-916 and PPL-15-137

To the Minnesota Environmental Review Manager, Jamie MacAlister,

I am writing to register my opposition to the installation of Enbridge Energy's line 3 pipeline. The people of Minnesota do not want another oil pipeline in our state. We do not trust Enbridge Energy to safely maintain another pipeline nor do we trust them to uphold basic principles of ethics in their business dealings. Instead, we wish to protect our natural resources like water and wildlife.

Please take the people's will into consideration when you make decisions regarding this project. (Docket numbers CN-14-916 and PPL-15-137)

Sincerely,

Janella Baxter

--

Postdoctoral Researcher  
From Biological Practice to Scientific Metaphysics  
<http://biological-practice-to-metaphysics.org/>

**Levi, Andrew (COMM)**

---

**From:** CR BE <crbcrbcrb@frontiernet.net>  
**Sent:** Sunday, June 25, 2017 8:21 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Clean up the old mess

Dear Ms. MacAlister,

Remove the "old"line running through U.S.; keep the new line IN CANADA!!

Sincerely,

CR BE  
48034 207th Pl  
McGregor, MN 55760  
crbcrbcrb@frontiernet.net

**Levi, Andrew (COMM)**

---

**From:** Joe Bearden <chickadeebirders@gmail.com>  
**Sent:** Monday, July 10, 2017 3:55 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Comments on Line 3 DEIS (Dockets CN-14-916 and PPL-15-137)

Please include the following comments on the Line 3 DEIS in Dockets CN-14-916 and PPL-15-137:

The Line 3 Pipeline concerns me because of climate impact. The lifecycle emissions of Line 3 would be 193 million tons of CO2 each year. Over a 50-year lifespan, that would cost society an estimated \$478 billion (5.2.7.3)

The weak DEIS concerns me because:

1) The United Nations international standard for projects that impact Indigenous Peoples is Free, Prior and Informed consent. **Tribal consultancy after the project is already proposed and designed is not free, prior, and informed consent.**

2) Chapter 9, "Tribal Resources," states that ANY of the possible routes for Line 3 "would have a long-term detrimental effect on tribal members and tribal resources" that cannot be accurately categorized, quantified, or compared (9.6). It also acknowledges that "traditional resources are essential to the maintenance and realization of tribal lifeways, and their destruction or damage can have profound cultural consequences" (9.4.3). **This does not acknowledge the treaty responsibilities the state of Minnesota has to the tribal members.**

I STRONGLY URGE/RECOMMEND the Department of Commerce to deny the permit for the proposed Line 3, shut down the old line, and remove it from the ground.

Sincerely,

Joe Bearden  
 1809 Lakepark Drive  
 Raleigh, NC 27612  
[chickadeebirders@gmail.com](mailto:chickadeebirders@gmail.com)



**Levi, Andrew (COMM)**

---

**From:** Joan Beaver <joanb455@gmail.com>  
**Sent:** Monday, July 10, 2017 8:12 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** CN-14-916 and PPL-15-137

- I am writing to comment on the inadequacy of the Draft Environment Impact State for Enbridge Line #3.

The DEIS provides no analysis of what Enbridge will do with all the additional oil, once it gets to Superior, Wisconsin.

With 370,000 bpd of additional capacity, Enbridge will need more capacity departing its terminal in Superior. Enbridge Line #61, running south from Superior, is already a threat to the National Wild and Scenic St. Croix River as it passes under the upper part of the river and three of its tributaries. An increase of pressure to push more of this heavy oil through this aging Line #61 and build a twin to Line #61 threatens the priceless river that is shared with Wisconsin. Line #3 also directly threatens the St. Croix River by crossing the Kettle River which flows into the St. Croix.

The DEIS also does not discuss the consensus from the scientific community that we must leave fossil fuels in the ground.

Joan Beaver

325 Edgewood Ave.

Stillwater, MN 55082

**Levi, Andrew (COMM)**

---

**From:** Mr. & Mrs. Kevin Beck <shonk75@gmail.com>  
**Sent:** Saturday, July 08, 2017 5:25 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** 1798 west chub lake rd

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Ms. MacAlister,

We just purcjaaed this home in May and believe we will be impacted by line 3. Who can tell us for sure?

Sincerely,

Kevin Beck  
1798 W Chub Lake Rd  
Carlton, MN 55718  
shonk75@gmail.com

## Line 3 Replacement Project DEIS

• The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.

• Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.

• Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916; PPL-15-137

Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                    |                |                        |
|--------------------|----------------|------------------------|
| FULL NAME          | PHONE NUMBER   | EMAIL                  |
| Megan Beck         | (218) 590-1671 | megan.beck57@gmail.com |
| ADDRESS            |                |                        |
| 51 Broadwell St.   |                |                        |
| CITY, STATE, ZIP   |                |                        |
| Tamarack, MN 55787 |                |                        |

COMMENTS

It will bring more jobs to Minnesota.

DECLARE THE EIS ADEQUATE ☒ YES

**Levi, Andrew (COMM)**

---

**From:** Doug Beckwith <dougbeckwith@msn.com>  
**Sent:** Saturday, June 24, 2017 3:09 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3 replacement comments

Dear Ms. MacAlister,

Replacing a 65 year old pipe is important and is environmentally smart. I supervised the cleanup of hazardous waste across Minnesota for 25 years and learned it is environmentally and econmically smarter to prevent something vs remediate something after the fact. Don't dilute these two primary cornerstones with tangents

Sincerely,

Doug Beckwith  
6609 Halseth Rd  
Saginaw, MN 55779  
dougbeckwith@msn.com

**Levi, Andrew (COMM)**

---

**From:** Cassandra Bell <cbellrave@gmail.com>  
**Sent:** Tuesday, July 11, 2017 12:00 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Please include this comment on the Line 3 DEIS in Dockets CN-14-916 and PPL-15-137

**To: Jamie MacAlister,**

**Please include this comment on the Line 3 DEIS in Dockets CN-14-916 and PPL-15-137.**

**I am from: Minneapolis, MN 55404**

**The Line 3 Pipeline concerns me because:**

As a resident of Minnesota, as lover of the earth and all of its beauty, as an advocate for water and the fact that one of the current administration's first orders of business was to do away with the Clean Water Rule, because its silly or "stupid"; Line 3 concerns me because without that rule and the head of the EPA along with the leader of this country having it out for our environment in general because "global warming is not a real thing", if this line gets approved and there aren't proper people in positions because for some ignorant reason the funding for those jobs get cut, than how can we really expect or even trust Enbridge to handle a spill properly or even have people in place to know that a spill is happening. Line 3 is only going to continue to add to the destruction of our environment that we so desperately need to proactively maintain what's left. With Minnesota being, "The Land of Ten Thousand Lakes" & in addition having 92,000 miles of rivers & streams, why would we even risk it. If Enbridge really was concerned with creating jobs, they would pay us Minnesotans to get rid of the corroding destructive Line 3 that already exists. The Big Picture, if Line 3 is allowed to proceed with their "replacement" project and allowed to abandon the dead line they will be responsible, as will we, for the destruction of our environment, along with promoting corporate irresponsibility & we will be moving away from sustainable options completely. Line 3 is not a replacement. The old pipeline is being abandoned for us to deal with. They are not creating permanent positions to Minnesotans, they are putting in place profitable temporary jobs that will only lead to the distraction of our beautiful state as well as the people in it.

**The DEIS concerns me because:**

The DEIS simply states that "Enbridge has indicated that it would develop a contaminated sites management plan to identify, manage, and mitigate historically contaminated soils and waters" found during the abandonment or removal of the existing Line 3 (8.3.1.1.1).

**Where is the plan, why have we yet to see it?**

It concerns me because they are putting profit over our environment as if to say you can pay to restore or create new beds of wild rice, as if you could pay to create an ecosystem that thrives off of the water and the land. It all comes down to our environmental safety and the fact that they are only concerned with the dollar signs.

**I want the Department of Commerce to deny the permit for the proposed Line 3, shut down the old line, and remove it from the ground.**

**Sincerely,**

Cassandra J Bell  
Sent from my iPhone

## I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                      |              |       |
|----------------------|--------------|-------|
| FULL NAME            | PHONE NUMBER | EMAIL |
| Rafael Beltran       | 419-270-6608 |       |
| ADDRESS              |              |       |
| P.O. Box 423         |              |       |
| CITY, STATE, ZIP     |              |       |
| River Falls WI 54022 |              |       |

COMMENTS

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

**From:** [brucebendr@aol.com](mailto:brucebendr@aol.com)  
**To:** [MN\\_COMM Pipeline Comments](#)  
**Subject:** Docket numbers: (CN-14-916 and PPL-15-137)  
**Date:** Wednesday, May 31, 2017 9:54:37 AM

---

This is a comment regarding the State of Minnesota recently released [Draft Environmental Impact Statement \(DEIS\)](#) for Enbridge's proposed [new Line 3 pipeline](#).

This massive new tar sands pipeline threatens the territories and survival as Anishinaabe people. It would poison their water and bring more climate chaos. And we don't need it - now is the time to move to clean energy, and create a future for those who come after us.

Tar sands oil is the most impactful fossil fuel upon our climate. It perpetuates the dependency on fossil fuel. Additionally, pipelines have a high rate of failure and leakage can be devastating to our rivers.

I urge the State of Minnesota to deny this permit.

Bruce Bender  
365 Kensington  
Missoula, MT 59801



**Levi, Andrew (COMM)**

---

**From:** Frank Bender <[fgbender@gmail.com](mailto:fgbender@gmail.com)>  
**Sent:** Saturday, July 08, 2017 9:04 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Fwd: PIPELINE COMMENTS CN-14-916 AND PPL-15-137  
**Attachments:** July 8 Pipeline Comments.docx; July 8 Pipeline Comments.pdf

I attempted to send this yesterday but used an incorrect email address. Therefore I sent a letter via the post office. To insure that you receive this message I am sending it again.  
Bickey Bender

Begin forwarded message:

From: Frank Bender <[fgbender@gmail.com](mailto:fgbender@gmail.com)>  
Subject: PIPELINE COMMENTS CN-14-916 AND PPL-15-137  
Date: July 7, 2017 at 8:24:40 AM MST  
To: [Pipeline.Comments@state.mn.us](mailto:Pipeline.Comments@state.mn.us)

CN-14-916 AND PPL-15-137

July 8, 2017

SUBJECT: PIPELINE COMMENTS

The presentation of all of the facts concerning the proposed location of a new pipeline in Northern Minnesota through the pristine area proves that it is imperative a new location be considered.

Clean water to drink, areas to fish, swim and boat are not replaceable if they are compromised by oil spills especially undetected areas of malfunctions. Also there are very few rivers and streams remaining for wild rice to grow which provide food and earnings to the people who live here.

Our concern is for our children, grand children, visitors and tourist's, who value this area for what it is and want to continue to enjoy it for years to come.

The credibility of the company that wants to construct the pipeline has proven to have had many short comings. We can not put our trust into them to not fail in time.

Our opinion is that the outdated pipeline should be removed and not replaced.

The statement that a new pipeline will provide jobs is questionable. A much greater service to those who vacation and spend money in our local communities has proven to be a much larger asset to the economy.

Frank and Bickey Bender  
15341 Cranberry Drive  
Park Rapids, MN 56470  
(Stony Lake- Crow Wing Lake Township, Hubbard County)  
218-732-8679

**Levi, Andrew (COMM)**

---

**From:** Frank Bender <fgbender@gmail.com>  
**Sent:** Friday, July 07, 2017 10:23 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** PIPELINE COMMENTS CN-14-916 PPL-15-137  
**Attachments:** July 8 Pipeline Comments.docx; July 8 Pipeline Comments.pdf

CN-14-916 AND PPL-15-137

July 8, 2017

SUBJECT: PIPELINE COMMENTS

The presentation of all of the facts concerning the proposed location of a new pipeline in Northern Minnesota through the pristine area proves that it is imperative a new location be considered.

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The credibility of the company that wants to construct the pipeline has proven to have had many short comings. We can not put our trust into them to not fail in time.

Our opinion is that the outdated pipeline should be removed and not replaced.

The statement that a new pipeline will provide jobs is questionable. A much greater service to those who vacation and spend money in our local communities has proven to be a much larger asset to the economy.

Frank and Bickey Bender  
15341 Cranberry Drive  
Park Rapids, MN 56470  
(Stony Lake- Crow Wing Lake Township, Hubbard County)  
218-732-8679

**Levi, Andrew (COMM)**

---

**From:** Judy Benham <judyabenham@gmail.com>  
**Sent:** Friday, June 23, 2017 5:59 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3 replacement project

Dear Ms. MacAlister,

I'm a resident of Grand Rapids, MN. I want to express that I think this replacement project is necessary to continue forward with our economy as we are. Also, this pipeline has been here for years, causing minimal environmental damage. Rupture and leakage are always and have always been a risk. We are not reinventing the wheel here OR considering an entirely new pipeline. This is a replacement to prevent the inevitable rupture/leakage. As a constituent, I am saying YES to moving forward with this project.

Thank You For Your Time,

Sincerely,  
Judy Benham

Sincerely,

Judy Benham  
102 SE 1ST AVE APT GRAND  
GRAND RAPIDS, MN 55744  
judyabenham@gmail.com

**From:** [Suzanne Bennett](#)  
**To:** [MN COMM Pipeline Comments](#)  
**Subject:** Keep the fossil fuel industry OUT of Minnesota! NO Line 3!  
**Date:** Wednesday, May 31, 2017 12:48:57 AM

---

*I am writing in regards to "Line 3" CN-14-916 and PPL-15-137 specifically and on the subject of allowing the fossil fuel into MN in general.*

*I just arrived here from Texas in August. One of the main reasons I moved to MN was to get away from the fracking and the oil industry. The fossil fuel industry in TX is destroying the infrastructure, poisoning the air and water and causing massive earthquakes where there were no earthquakes before.*

*Climate change is making TX uninhabitable. When I left TX in August it was 109 degrees and we had had weeks on end of weather in the hundreds. When I was growing up in TX in the 1960s and 70s we rarely had a 100 degree day. Summers were hot with temps in the high 80s and low 90s early in the summer and a couple of 100 degree days in August.*

*North Texas used to have 4 seasons. Now it is over 70 degrees most of the year, and the last two years there was no freeze at all in the winter. The bugs are rampant and the weather is uncomfortable 80% of the time. This is the doing of the greedy, predatory, destructive fossil fuel industry.*

*Minnesota is a beautiful, natural state with clean water, healthy forests and distinct seasons. Do not destroy God's creation by allowing the predatory, exploitive, godless fossil fuel industry to come in here and plunder and rampage.*

*Fossil fuel is a dead dinosaur! There's a reason why it's buried under the ground. There's also a reason why sun, wind and water are freely given. They (along with industrial hemp) are the fuels of the future. They can provide clean, safe, abundant jobs that cannot be outsourced.*

*The state of Minnesota needs to get ahead of the game and invest in these safe, productive affordable alternatives.*

*Be on the right side of history. Don't let this beautiful state be destroyed in the name of greed. NO Line 3 and NO tar sands, fracking, oil or coal mining should ever be allowed in this state.*

*What God hath wrought, let no man put asunder!*

*Suzanne Bennett  
600 Spruce St.  
PO Box 452  
Littlefork MN  
56653*

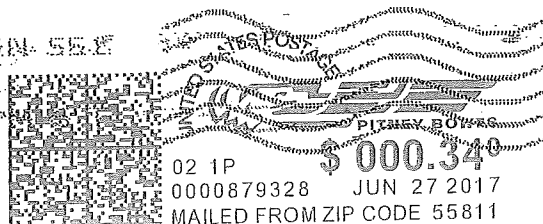
*218-278-6770*



## Line 3 Replacement Project DEIS

- The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.
- Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.
- Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916, RPL-15-437



Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

## I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                    |              |                         |
|--------------------|--------------|-------------------------|
| FULL NAME          | PHONE NUMBER | EMAIL                   |
| Scott Bennett      | 218-444-9249 | bennet60@paulbunyan.net |
| ADDRESS            |              |                         |
| 1714 Grotte Ave NE |              |                         |
| CITY, STATE, ZIP   |              |                         |
| Bemidji, MN 56601  |              |                         |

### COMMENTS

I have 30 yrs of pipeline experience and Enbridge is the best at protecting the environment and promoting safety both during construction and line operation. The mitigation measures in the EIS reflect best practices in the industry!

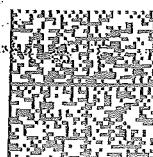
DECLARE THE EIS ADEQUATE WITHIN 280 DAYS



## Line 3 Replacement Project DEIS

- The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.
- Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.
- Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-9161 PPL-15-137-1, 111



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Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                      |              |                         |
|----------------------|--------------|-------------------------|
| FULL NAME            | PHONE NUMBER | EMAIL                   |
| Scott Bennett        | 218-444-9249 | bennet60@Paulbunyan.net |
| ADDRESS              |              |                         |
| 1714 Grotte Ave N.E. |              |                         |
| CITY, STATE, ZIP     |              |                         |
| Bemidji, MN 56601    |              |                         |

#### COMMENTS

I fully support the Line 3 Replacement. This would be good economic development that would increase County Tax Bases and provide jobs!

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

**Levi, Andrew (COMM)**

---

**From:** Angela Benson <tabenson5@gmail.com>  
**Sent:** Thursday, June 29, 2017 8:16 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Draft Environmental Impact Statement for Line 3 Replacement CN-14-916 and PPL-15-137

Dear Ms. MacAlister,

As a resident of northern Minnesota, I've watched the regulatory process for more than 2 years for the Line 3 Replacement Project.

I feel there has been ample time for public comment and urge the Department of Commerce to move the process forward to replace Line 3.

Sincerely,

Angela Benson  
2133 Hillcrest Dr  
Duluth, MN 55811  
tabenson5@gmail.com

**Levi, Andrew (COMM)**

---

**From:** Leslie Benson <lbnsn8@gmail.com>  
**Sent:** Monday, July 03, 2017 9:07 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3 Draft Environmental Impact statement (DEIS)

## Grave Concerns re: Enbridge Line 3 (CN-14-916 and PPL-15-137)

Dear MN Department of Commerce:

We are opposed to the proposed Enbridge Line 3 Pipeline because of the environmental risks for essential bodies of water, dangers to public health, and violations of treaty rights. The Enbridge Line 3 Draft Environmental Impact Statement fails to address basic conditions for safety and environmental justice. It violates MN Statute 103F.305 Scenic River Protection Policy and MN Statute 116D.02 Declaration of State Environmental Policy.

There has been no free, prior, and informed consent of Tribal Nations. We are concerned about the impact of this proposed project on the health of tribal communities, their sacred sites, and the basic sovereignty of treaty rights.

There should be NO consideration of new construction while we await plans for cleaning up the contamination from the countless spills that have already occurred along Line 3.

We are not in favor of allowing a company that has a strong history of permit violations and poor accountability to build this pipeline. We value our natural resources and do not support this proposed project.

The "NO BUILD" option needs to be seriously considered. The DEIS poses unacceptable risks to Minnesota waters (for example DEIS Chapters 5.2.1.4; 5.2.1.2.4; 10.2.4.1.1; and 10.4.1). And again, this proposal violates fundamental Tribal Sovereignty. The rights of Tribal Nations as well as the rights of all Minnesotans take precedence over the purported benefits of this project.

Thank you for considering these important concerns.

Respectfully,

Leslie & Rick Benson  
 189 Kingfisher Lane  
 Marine on St. Croix, MN 55047

**Levi, Andrew (COMM)**

---

**From:** Sam Benson <j.sam.benson@gmail.com>  
**Sent:** Thursday, June 29, 2017 3:46 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Say no to the Line 3 pipeline

Approval of the line 3 pipeline is the wrong step for our future. If it were to be built, it would further our dependence on fossil fuels and put local wild life habitats and farmland in harm's way.

**Levi, Andrew (COMM)**

---

**From:** Walter Benson <wbwallybenson33@gmail.com>  
**Sent:** Sunday, July 09, 2017 9:53 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3

Dear Ms. MacAlister,

Pipelines are the safest way to transport oil . Let's get the oil off the rails as much as possible .

Sincerely,

Walter Benson  
3939 Deer Park Rd  
Barnum, MN 55707  
wbwallybenson33@gmail.com

## I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                           |              |       |
|---------------------------|--------------|-------|
| FULL NAME                 | PHONE NUMBER | EMAIL |
| William Bentley           | 320-980      | 5097  |
| ADDRESS                   |              |       |
| 2709 251st St St Cloud mn |              |       |
| CITY, STATE, ZIP          |              |       |

## COMMENTS

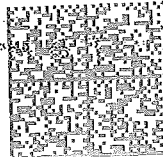
Pipeline are Safe They have been  
a part of this country for years &  
years. Why is Ann always  
Negative on Pipeline. We have  
to have them. Just count cars  
on the Highway. Its A must!!

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

## Line 3 Replacement Project DEIS

- The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.
- Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.
- Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916, PPE-15-137-1



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MAILED FROM ZIP CODE 55811

Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|  |                                       |  |
|--|---------------------------------------|--|
| FULL NAME<br><i>Jacob Richard Benton</i>     | PHONE NUMBER<br><i>(715) 733-0161</i> | EMAIL<br><i>jacobebenton1984@gmail.com</i> |
| ADDRESS<br><i>24959 Kruger Rd</i>            |                                       |  |
| CITY, STATE, ZIP<br><i>Webster, WI 54893</i> |                                       |  |

COMMENTS

*I support the Enbridge line 3 project.*

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DECLARE THE EIS ADEQUATE WITHIN 280 DAYS



Comment Form  
Line 3 Project Draft EIS Public Meeting

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

Name: Tim Berg  
Street Address: 24501 120th Ave NE  
City: Thief River Falls State: MN Zip Code: 56701  
Phone or Email: 218-686-1463

Please share your comments on the Line 3 Project Draft EIS. What could be improved in the EIS? What is missing?

I am in favor of L-3 project. Embudge  
is actively tryin to replace a line that is in Trench,  
Instead of possible leaks they are attempting to  
fix it completely and not have potential leaks.



**Levi, Andrew (COMM)**

---

**From:** Carol Berg <bergdanielc@netscape.net>  
**Sent:** Monday, July 10, 2017 9:02 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3 Replacement

This proposed Line 3 is totally unacceptable. This permit must be denied. In addition, Enbridge must be required to clean up the old line. The environmental consequences far outweigh any economic benefit to the state of MN.

Sent from my iPhone

**Levi, Andrew (COMM)**

---

**From:** Charles Bergan <chillyb@mchsi.com>  
**Sent:** Friday, July 07, 2017 6:59 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3 replacement project

Dear Ms. MacAlister,

For me it's simple, I'm a Pipeliner!!

Safest means of transportation bar Nun!! There's NO argument and let the treehuggers be damed like the fanatic on my last project that took out his rifle to shoot up the pipe and heavy equipment then run from and then take that rifle towards the police and loose his life. I feel that most of the people who oppose pipelines are as small minded as this fellow having nothing else but an empty argument.

Of coarse I intend to be one of the Local pipeline inspectors watching over the construction of the project!

Thanks for your time and may God Bless!

Sincerely,

Chilly  
1100 77th St  
Victoria, MN 55386  
chillyb@mchsi.com

**Levi, Andrew (COMM)**

---

**From:** Dody Bergan <dabergan@mediacombb.net>  
**Sent:** Friday, July 07, 2017 6:34 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Enbridge Line 3

Dear Ms. MacAlister,

Line 3 is an important project. The existing pipe is old, it needs to be replaced using modern pipe materials utilizing modern construction methods which will improve the reliability and safety of Enbridge's mainline pipeline capability. The Line 3 project will create thousands of jobs and generate hundreds of millions of dollars in tax revenue. It must go!

Sincerely,

Dody Bergan  
1156 77th St  
Victoria, MN 55386  
dabergan@mediacombb.net

**Levi, Andrew (COMM)**

---

**From:** bobberbear62@aol.com  
**Sent:** Monday, June 26, 2017 6:50 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3: CN-14-916 and PPL-15-137  
**Attachments:** Embridge Letter 7-25-16.doc

Jeff Bergeron  
1834 West Chub Lake

RD

Carlton, MN 55718

To Enbridge:

I am writing in regards to the two proposed lines coming in close proximity of our South Boundary: Sandpiper 668/CN-13-473 and PPL-13-474; Line 3: PL-9/CN-14-916 and PPL-15-137. My wife and I have a two acre lot with three lines running through the west part of our property already. The lines are owned by Trans Canada. These lines are 36" to 42" in size and running at about 900 PSI. I had to contact Trans Canada to pound a fence post into the ground to install a fence for our garden. That just shows how close these lines are to our house.

It comes with great concern that You/Enbridge is now proposing to put two of your lines which will once again be in close proximity of our South property Boundary . These two lines are very concerning to us as they will have to cross the three lines owned by Trans Canada. I vividly recall in the 1990's when two gas lines located South of Carlton County land fill; South of Highway 210 and west of Highway Interstate 35 rubbed together and ruptured. Debris flew from the leak to both Interstate 35 and Highway 210. The good news at that time was this area was not populated. However; in this current proposal not only my family but many others are within close range of the crossing of the pipelines. I believe this is located in Wetlands.

We have lived here for the past 33 years; raised our children and planned to retire in this house we made comfortable for ourselves. My concern and fear has raised to the point of offering you/Enbridge to purchase our property; not wanting to risk harm to my family if another leak were to occur. You/Enbridge declined purchasing our property and refused to offer any fair compensation due to your compensation rules.

It would be greatly appreciated and preferred if Enbridge would re-route these lines instead of having to follow utility electrical easement below our home. My wife, children and I would like to go on record as strongly opposing the Sandpiper and line 3 installation.

Sincerely from concerned property owners,

Jeffrey & Bobbi Jo Bergeron  
218-565-8599

**Levi, Andrew (COMM)**

---

**From:** leela bergerud <lbergerud@yahoo.com>  
**Sent:** Thursday, June 29, 2017 10:45 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** DO NOT APPROVE LINE 3 - docket numbers CN-14-916 and PPL-15-137

to whom it may concern:

please do not allow line 3 to happen in our pristine state of mn. our waters cannot afford to be violated nor can our native populations. there is absolutely nothing about this proposal that has positive benefits when you are looking very long term. our future generations deserve to inherit clean land and waters and our native population deserves to maintain the integrity of their ancestrol sites especially when it comes to their wild ricing.

Enbridge has designated the "worst-case" scenario spill data trade secret, so the public cannot review it (table 10.3-1 on page 36 of Chapter 12). The public should have access to information pertaining to serious releases of large quantities of oil into the waterways on which they rely, and be able to respond to that data.

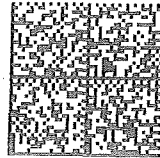
Despite many oil pipelines routed through Minnesota, this is the first time the State of Minnesota has really seriously looked at the environmental consequences of a new pipeline corridor. The oil industry is not used to this scrutiny. The MN Court of Appeals unanimously affirmed an EIS should be done thanks to a lawsuit by Friends of the Headwaters, and the MN Supreme Court declined to take the case. Minnesota or the sovereign tribal nations within our state have never had a chance to choose an energy corridor based on their own analysis. If a new one is needed, shouldn't Minnesota and the sovereign tribal nations decide where one would go rather than a foreign corporation? And shouldn't any such necessary corridor be placed in the area of least environmental impact? Minnesota has strong Environmental Policy laws which require environmental considerations be considered just as strongly economic ones. Today, more oil is being brought out of the ground worldwide than the world is using. This has led to a massive worldwide build-up of oil in storage. Every time one nation cuts back, another nation tries to pump more. When supply exceeds demand, the price stays low. Low prices (below \$50) mean Canadian tar sands oil is not profitable. For example, Exxon Mobil announced in Feb 2017, that it had \$3.5 BILLION dollars in "stranded assets" in the Canadian tar fields, oil that it cannot profitably extract with prices below \$60. If this crude oil (or products refined from it) is going for export, wouldn't oil fields with easy access to oceans, like in Texas, be much more likely to be cost competitive to sell to the world? Canadian Tar Sands coming through MN has a long way to travel to the Gulf Coast; this distance adds cost to the oil; Canadian oil cannot compete profitability on the world market.

please do the right thing and say NO to enbridge. they have noone's interest in mind but their own bottom dollar line.

## Line 3 Replacement Project DEIS

- **The Draft Environmental Impact Statement (DEIS)** is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.
- **Years of environmental study:** Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.
- **Infrastructure replacement:** As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916; PRL-15-187



UNITED STATES POSTAGE  
PITNEY BOWES  
02 1P \$ 000.46<sup>0</sup>  
0001956485 JUN 19 2017  
MAILED FROM ZIP CODE 55419

Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                       |              |                                |
|-----------------------|--------------|--------------------------------|
| FULL NAME             | PHONE NUMBER | EMAIL                          |
| Eric Stephen Berggren | 651-315-4011 | eric.berggren@lejeune-steel.us |
| ADDRESS               |              |                                |
| 12055 41st Ave N #121 |              |                                |
| CITY, STATE, ZIP      |              |                                |
| Plymouth, MN 55441    |              |                                |

COMMENTS

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DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

15-137

14-916

7/4/17

RECEIVED  
JUL 07 2017  
MINNESOTA PUBLIC  
UTILITIES COMMISSION

The Honorable Public Utility Commissioners  
121 7<sup>th</sup> Pl. E.  
STE. 350  
ST. Paul

Dear Commissioners,

(Please note attached)

It seems to me that the Indian complaint that they are not being listened to holds water. I think they are being wronged.

I myself am a devout Methodist - and I don't believe in the Great Spirit - but I think we have to make room for each other. I think we should be accepting to what they say, and be open to it.

In my opinion, Indians do not deliberately make problems. For example, the Sioux at Mystic Lake have contributed a lot of money to their neighbors for good projects. For all that they have suffered, they continue to do good. This is very commendable.

I thank you for reading this.

Philip Bergh 715 W. 31st St., MPLS, MN 55408-2915



Sen 6/14/17

# Enbridge pipeline fuels debate

Public hearing in St. Paul hosted a passionate economics vs. environment battle.

By MIKE HUGHLETT • mike.hughlett@startribune.com

Enbridge Energy's plan to replace its "Line 3" pipeline across northern Minnesota is a golden opportunity to get rid of an old, corroded oil conduit, creating thousands of construction jobs in the process.

Or it's a potential menace to the environment — through oil spills — as the new pipeline wends its way through the Mississippi headwaters region, including wild rice lakes sacred to American Indians.

Both views of the proposed \$2 billion-plus project were on display Tuesday at dueling news conferences before a public meeting on the topic at the InterContinental St. Paul Riverfront hotel. The meeting was the 11th of 22 citizen input meetings statewide on the 337-mile



Tania Aubid became emotional during the protest.

pipeline, which would carry crude oil from Alberta to Enbridge's terminal in Superior, Wis. Attendance has ranged from 35 to 250 people at the first 10 meetings, with 325 at the St. Paul meeting, officials said.

Calgary-based Enbridge, North America's largest pipeline operator, wants to build a pipeline that would follow the current Line 3 route across northern Minnesota to Clearbrook, but then would jog toward Park Rapids through an area known for pristine waters. The Line 3 replacement is being considered by the Minnesota Public Utilities Commission (PUC), a process that will go into 2018.

"We get four real positives for one project from the business community's standpoint," said Bill Blazar, the Minnesota Chamber of See **PIPELINE** on D2 ►

# Pipeline stirs passions on both sides

◀ **PIPELINE** from D1

Commerce's senior vice president of public affairs and business development, during a news conference that laid out business support for the Enbridge project.

Enbridge will inject money into the economy and create jobs, he said. Plus, because the pipeline is old and has had some problems, the project also will improve safety along the pipeline and lower the environmental risk of a spill.

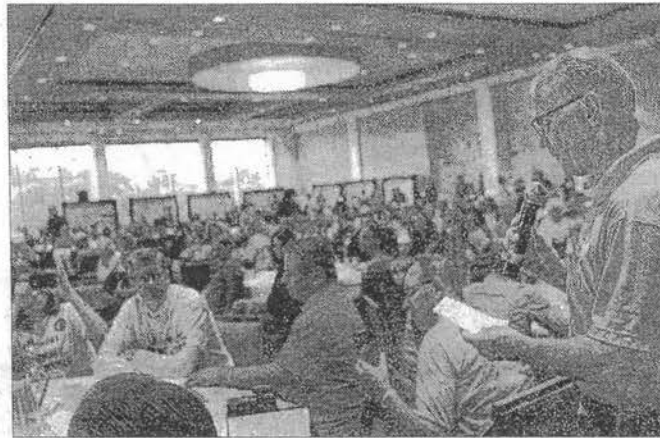
Harry Melander, president of the Minnesota State Building and Construction Trades Council, said the pipeline project will create a couple of thousand construction jobs that could last up to nine months.

Rep. Tim Mahoney, DFL-St. Paul and a pipe fitter, said state regulators need to look at the merits of the project, not the type.

"The system is now being used just to say no to any petroleum project," he said.

However, Rep. Mary Kunesh-Podein, DFL-New Brighton and of Standing Rock Lakota descent, said tribal governments have not had a proper voice in the process thus far.

"If a new line is really [built], shouldn't those tribal councils decide where it goes, not a foreign corporation?" Kunesh-Podein said at a news conference representing Indian tribes' concerns. "This pipe-



RICHARD TSONG-TAATARI • richard.tsong-taatarii@startribune.com  
About 325 people attended Tuesday's meeting, the 11th of 22 citizen-input events held statewide on the 337-mile pipeline.

line threatens our sacred land in Minnesota lake country."

Winona LaDuke — executive director of Honor the Earth, a national environmental nonprofit based on the White Earth Reservation — said the tribes need to "speak for the water for future generations."

"This is the only place where we can live as Anishinaabe people," she said. "This is where the creator put us, and this pipeline will cut through the heart of our territory."

LaDuke also pointed out that thousands who protested the Dakota Access pipeline in North Dakota live in Minnesota.

Rose Whipple, a sophomore at Harding High School and of Ho-Chunk and Santee descent, is one of 13 young cli-

mate activists who officially filed to intervene on the project with the PUC.

"I do not want the wild rice that I and every other Native American eats every day to vanish," she said.

Enbridge's Line 3, which was built in the early 1960s, can move up to 760,000 barrels per day, but it's been operating at only 51 percent of capacity since 2008 because it suffers from corrosion and cracking. Enbridge's filing said the new pipeline would have a capacity of 915,000 barrels a day, but the company said it wants to operate the new Line 3 at the 760,000-barrel capacity that the old one had at its prime. If the company wanted to increase capacity,

it would require separate PUC approval.

The public meetings were scheduled after the publication last month of a draft environmental impact statement (EIS) by the Minnesota Department of Commerce. The draft EIS looked at four alternative routes for Line 3, which have been proffered by state regulators and citizens (from an earlier round of public meetings). The EIS made no recommendations, but noted that all of the routes, including Enbridge's preferred route, carried some environmental risks.

The draft EIS also said that any of the routes across northern Minnesota would have a "disproportionate and adverse effect on tribal resources and tribal members, even if the route does not cross near residences." The final environmental impact statement, due out later this summer, will incorporate comments from the 22 public meetings.

Line 3 is one of six Enbridge pipelines that run along the same corridor across northern Minnesota. For over 70 percent of its trip through the state, Enbridge's new Line 3 would run along existing utility rights of way, either for Enbridge's own pipelines; another company's oil pipeline; or high-voltage power lines.

Mike Hughlett • 612-673-7003

0354

## I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                      |              |                       |
|----------------------|--------------|-----------------------|
| FULL NAME            | PHONE NUMBER | EMAIL                 |
| Brent Berghuis       | 612-616-5960 | bberghuis@local49.org |
| ADDRESS              |              |                       |
| 31790 Foliage Ave.   |              |                       |
| CITY, STATE, ZIP     |              |                       |
| Northfield Mn. 55057 |              |                       |

COMMENTS

I support the line 3 replacement.

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DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

# I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                  |              |       |
|------------------|--------------|-------|
| FULL NAME        | PHONE NUMBER | EMAIL |
| Jesse Berglund   | 879-9171     |       |
| ADDRESS          |              |       |
| 118 17th St.     |              |       |
| CITY, STATE, ZIP |              |       |
| Cloquet MN 55720 |              |       |

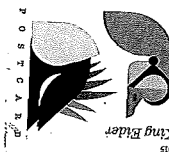
COMMENTS

DECLARE THE EIS ADEQUATE

## Line 3 Replacement Project DEIS

- The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.
- Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.
- Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916; PPL-15-137



Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

## Line 3 Replacement Project DEIS

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Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                  |              |       |
|------------------|--------------|-------|
| FULL NAME        | PHONE NUMBER | EMAIL |
| Dale BERGLUND    | 751-8835     |       |
| ADDRESS          |              |       |
| 50407 US 71      |              |       |
| CITY, STATE, ZIP |              |       |
| Bemidji MN 56601 |              |       |

COMMENTS

NEEDED

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

**Levi, Andrew (COMM)**

---

**From:** apache@web.lmic.state.mn.us  
**Sent:** Thursday, June 22, 2017 7:32 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Bergman Thu Jun 22 07:32:29 2017 PPL-15-137

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: Casey Bergman

County: Beltrami County

City: Bemidji

Email: bergman312004@hotmail.com

Phone: 218-766-2441

Impact: I support line 3 replacement it is the safest way to transport oil.

Mitigation: I support the planned route or the existing route

Submission date: Thu Jun 22 07:32:29 2017

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:

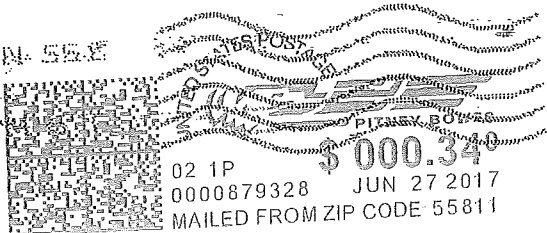
Andrew Koebrick  
[andrew.koebrick@state.mn.us](mailto:andrew.koebrick@state.mn.us)



## Line 3 Replacement Project DEIS

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Docket numbers: CN-14-916; RPT-15-137



Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                       |              |       |
|-----------------------|--------------|-------|
| FULL NAME             | PHONE NUMBER | EMAIL |
| Courtney Bergman      | 218-716-6608 | NA    |
| ADDRESS               |              |       |
| 18141 Shorewood Ct NW |              |       |
| CITY, STATE, ZIP      |              |       |
| Bemidji, MN 56601     |              |       |

COMMENTS

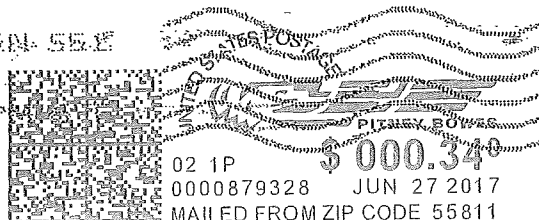
I support Line 3!

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

## Line 3 Replacement Project DEIS

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- Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.
- Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-9161 PPL-15-137-1



Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                        |              |       |
|------------------------|--------------|-------|
| FULL NAME              | PHONE NUMBER | EMAIL |
| Glen Bergman           | 218-487-5473 |       |
| ADDRESS                |              |       |
| 189 spruce Ave Gonvick |              |       |
| CITY, STATE, ZIP       |              |       |
| Gonvick, MN, 56644     |              |       |

#### COMMENTS

I support line 3 and any of the routes it takes.

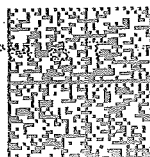
DECLARE THE EIS ADEQUATE WITHIN 280 DAYS



## Line 3 Replacement Project DEIS

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- Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916, RPL-15-337



02 1P \$ 000.34  
0000879328 JUN 27 2017  
MAILED FROM ZIP CODE 55811

Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                   |              |                            |
|-------------------|--------------|----------------------------|
| FULL NAME         | PHONE NUMBER | EMAIL                      |
| Glen Bergman      | 48-481-5473  | Kathy.bergman@enbridge.com |
| ADDRESS           |              |                            |
| 189 Spruce Ave    |              |                            |
| CITY, STATE, ZIP  |              |                            |
| Gondvick Mn 56644 |              |                            |

COMMENTS

I support the oil lines  
any route they choose

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

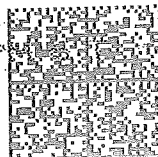
## Line 3 Replacement Project DEIS

The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.

**Years of environmental study:** Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.

**Infrastructure replacement:** As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916, PPL-15-337



02 1P  
0000879328 JUN 27 2017  
MAILED FROM ZIP CODE 55811

Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|   |                                     |  |
|---|-------------------------------------|--|
| FULL NAME<br><i>Kathleen Bergman</i>          | PHONE NUMBER<br><i>281-481-5413</i> | EMAIL<br><i>Kathy.bergman.78@yahoo.com</i> |
| ADDRESS<br><i>189 Spruce Ave</i>              |                                     |  |
| CITY, STATE, ZIP<br><i>Conville, Mn 56644</i> |                                     |  |

COMMENTS

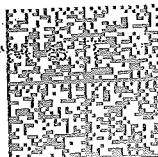
*We need the oil lines to keep  
~~the oil flowing~~ the oil flowing  
and I support the oil  
lines any route they choose.*

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

## Line 3 Replacement Project DEIS

- The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.
- Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.
- Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-9167 RPL-15-337-1A



02 1P  
0000879328 JUN 27 2017  
MAILED FROM ZIP CODE 55811

Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|  |                                     |  |
|--|-------------------------------------|--|
| FULL NAME<br><i>Ryan Bergman</i>             | PHONE NUMBER<br><i>218-308-5419</i> | EMAIL<br><i>bergman_ryan@yahoo.com</i> |
| ADDRESS<br><i>46840 County 7</i>             |                                     |  |
| CITY, STATE, ZIP<br><i>Gonville Mn 56644</i> |                                     |  |

#### COMMENTS

*I definitely support the pipeline and its replacement project, and support the oil lines any route they choose*

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

## Line 3 Replacement Project DEIS

• The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.

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Docket numbers: CN-14-916; PPL-15-137

Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                  |              |       |
|------------------|--------------|-------|
| FULL NAME        | PHONE NUMBER | EMAIL |
| Beau Bergmann    |              |       |
| ADDRESS          |              |       |
| PO Box 1263      |              |       |
| CITY, STATE, ZIP |              |       |
| Walker, MN 56484 |              |       |

COMMENTS

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

**Levi, Andrew (COMM)**

---

**From:** Jan Best <jbest51@yahoo.com>  
**Sent:** Thursday, July 06, 2017 10:15 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** CN -14-916 and PPL-15-137

In reference to Enbridge's proposed Line 3, thru a new corridor of Northern Minnesota, CN-14-916 and PPL-15-137), I would like to make the following comments.

1. The new Line 3 would cross in areas of Minnesota that is abundant in wild rice, a grain that is a complete food, second only to quinoa, in its ability to provide all the complete proteins one needs to survive. Contamination of these beds would be devastating to our Anishinabee tribes and the economic value of selling this wild rice around the world. 50% of the world's hand picked wild rice comes from Minnesota.
2. Having camped at LaSalle State Park recently, I was appalled to see the pipeline would border this area and would run parallel to the Mississippi River and a beautiful wildlife management area. Over 200,000 people visit Itasca State Park a year from all over the world. This pipeline endangers that Park and the headwaters.
3. The area this pipeline would go thru have some of Minnesota's highest water clarity lakes. This means a lot since the southern half of our state has water we can no longer fish or swim in.
4. The groundwater of this region is susceptible to contamination. Our water source is from glacial run off, 35 ft. deep sources. We do not have deep aquifers.
5. There is no known way to adequately clean up and restore tar sands oil spills. The technology has not developed. Case in point, Enbridge's Kalamazoo spill, which will never be restored to its previous state, even though Enbridge has spent \$1 billion dollars so far on clean up. Why would Minnesota allow Enbridge to build Line 3 thru our pristine northern woods and wetlands and jeopardize our land and waters?
6. The world is turning away from fossil fuels. China, India and the European Union countries have recently announced new initiatives in clean energy. Fossil fuels are not our future. Volvo just announced plans to produce only electric vehicles beginning in 2019. Enbridge, a Canadian company, wants to put in a new pipeline corridor so it can export fuel to countries that are now developing and using clean technology. There will not be a market for Enbridge's exported oil. So, again, why should we destroy Minnesota's lands and waters so a foreign company can export to a diminishing market?
7. Our fossil fuel reserves are at capacity. We do not need more oil.
8. As we know, this pipeline would go thru remote areas which can not be easily monitored for spills. In fact, 22% of oil spills are detected by citizens, not by oil company employees. Pin hole leaks are not detectable by Enbridge's monitoring systems. Tar sands could leak for a long time from these pipes before someone notices these leaks. In the winter, these remote areas are even less frequented. Clean up crews would have a difficult time accessing these areas any time of year. None of the local crews are trained in tar sands oil clean up. Besides, there is no sure protocol for tar sands clean up.
9. I live four miles from where this pipeline would be dug, near Outing, MN. There is a 9,000 year old ancient travel route south of the fish hatchery on Route 6 which the pipeline would intersect, in an area that has a spring fed artesian well used by local people for their water source. Think about that! This water source and stream that runs south into Roosevelt Lake, has been pristine and used by humans for 9,000 years. Why would Minnesota jeopardize these clean waters and despoil an ancient Native American travel route?

10. If Enbridge has a spill on its tar sands line, who will pay for the clean up over the many years going forward? What kind of insurance requirements are placed on this foreign company to have a more than adequate amount of cash to finance clean ups?

11. Contrary to what Enbridge says, there will not be a lot of jobs for Minnesotans. There will only be 25 jobs if the pipeline is put in. Most of the jobs are in Canada, where the monitoring occurs. Most of the jobs for installation are out of state workers who are highly specialized in their fields, not Minnesotans.

12. Most of the lands affected by this pipeline is in 1855 treaty territory, where Native Americans were given the right to hunt, fish and gather in this area. This means they have the legal right to use the 1855 territorial lands and its bounty for subsistence. That means this territory can not be polluted!

The evidence is plain to see before our eyes. There is no reason to allow Enbridge, a foreign company, to come in and ruin Minnesota's lands and waters. This is a clear cut case that anyone, including my former third grade students, could see there is no value in Enbridge's claim they need this tar sands pipeline.

Jan Best  
2825 Rapala Dr  
Remer, MN 56672

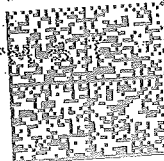
## Line 3 Replacement Project DEIS

The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.

Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.

Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916 RPL-15-137



02 1P  
0000879328 JUN 27 2017  
MAILED FROM ZIP CODE 55811

Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                    |              |       |
|--------------------|--------------|-------|
| FULL NAME          | PHONE NUMBER | EMAIL |
| Gary Bettcher      | 218-750-0416 |       |
| ADDRESS            |              |       |
| 210 Chestnut St. E |              |       |
| CITY, STATE, ZIP   |              |       |
| Virginia MN. 55792 |              |       |

COMMENTS

I support Line 3 replacement because it will ensure safer oil transportation for our future needs of the United States.

*Gary A. Bettcher*

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

**Levi, Andrew (COMM)**

---

**From:** tomandchrisb@aol.com  
**Sent:** Monday, July 10, 2017 3:54 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Concerns about Sandpiper pipeline

I am writing to voice my objections to the proposed location of the Sandpiper pipeline. The proposed site would affect a large watershed area, including the Whitefish Lake Chain which flows into the Mississippi River. Any oil leaks could have disastrous effects on this area which is the home to so much environmentally sensitive forms of wildlife, people included!

My family of origin has been owners of property on Bertha Lake for over one hundred years; I am in the fourth generation. My husband and I also own a lake place on Johnson Lake just east of Backus. We are concerned about the future of this beautiful area.

I urge you to reconsider the pipeline's placement.

Sincerely,

Christine Oemcke Bettendorf



**Levi, Andrew (COMM)**

---

**From:** Michael/Ruth Bettendorf <webetten@hotmail.com>  
**Sent:** Monday, July 10, 2017 12:09 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Please DO NOT ALLOW the newest proposed Sandpiper line be built!

Dear Jamie MacAlister, Environmental Review Manager,

My husband and I are VERY concerned for this HIGHLY volatile shale oil, Sandpiper pipeline, proposed through this very fragile water way. In that this company is not from this area, much less this country, and we believe this pipeline will only cause future environmental issues that will push many wildlife animals experiencing extinction threats to cause the to be eliminated FOREVER!

We feel strongly that this pipeline is a threat to the wildlife but for the vital water filtration it provides for the upper Mississippi water source. Future generations will suffer from this disastrous pipeline proposal. Might we suggest this company should clean up their old pipeline FIRST before proposing messing up our land further!!

Dr. and Mrs. M. Bettendorf  
1931 Pierce St. NE  
Minneapolis, MN  
55418



Comment Form  
Line 3 Project Draft EIS Public Meeting

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

Name: \_\_\_\_\_

Street Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Phone or Email: \_\_\_\_\_

Please share your comments on the Line 3 Project Draft EIS. What could be improved in the EIS? What is missing?

Shame that all the  
people who signed up  
to speak @ 6:00pm,  
had to walk out w/out  
being able to speak.  
Not Good —  
Vicky Bibeau

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

**From:** [Robert Bing](#)  
**To:** [MN\\_COMM\\_Pipeline\\_Comments](#)  
**Subject:** Comment CN-14-916 and PPL-15-137  
**Date:** Monday, June 05, 2017 10:30:06 AM

---

Dear Ms. MacAlister,

EIS and Line 3 Replacement Regulatory Schedule

As a resident of northern Minnesota, I've watched the regulatory process for more than 2 years for the Line 3 Replacement Project. The state has done its part to ensure access to the process, but now it's time to move forward. It's time to permit Line 3. I feel there has been ample time for public comment and urge the Department of Commerce to move the process forward to replace Line 3. Please keep the EIS timeline to the statutory deadline of 280 days.

Sincerely,

Robert W. Bing  
5359 Martin Rd  
Duluth, MN 55811  
[bob.bing@enbridge.com](mailto:bob.bing@enbridge.com)

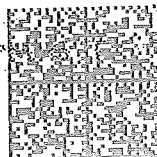
## Line 3 Replacement Project DEIS

The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.

Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.

Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916, RPI-15-187



02 1P  
0000879328 JUN 27 2017  
MAILED FROM ZIP CODE 55811

Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|   |                                     |                                   |
|---|-------------------------------------|-----------------------------------|
| FULL NAME<br><i>Glenn Bixler</i>                | PHONE NUMBER<br><i>907-301-0763</i> | EMAIL<br><i>gab3483@yahoo.com</i> |
| ADDRESS<br><i>5739 Rose Rd</i>                  |                                     |                                   |
| CITY, STATE, ZIP<br><i>Hermantown, MN 55811</i> |                                     |                                   |

COMMENTS

*I support the line 3 replacement.*

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

**Levi, Andrew (COMM)**

---

**From:** Jim Blakesley <jlblak@embarqmail.com>  
**Sent:** Wednesday, July 05, 2017 7:38 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3 Replacement

Dear Ms. MacAlister,

Let's get it built. It is a good plan and the need is there for the pipeline. It avoids populated areas so as to minimize the possibility of damage by "two guys and a backhoe."

Sincerely,

Jim Blakesley  
319 4th St NW  
Aitkin, MN 56431  
jlblak@embarqmail.com

**From:** [Dylan Blanchard](#)  
**To:** [MN COMM Pipeline Comments](#)  
**Subject:** pipeline concerns  
**Date:** Wednesday, May 31, 2017 10:47:09 AM

---

Hello I would like to voice my concerns over the proposed new Line 3 pipeline. I believe that there is plenty of evidence that has shown and continues to show the grave danger that pipelines can introduce through communities and ecosystems. I strongly feel that the pipeline will not adequately be able to address concerns over possible leaks. Furthermore, there is ample evidence to show that our energy needs are increasingly able to be better met by non-petroleum systems, and that we should be pursuing those technologies, and looking at ways to reduce our energy consumption.

Thank you for your time,  
Dylan Blanchard

**Levi, Andrew (COMM)**

---

**From:** Jesse Bleichner <jesse\_bleichner@live.com>  
**Sent:** Monday, June 26, 2017 5:39 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3 expansion

Dear Ms. MacAlister,

The 2017 line 3 EIC does not do enough to show what a major catastrophic oil spill would do to our waters and the watersheds of our state. It would cripple the tourism our area depends on, and ruin water quality for generations; all so a Canadian company can profit more than they would if they didn't run their oil through a pipeline. The new proposed line disregards prior treaties we have made with the Native Americans Tribes in our state, and any new line is unacceptable to their way of life. MN needs to honor our Native people, and choose water over oil. Dirty tar sands are economically a bad idea, and MN needs to include comparisons of pollution and carbon costing of shipping oil vs clean energy production and distribution costs in the EIC. I do not support a new line 3 pipeline, and demand Enbridge remove their faulty lines out of the ground at their cost.

Sincerely,

Jesse Bleichner  
19419 Spencer Rd  
Brainerd, MN 56401  
jesse\_bleichner@live.com

**Levi, Andrew (COMM)**

---

**From:** Jesse Bleichner <jesse\_bleichner@live.com>  
**Sent:** Monday, July 10, 2017 9:54 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3 EIS comment

Dear Environmental Review Manager,

Enbridge is proposed 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.

A drilling materials list should be provided to the public. The public cannot adequately comment without knowledge of these materials. What are those additives? They need to be included in the Final EIS.

Kind regards,

Jesse Bleichner



**Levi, Andrew (COMM)**

---

**From:** Jesse Bleichner <jesse\_bleichner@live.com>  
**Sent:** Monday, July 10, 2017 9:58 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3 EIS comment

Crow Wing Watershed District has recently had a hard working committee put together a WRAPS. These actions are mandated by the state of MN to protect our overall water quality. As individual watershed districts within the Mississippi River Basin are working hard to improve water conditions and protect existing clean water resources, what protections are being offered for those efforts? I do not see any indication within the draft EIS, about the effects of a spill or construction through pristine clean water ecosystems, and how that will effect the efforts and money being invested on a local level? How does the applicant plan to work with the local watershed districts? How will they compensate for these local investments in the case of a release? The state has mandated the MPCA to review the quality of MN water bodies, and set forth recommendations to achieve the goal of protecting MN's existing clean water resources. These bodies of water are scare worldwide. Protecting them has been deemed by the MPCA to be the best course of action. Prevention is less costly than a clean up effort. The state is supposed to be following these recommendations to protect existing clean water in Northern MN. Southern MN does not have much hope of ever recovering those bodies of water. How does this project fit into the model of preventing these clean bodies of water in the north from being contaminated? This conflict needs to be addressed in the final EIS.

Kind regards,

Jesse Bleichner

**Levi, Andrew (COMM)**

---

**From:** Jessica Bleichner <jessica.bleichner@gmail.com>  
**Sent:** Monday, July 10, 2017 9:49 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3 EIS Comment

**Dear Environmental Review Manager:**

There is nothing in the DEIS for Line 3 about the general economic picture for Minnesota if this project is approved as Enbridge prefers. Minnesota lakes are the source of revenue for fishing, water recreation, fisheries, and tourism in general. Where is the analysis of how a pipeline through some of the best lakes country in Minnesota will affect the fishing, tourism, and recreation industries (and others) in Minnesota? How would the towns along the route be affected (positively or negatively)? Does this pipeline provide enough benefits for Minnesota to balance the risk? I don't see anything about this in the DEIS. There must be an economical analysis for the EIS to be complete.

I am also concerned about the Mississippi River Basin Watershed, as a whole entity, and the money being invested to our local watershed districts to clean up existing pollution. Many funds are directed to the Upper Mississippi River Watershed from downstream communities. It seems counter intuitive to these clean up efforts to consider the risk of an oil pipeline through the headwaters. We owe it to those invested to continue trying to clean up the Upper Mississippi Watershed, not putting it at additional risk. I have not seen any mention of accountability regarding the investment into those cleanup efforts. I volunteer with my local watershed district (Crow Wing, which would be implicated in the preferred route). We are trying very hard to help folks downstream, at their request and funding!

Thank you,  
Jessica Bleichner  
19419 Spencer Rd  
Brainerd, MN 56401  
MN Master Naturalist Volunteer

**Levi, Andrew (COMM)**

---

**From:** Jessica Bleichner <jessica.bleichner@gmail.com>  
**Sent:** Monday, July 10, 2017 9:59 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3 EIS Comment

Dear Environmental Review Manager:

I would like to know, in the final EIS for Line 3, what Enbridge's plans are if their preferred route is approved? Will it be just the one pipeline, or will they eventually move all six pipelines to the new corridor? This would have a huge effect on how people feel about Enbridge's preferred pipeline route. Being a resident in the Crow Wing Watershed District, which would be implicated in the preferred route, this is a very important consideration. This needs to be addressed in the final statement.

Jessica Bleichner  
19419 Spencer Rd  
Brainerd, MN 56401  
MN Master Naturalist Volunteer

**Levi, Andrew (COMM)**

---

**From:** Jessica Bleichner <jessica.bleichner@gmail.com>  
**Sent:** Monday, July 10, 2017 10:42 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3 EIS Comment

Dear Environmental Review Manager,

I am curious, who were the private contractors used to compile the EIS? Do they have previous work histories with the Applicant? If so, was "conflict of interest" considered in their employment? Where they hired by the State of MN or Enbridge? This information should be included in the final EIS.

Thank you,  
Jessica Bleichner  
19419 Spencer Road  
Brainerd, MN 56401  
MN Master Naturalist Volunteer

**Levi, Andrew (COMM)**

---

**From:** Jessica Bleichner <jessica.bleichner@gmail.com>  
**Sent:** Monday, July 10, 2017 11:06 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3 EIS

Dear Environmental Review Manager,

I am a citizen water quality monitor, and educator for protecting and keeping our bodies of water clean as a MN Master Naturalist. I work closely with my local watershed districts and follow the work of the MPCA. Crow Wing Watershed District has recently had a hard working committee put together a WRAPS. These actions are mandated by the state of MN to protect our overall water quality. As individual watershed districts within the Mississippi River Basin are working hard to improve water conditions and protect existing clean water resources, what protections are being offered for those efforts? I do not see any indication within the draft EIS, about the effects of a spill or construction through pristine clean water ecosystems, and how that will effect the efforts and money being invested on a local level? How does the applicant plan to work with the local watershed districts? How will they compensate for these local investments in the case of a release? The state has mandated the MPCA to review the quality of MN water bodies, and set forth recommendations to achieve the goal of protecting MN's existing clean water resources. These bodies of water are scare worldwide. Protecting them has been deemed by the MPCA to be the best course of action. Prevention is less costly than a clean up effort. The state is supposed to be following these recommendations to protect existing clean water in Northern MN. Southern MN does not have much hope of ever recovering those bodies of water. How does this project fit into the model of preventing these clean bodies of water in the north from being contaminated? This conflict needs to be addressed in the final EIS.

Thank You,  
Jessica Bleichner  
19419 Spencer Rd  
Brainerd, MN 56401  
MN Master Naturalist Volunteer

**Levi, Andrew (COMM)**

---

**From:** Jessica Bleichner <jessica.bleichner@gmail.com>  
**Sent:** Monday, July 10, 2017 11:35 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3 EIS Comment

Dear Environmental Review Manager,

Enbridge is proposed 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.

A drilling materials list should be provided to the public. The public cannot adequately comment without knowledge of these materials. What are those additives? They need to be included in the Final EIS.

Thank You,  
Jessica Bleichner  
19419 Spencer Rd  
Brainerd, MN 56401  
MN Master Naturalist Volunteer

**Levi, Andrew (COMM)**

---

**From:** LuAnn Bleiler <anders1@paulbunyan.bet>  
**Sent:** Friday, July 07, 2017 9:17 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3 Replacement Project DEIS CN-14-916 and PPL-15-137

Dear Ms. MacAlister,

Department of Commerce

Topic: Environmental Protection

I am a Minnesotan and want to see the environment protected like most others.

I believe replacing aging infrastructure like pipelines is imperative to protecting the environment.

The MPCA has recently released the Mississippi River Watershed report that shows the cleanest waters in the state are in northern Minnesota. Energy infrastructure and clean waters can co-exist.

Topic: Preferred route

I am a landowner/business owner/community member on Enbridge's preferred route and have witnessed many survey crews in my community looking for artifacts and examining our lakes and rivers over the past four years.

It is preferable for me to locate pipelines in more rural areas, rather than to site them in the middle of cities and towns.

Enbridge has found a route that follows existing utility corridors.

Pipelines are everywhere in Minnesota, according to the Environmental Quality Board's report. I'm familiar with pipeline right of ways in northern Minnesota around Bemidji, Grand Rapids, Cass Lake and Alexandria. Pipelines and natural resources have gone hand-in-hand in northern Minnesota for decades.

Topic: EIS and Line 3 Replacement Regulatory Schedule As a resident of northern Minnesota, I've watched the regulatory process for more than 2 years for the Line 3 Replacement Project.

I feel there has been ample time for public comment and urge the Department of Commerce to move the process forward to replace Line 3.

No further time or study is needed to evaluate the environmental impacts due to the thorough and well-prepared EIS.

Please keep the EIS timeline to the statutory deadline of 280 days.

Topic: Deactivation

Deactivating a pipeline in-place is the most commonly-used industry method to retire a pipeline.

Leaving the permanently deactivated pipeline in place is the safest option as it reduces the risk of soil stability issues, avoids major construction activities and reduces the potential risk to existing pipelines from heavy equipment.

Sincerely,

LuAnn Bleiler  
 125 Harriet Ave SW  
 Solway, MN 56678  
 anders1@paulbunyan.bet

## I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                    |              |       |
|--------------------|--------------|-------|
| FULL NAME          | PHONE NUMBER | EMAIL |
| Erin Blom          | 751-2597     |       |
| ADDRESS            |              |       |
| 11416 Eckles Rd NW |              |       |
| CITY, STATE, ZIP   |              |       |
| Benidjir NW 56681  |              |       |

### COMMENTS

Everything we use is petroleum right down to the  
Grease buttons on our shirt. Gas is 78° and our  
Soil is 89° and concrete is 99° and for is  
103° - so it's a wonder where global warming  
is coming from. We need the pipeline

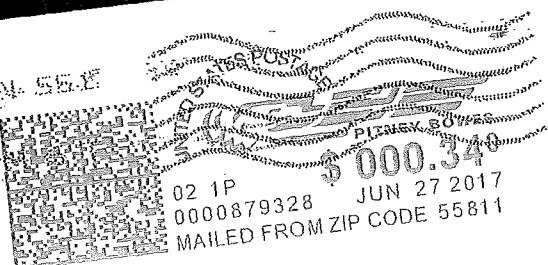
DECLARE THE EIS ADEQUATE WITHIN 280 DAYS



# Line 3 Replacement Project DEIS

- The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.
- Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.
- Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916; PPL 15-137



Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

## I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|   |              |       |
|---|--------------|-------|
| FULL NAME                                     | PHONE NUMBER | EMAIL |
| KOD BLOOMER 218-730-6111 bloomer70@icloud.com |              |       |
| ADDRESS                                       |              |       |
| 6549 MORRIS THOMAS RD. W.                     |              |       |
| CITY, STATE, ZIP                              |              |       |
| CLOQUET MN 55720                              |              |       |

COMMENTS

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DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

**Levi, Andrew (COMM)**

---

**From:** Amy Blumenshine <amyblumenshine@mac.com>  
**Sent:** Saturday, July 01, 2017 10:00 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Docket CN-14-916 and PPL-15-137

Dear Commissioners,

I oppose the proposed pipeline project. We Minnesotans are duty-bound to our descendants to protect the water of life. Water is essential to life. It is very easy to make toxic – a fraction of toxic material can do it. We are honor-bound to be very careful. All pipelines leak and do damage, but there is an industry standard of “acceptability” with little regard to cumulative harm.

With the Tar Sands flow, the prospect is even more hazardous. If little research has been conducted on the toxicity of dilbit to organisms, maybe it’s too soon to make a 100 year plus commitment to flowing it through watersheds. Bitumen contains several potentially toxic metals, stable and persistent resins,” etc Ch 10.3.1.1.2 (Ch 10, pg 26 & 27).

How can we allow Enbridge to risk our future with a substance that they refuse to identify, claiming the release of the chemical composition is a “trade secret”?

No river has successfully recovered after dilbit clean up. Let’s remember that some day this line would be abandoned, too. There’s also the proposed abandonment of the existing Line 3. This could be a bad precedent, considering the potential abandonment of the three other aging pipelines in Enbridge’s existing mainline corridor across MN (Lines 1, 2, and 4) There’s no guarantee of the continued existence of the corporation that is responsible.

This is the wrong historical moment to imperil future water for oil now. We now have better technology and cannot afford to extract or burn (much less leak) the tar sands oil mix. This very high risk to our environment makes no sense for MN. Please do not grant a Certificate of Need.

Amy Blumenshine, 3156 Elliot Ave. S., Minneapolis, MN 55407

## Line 3 Replacement Project DEIS

- The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.
- Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.
- Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916; PPL-15-137

Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

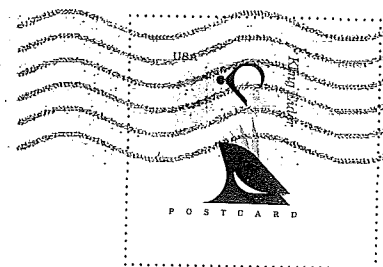
|                    |              |       |
|--------------------|--------------|-------|
| FULL NAME          | PHONE NUMBER | EMAIL |
| Tanner Bober       | 218-391-9247 |       |
| ADDRESS            |              |       |
| 4867 Brandon Rd    |              |       |
| CITY, STATE, ZIP   |              |       |
| Brookston MN 55711 |              |       |

COMMENTS This is my career without  
Jobs in this line of work many  
people would be without an  
income To support Their  
families and community

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS



DEAR DEPARTMENT OF COMMERCE, MINNEAPOLIS MN 553  
PLEASE INCLUDE THIS COMMENT ON THE DEIS FOR  
LINE 3 IN DOCKETS CN-14-916 AND PPL-15-137 JUL 2017 PN 4 L



The DEIS acknowledges that  
the presence of ~~the~~ a  
temporary workforce near  
reservations increases the  
likelihood that sex trafficking  
or sexual abuse will occur.  
Any anti-sex trafficking  
program will not likely be  
effective

**JAMIE MACALISTER**  
ENVIRONMENTAL REVIEW MANAGER  
MN DEPARTMENT OF COMMERCE  
85 7TH PLACE EAST, SUITE 280  
ST. PAUL, MN 55101-2198

SINCERELY,

Mae Boda

**Levi, Andrew (COMM)**

---

**From:** Bogard, John <Bogard.John@principal.com>  
**Sent:** Monday, July 10, 2017 9:28 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Cc:** jb1416 (johnabogard@gmail.com)  
**Subject:** Public Comment: Line 3 Project (CN-14-916 and PPL-15-137)

Dear Environmental Review Manager:

There is nothing in the DEIS for Line 3 about the general economic picture for Minnesota if this project is approved as Enbridge prefers. Minnesota lakes are the source of revenue for fishing, water recreation, fisheries and tourism in general. Where is the analysis of how a pipeline through some of the best lake country in Minnesota will affect the fishing, water recreation, fisheries, tourism, and recreation industries (and others) in Minnesota? How would the towns along the route be affected (positively or negatively)? Does this pipeline provide enough benefits for Minnesota to balance the risk? I don't see anything about this in the DEIS. There must be an economical analysis for the EIS to be complete.

Thank you –

**John Bogard, Chair**  
**Thunder Lake Assn Preservation Committee**  
**763-257-5410**

*(This email is being sent from my office at Principal Financial Group in Minnetonka, MN - Any response should be sent to my personal email address which is: [johnabogard@gmail.com](mailto:johnabogard@gmail.com))*

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**Levi, Andrew (COMM)**

---

**From:** MAC <mrbnhm@msn.com>  
**Sent:** Monday, July 10, 2017 9:57 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Comment Against Pipeline Abandonment - Docket #s CN-14-916 and PPL-15-137

To: Jamie MacAlister

Environmental Review Manager Minnesota

Please note that as an owner of land comprising pipeline right of way, and as a concerned citizen, I am not in favor of any form of pipeline abandonment. I am in agreement with the city of Grand Rapids that line #3 should be totally removed. I strongly believe that if Enbridge or any other company needs another pipeline that they should be replacing it in an area that is already cleared and designated for this use rather leaving all of the steel and residuals in the ground to go to waste and cause more problems such as contamination or other possible and permanent damaging effects to vital resources. I do not believe that any company should be allowed to leave their equipment abandoned in place, especially a pipeline that is being abandoned because of its excessive deterioration. I am surprised, with all of the environmental concerns that are conveyed on a daily basis in our country today, that abandonment would even be considered. The deteriorating pipe may be difficult and costly to be removed but I believe it is the responsibility of any company that owns the equipment to remove it at the end of its use and should be considered as part of the cost of doing business.

Enbridge has already opened up a corridor for the use of conveying oil. I believe that it is wrong for them to clear and limit the use of additional property simply because it is cheaper for them than fulfilling their responsibility of removing equipment that is no longer being used. I do not believe that the majority of landowners would have initially allowed a pipeline through their property, which already limits the property from many uses, and then grant them a permanent easement, had they known that it would someday be abandoned in place. If the property is no longer being utilized for the original intent of the easement, it should be restored back to its original condition by removing the equipment and full rights should be transferred back to the land owner.

Respectfully,

Mac Bonham

22371 Kolp Road

Grand Rapids, MN 55744

## I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                             |              |       |
|-----------------------------|--------------|-------|
| FULL NAME                   | PHONE NUMBER | EMAIL |
| BRAD BOOS                   | 218-310-0225 |       |
| ADDRESS                     |              |       |
| 24 N 64 <sup>TH</sup> AVE N |              |       |
| CITY, STATE, ZIP            |              |       |
| DULUTH MN                   |              |       |

## COMMENTS

We need to upgrade our INFRASTRUCTURE.  
These old ~~pipelines~~ pipelines AND OLD  
Technology need updating.  
(The alternative of TRAIN TRANSPORT IS a Bad Idea)

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

**Levi, Andrew (COMM)**

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**From:** Jason Borden <jason\_b1975@yahoo.com>  
**Sent:** Monday, July 10, 2017 4:59 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Docket numbers CN-14-916 and PPL-15-137

1. Enbridge wants to abandon the old line 3 pipes, rather than clean up the installation and remove them. The abandoned pipeline will corrode and pollute the area around it, so I don't understand Enbridge's stated concern that a new pipeline will create less pollution from leakage or corrosion. You can't have it both ways - they want to use "avoided pollution" as a justification to not clean up and to create pollution.

2. The price of oil is low, indicating that there is currently an oversupply of oil. This is backed up by the fact that OPEC has been curtailing oil production in an attempt to increase oil prices. Additionally, the decarbonization of the Minnesota economy and of the US economy overall is increasing its pace. All the projections I've seen are that peak oil demand is very close - in the neighborhood of 10 years or less. Building a new line 3 pipeline with increased capacity doesn't appear to take the coming reductions in demand into account. Given that oversupply will continue to dominate the oil market and keep the oil prices low, how will Enbridge make enough money to maintain the new pipeline safely? How will Enbridge be able to make enough money to decommission the pipeline at its inevitable end of life? If Enbridge does somehow earn enough money to operate the pipeline at a minimal profit, how long will Enbridge argue the pipeline needs to be operated just to cover its installation expenses? 30 years? 40 years? 60 years? 100 years? Even if it is only 30 years, the demand for oil is very likely to almost completely vanish because of Minnesota's and indeed the world's population having increased awareness of the link between burning fossil fuels and climate change. The historical pace of cost reductions in renewable energy show that pure price competition will eliminate oil demand, even if public concern does not. It seems virtually certain that Enbridge will not make money in the long run for this line 3 replacement, although there will likely be some short-term gains for a handful of Enbridge executives and temporary construction jobs for a few dozen people. But how can we justify this small gain for a few, when Minnesotan's overall will get stuck with an expensive bill to clean up a project that's quite likely to ultimately be abandoned by Enbridge? It's not as if history has not shown us this is exactly what will happen. A number of mines in the Northland have suffered this exact fate. If a company operating a facility that can have an environmental impact is not profitable over time, Minnesotans end up footing the bill for the cleanup because the company cannot.

Authorizing the line 3 replacement is a boondoggle and a fool's errand. Do not allow its construction.

Thank you,  
 Jason Borden



1860 Elm St.  
White Bear Lake, MN 55110

**From:** [Dean Borgeson](#)  
**To:** [MN COMM Pipeline Comments](#)  
**Subject:** Docket Numbers CN-14-916 and PPL-15-137  
**Date:** Saturday, May 20, 2017 3:32:09 PM

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Mr. Commissioner:

The proposed re-routing of Embridge pipeline #3 through north-western Crow Wing County is a reckless prospect and requires a strong EIS and an independent investigation and public explanation of why this deviation from the current location of the pipeline is being advanced:

- Is the re-routing being proposed, because Embridge is reluctant to uncover how much environmental damage has occurred along the current (relatively accessible) pipeline corridor?
- Is the new route being proposed because this more remote location will be less likely to result in the discovery of a leak by the public?
- What would be the monetary damage caused by a leak in the Pine River watershed above the dam at Cross Lake be, and is Embridge bonded to fully cover the damage sustained by area property owners as well as downstream water users on the Pine and Mississippi Rivers, including but not limited to drinking water?

Sincerely,

Dean A. Borgeson  
36030 Bonnie Lakes Road  
Crosslake MN 56442

**Levi, Andrew (COMM)**

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**From:** Katy Botz <botzkaty@gmail.com>  
**Sent:** Monday, July 03, 2017 7:32 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Draft Environmental Impact Statement for Line 3 Replacement CN-14-916 and PPL-15-137

Dear Ms. MacAlister,

I would like to voice my support for the Line 3 Replacement. We all use oil and its by-products so let's do it in a responsible way.

It will bring jobs to our area and tax dollars will flow which in turn helps the economy of Minnesota.

I trust that safety for people and the environmental will be front and center.

Katy Botz

Sincerely,

Katy Botz  
787 32nd Ave NW  
Backus, MN 56435  
botzkaty@gmail.com

**Levi, Andrew (COMM)**

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**From:** Connie Bowen <conniegbowen@gmail.com>  
**Sent:** Thursday, July 06, 2017 3:23 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Strongly Object to Enbridge Line 3 plans

Docket numbers: CN-14-916, PPL-15-137

The proposed plans for Enbridge's massive, destructive, and risky Line 3 should not be allowed to proceed. This line would endanger the environmental health of Minnesota irreparably and these plans are irresponsible. The DEIS lacks sufficient research on environmental impact and it is incomplete and faulty in its logic, quoting directly from Enbridge documents rather than completing an actual impact study.

The proposed pipeline blatantly violates treaty rights of access to fishing, wild rice harvest, and hunting on ceded territories. The cultural endangerment and risk to the health of many marginalized Minnesotans are inexcusable when the pipeline is NOT needed. This places company profits above the value life of Minnesotans and the beauty of this state. In this case, Minnesota suffers ALL of the potential risks and damage but gains no benefit-at all- from the process.

As noted in the New York Times today, this pipeline in Minnesota is not necessary; there is a glut:

<https://www.nytimes.com/2017/07/05/business/energy-environment/oil-exports-corpus-christi-texas.html>

This is an example of purely placing profits over people, and the oil industry must be stopped. Its short-term gains outweigh the long-term devastation of this beautiful state and of the rights of the indigenous peoples.

Constance Bowen  
 6200 Vernon CT S  
 Minneapolis MN 55436

**Levi, Andrew (COMM)**

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**From:** dbower@gmail.com  
**Sent:** Monday, July 10, 2017 10:11 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Against line 3

- Certificate of Need Docket: [CN-14-916](#)
- Route Permit Docket: [PPL-15-137](#)

As a minnesota resident I am completely against line 3. It puts critical wildlife habitat at risk. The risks outweigh the reward. Please deny the permit to construct line 3.

Mr. D Bower

**Levi, Andrew (COMM)**

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**From:** Jay Bowers <jdbowers7@msn.com>  
**Sent:** Thursday, July 06, 2017 10:36 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** I'm in favor of line 3 going in

Dear Ms. MacAlister,

To whom it may concern,  
I truly believe that it will benefit everyone for the next 40 to 50 years.

Sincerely,

Jay Bowers  
21821 Mishawaka Rd  
Grand Rapids, MN 55744  
jdbowers7@msn.com

**Levi, Andrew (COMM)**

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**From:** Joyce Bowers <joisette@gmail.com>  
**Sent:** Monday, July 10, 2017 5:33 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Public Comment Submission - Line 3 Project (CN-14-916 and PPL-15-137)  
**Attachments:** Line 3 Draft EIS Comments - Joyce Bowers.pdf

My comment on the Draft EIS for the Line 3 Project is attached. Thank you for your attention.

Joyce Bowers  
3118 33rd Avenue So.  
Minneapolis, MN 55406

Public Comment: Line 3 Project (CN-14-916 and PPL-15-137) DRAFT EIS Chapter 13, Submitted by Joyce L. Bowers, 7/10/17

I am submitting these comments as a Minnesota citizen who is quite troubled by the deficiencies in the Draft Environmental Impact Statement for the proposed expansion/replacement of Enbridge's Line 3 oil pipeline. Given the staggering length of the document – which in itself seems a formidable barrier to citizen participation in this process – I will limit my comments to the DEIS List of Preparers (Chapter 13), with the hope that others have addressed the document's many other issues and shortcomings.

I attended the PUC Public Hearing on the EIS Scoping Document last year in which the Commission confirmed that, despite what seemed to me very logical objections, the EIS would be prepared by the Department of Commerce, as has been standard practice for pipelines in Minnesota. The public was asked to believe that the DOC, an agency without internal scientific and environmental resources and an historical record of nearly unqualified support for the oil and gas industry, would somehow deliver an impartial and technically rigorous EIS. We were assured the DOC would draw on Minnesota's actual (albeit underfunded, understaffed) environmental agencies for assistance. I am unsurprised to see this didn't quite work as advertised.

Chapter 13.2 tells us the DOC "was supported by" Cardno, Inc. in preparing the DEIS. (The document is silent as to the extent of the "support" and at what cost to taxpayers.) Cardno's offices in Fridley as shown on Google maps look unassuming and like the sort of place environmental consultants who could be hired for an objective study might be found. But those offices are actually a small outlet of an international company based in Australia which is involved in and profits from the fossil fuel industry in a variety of ways.

Cardno Limited is traded on the Australian Stock Exchange under "CDD" with gross revenue of \$1.2 billion, according to its 2016 annual report (<http://www.cardno.com/en-au/InvestorCentre/Investors%20Centre%20Documents/Annual%20Report%20to%20shareholders.pdf>). According to Cardno's literature, it sells products and services in the energy, transportation, water management, security, and defense sectors, among others. Following a 2014 acquisition of another oil and gas business, Cardno's then-CEO said, "Oil, gas and energy clients will now account for around 25% of Cardno's annual revenue." ([http://www.cardno.com/en-au/mediacentre/Pages/Cardno-acquires-oil-and-gas-engineering-services-business-and-completes-\\$50m-equity-raising.aspx](http://www.cardno.com/en-au/mediacentre/Pages/Cardno-acquires-oil-and-gas-engineering-services-business-and-completes-$50m-equity-raising.aspx))

This is a blurb from Cardno's website describing its approach to the oil and gas industry:

## Oil and Gas

For more than 30 years, Cardno has served oil and gas clients ranging from global corporations to local, specialized companies. We have provided solutions that address upstream, midstream and downstream delivery challenges.

Our team comprises experts in geology, geophysics, business and risk management, health and safety, engineering, permitting, natural resource management, remediation and toxicology and environmental risk assessment.

Cardno professionals know how to best meet your technical needs and understand the context in which you operate – often under intense public scrutiny. We know how to effectively engage stakeholders, meet rigorous regulations and deliver strategic solutions that meet short- and long-term needs.

<http://www.cardno.com/en-us/MarketsandServices/Pages/Oil-and-Gas.aspx>

This is a list of services taken from a Cardo brochure provided to Cardo's "range of clients" designed to "deliver resource and infrastructure projects in the energy and resources sector:"

### Energy and Resources

Cardno works with a range of clients in the Americas, Australia and Africa to deliver resource and infrastructure projects in the energy and resources sector. Our clients, which include the largest mining houses in the world, benefit from our extensive expertise and experience in the provision of high level services and a full range of cost-effective, sustainable solutions.

- > Oil and gas, drilling and production
- > Hazardous waste management
- > Renewable resources evaluation
- > Facilities planning and design
- > Rehabilitation and remediation
- > Process, refinery and power structures and planning
- > Material handling structures
- > Marine and offshore structures
- > Conveyance and transportation
- > Hydropower
- > Geotechnical engineering
- > Geotechnical materials testing
- > Mapping and survey
- > Regulatory compliance
- > Environmental surveys
- > Environmental monitoring
- > Electrical engineering
- > Mining engineering
- > Exploration

[http://www.cardno.com/en-au/AboutUs/Documents/Cardno%20Corporate%20Brochure\[AU\].pdf](http://www.cardno.com/en-au/AboutUs/Documents/Cardno%20Corporate%20Brochure[AU].pdf)



Public Comment: Line 3 Project (CN-14-916 and PPL-15-137) DRAFT EIS Chapter 13, Submitted by Joyce L. Bowers, 7/10/17

In Gas Today, an Australian industry publication, Cardno specifically advertises “Commissioning, pre-commissioning and testing services,” “Decommissioning and abandonment,” “Engineering – pipelines,” and “Pigging services, pipeline flushing, external/internal inspection” to the fossil fuel industry, among many other services.

(<http://gastoday.com.au/directory/view/6733?q=cardno>)

In 2010, Cardno acquired the US based environmental consulting firms ENTRIX and Environmental Resolutions Inc. (ERI). In a presentation to its investors, Cardno states, “There are significant cross-selling opportunities both between ENTRIX and ERI and with Cardno’s global businesses.” In addition to acquiring revenue from the environmental consulting “growth industry,” “Cardno’s strategy is also to increase its proportion of revenue from resources and energy businesses including oil and gas, mining and industrial sectors.” The document is explicit that Cardno believed the acquisition of these consulting firms would not only add a new revenue stream from “environmental sectors” but would also increase revenues from its existing business (summarized above) as a result.

(<http://www.cardno.com/Style%20Library/MediaCentre/ASXAnnouncements2010/U.S.%20Acquisitions%20Presentation%20FINAL.pdf>)

Also according to its 2016 annual report, Cardno’s revenues are suffering from “a sharp reduction in oil and gas related projects” (p. 9). In his Chairman’s Letter (p. 2), Cardno Board Chair (and private equity firm Managing Partner) Michael Alscher explains that Cardno’s oil and gas businesses in the Americas had to be restructured “to better engage in their respective market places and be managed with different metrics and incentive structures that allow the entrepreneurial spirit of these businesses to be rebuilt.”

It is, or should be, obvious the “synergies” between Cardno’s fossil fuel businesses and its environmental consulting arm inevitably generate potentially serious conflicts when those consultants are hired by the public to participate in an objective review of an oil industry project. A basic web search quickly turns up the fact that Enbridge hired Cardno to work on its expensive restoration plan following the disastrous oil spill on Enbridge Line 6B in Michigan. Neither the Line 3 DEIS nor any other public document I’ve seen reveals how often Cardno has worked for Enbridge in the past, or indeed if it is doing so now. If the Line 3 expansion is approved, what is to prevent Cardno from selling, for example, its decommissioning and abandonment services to Enbridge? Clearly Enbridge, a major player in the oil and gas sector, is one of those clients whom Cardno professionals “understand” and to whom it intends to reach with renewed ‘entrepreneurial spirit.’

I do not wish to impugn the capabilities of the unnamed Cardno consultants who worked on the DEIS, about whom I know nothing. I do wish to understand why the DOC hired a multinational consultant who has not only worked for project proposer Enbridge, but who derives a significant portion of its revenue from oil and gas sources? I would like to understand what assurances the DOC was given that this consultant would contribute to an impartial analysis of the proposed plan and its alternatives, showing no bias towards Enbridge or uncritical reliance on its data. I would like to see that a rigorous conflict of interest process was followed prior to engagement. I would like to see the list of other consultants who were considered and rejected. I would also like to see a sworn statement from Cardno that they do not stand to profit in the future from an expanded/replaced Line 3, despite their recent loss of revenue from “sharp reduction in oil and gas related projects.”

This apparent conflict of interest on the part of a Draft EIS preparer calls the thoroughness, objectivity and integrity of the project data and analysis into question and is a serious problem that should be rectified in the final document.



# Comment Form

## Line 3 Project Draft EIS Public Meeting

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

Name: Trey Bowman  
Street Address: 3211 Jackson Ave SW  
City: Benning State: MT Zip Code: 59601  
Phone or Email: treyb62@gmail.com

Please share your comments on the Line 3 Project Draft EIS. What could be improved in the EIS? What is missing?

I support Enbridge and the line 3 replacement project. I believe it is important to get the new pipe and technology in the ground. The economic impact for Northern Minnesota is also very important. Please move this project through with no further delays. There is no denying that the pipeline is the safest way to move the petroleum that we so richly need and depend on. Thank You.



# Comment Form

## Line 3 Project Draft EIS Public Meeting

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

Name: Ann Bowman  
 Street Address: 3221 Jackson Ave SW  
 City: Bemidji State: MN Zip Code: 56601  
 Phone or Email: 218 766 1837

Please share your comments on the Line 3 Project Draft EIS. What could be improved in the EIS? What is missing?

I believe to get the protesters who truly do want to protect the earth, whatever...

Enbridge should build a refinery in South Dakota, hire the Native Population there, train them, pay them well, help them to see the safety measures in place that are protecting the environment. By hire the Native Population, training them to be a part of the solution they will be an active part of protecting Mother Earth.

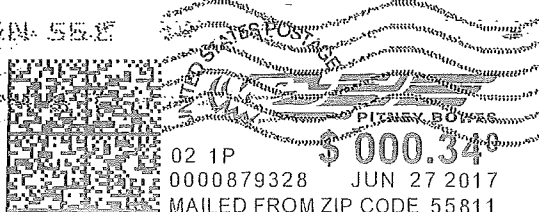
I do believe we piped in the ground to transport our oil. I also believe the people spending ~~money~~ some of the highly paid protesters like Wagon Laduke, "save the earth" are paid by Middle East oil companies.

The U.S. needs to be independent oil producer. We can't continue to be dependent on the Middle East for oil. I think that why the terrorist attacks are hitting US soil. The Middle East is getting richer and

## Line 3 Replacement Project DEIS

- The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.
- Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.
- Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916, RPL-15-137, L-11



Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

## I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                      |              |                    |
|----------------------|--------------|--------------------|
| FULL NAME            | PHONE NUMBER | EMAIL              |
| Mark Box             | 218-244-9509 | boxm0927@gmail.com |
| ADDRESS              |              |                    |
| Deer River, MN 56636 |              |                    |
| CITY, STATE, ZIP     |              |                    |

### COMMENTS

Line 3 is a much needed project and I believe that pipelines are the safest way to transport the products.

*MB*

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS



Comment Form  
Line 3 Project Draft EIS Public Meeting

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

Name: MAURICE J. BOND

Street Address: 25652 MICHELLE LN.

City: CROSBY State: MN Zip Code: 56441

Phone or Email: ONEVOICEROOS1950@GMAIL.COM

Please share your comments on the Line 3 Project Draft EIS. What could be improved in the EIS? What is missing?

I DONT THINK THERE SHOULD BE A NEW  
PIPELINE BUILT ACROSS ANY STATE LINE  
OR RIVER, WETLAND ETC. CRUDE OIL SHOULD  
NOT BE PUMPED FOR ANY DISTANCE,  
IT SHOULD BE PROCESSED AND USED  
AT ITS SOURCE OR PROCESSED AND USED  
AT ITS SOURCE OR TRANSPORTED AS  
ITS END PRODUCT!

**From:** [Jonathan Jody Boyne](#)  
**To:** [MN COMM Pipeline Comments](#)  
**Subject:** Stop Enbridge's proposed new Line 3 pipeline (CN-14-916 and PPL-15-137)  
**Date:** Wednesday, May 31, 2017 12:03:58 AM

---

Dear Jamie MacAlister, Environmental Review Manager Minnesota Department of Commerce,

Please stop Enbridge's proposed new Line 3 pipeline.

A new pipeline corridor crossing Minnesota's lake country would threaten pristine aquatic ecosystems, the largest wild rice bed in the world, the headwaters of the Mississippi River, and the Great Lake Superior. One-fifth of the world's fresh surface water supply lies here, and it is worth protecting.

The new Line 3 would also pierce the heart of Ojibwe treaty lands, where members of signatory bands retain the rights to hunt, fish, gather, hold ceremony, and travel. It is our responsibility as water protectors to prevent this. We will not allow Line 3 to desecrate our lands, violate our treaty rights, or poison our water. Our wild rice beds, lakes, and rivers are precious – and our regional fisheries generate \$7.2 billion annually, and support 49,000 jobs. The tourism economy of northern Minnesota represents \$11.9 billion in gross sales (or 240,000 jobs).

The bottom line is that for a given pipeline in any 10-year period, there is a 57% chance of a major spill. So it's not a question of if these pipelines will poison our sacred waters and destroy our way of life, but when. That is unacceptable. The real opportunity to create jobs lies in maintaining, cleaning up, and dismantling these old lines.

Sincerely,

Jonathan Boyne  
54880

**Levi, Andrew (COMM)**

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**From:** Dave Braford <daevbra2@gmail.com>  
**Sent:** Sunday, June 25, 2017 4:08 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3 replacement

Dear Ms. MacAlister,

The replacement of old and detereating pipelines is a no brainier from any point of view. New pipelines are much safer and less costly to maintain than old obsolete worn-out lines. New technology and more concern for environment would tell anyone that all old pipelines should be replaced. I am very much in favor of the line 3 replacement.

Sincerely,

Dave Braford  
35836 Freestone Rd  
Grand Rapids, MN 55744  
daevbra2@gmail.com

**Levi, Andrew (COMM)**

---

**From:** Eva Braford <daevbra@gmail.com>  
**Sent:** Wednesday, July 05, 2017 11:35 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line three

Dear Ms. MacAlister,

Build the pipeline. The old one needs to be replaced. The environmentalists want cleaner energy. Where is it? Most of them don't care about the pipeline. They just like to make noise. The native Americans in mn. Are just mad because they wanted too much money to go through the reservation so the line's going around it. We need the pipeline.

Sincerely,

Eva Braford  
3201 W US Highway 2  
Grand Rapids, MN 55744  
daevbra@gmail.com



## I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|  |                |                     |
|--|----------------|---------------------|
| FULL NAME                                  | PHONE NUMBER   | EMAIL               |
| Dan Brady                                  | (612) 802 9699 | dbrady@local563.org |
| ADDRESS                                    |                |                     |
| <del>901</del> 901 14 <sup>th</sup> Ave NE |                |                     |
| CITY, STATE, ZIP                           |                |                     |
| Minneapolis MN 55413                       |                |                     |

## COMMENTS

The pipe line need to be replaced with a new line w/ up to date technology that will put MN men and women to work and ~~be~~ will be safer for the environment.

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

**Levi, Andrew (COMM)**

---

**From:** John Brainard <john.brainard@att.net>  
**Sent:** Thursday, July 06, 2017 12:35 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Please Support System Alternative SA-04

Docket Numbers: CN-14-916 and PPL-15-137

To Whom It May Concern,

If a pipeline must be built, please put your full support in favor of the System Alternative SA-04 for the Line 3 Pipeline Project. In this case, environmental considerations are far more important than bottom-line economic considerations.

You also need to do a financial analysis of Enbridge. Does Enbridge even have the financial viability to properly maintain and retire its existing pipelines, much less the viability to properly run and maintain the Line 3 Pipeline Project through its life cycle? Why are we even allowing a Canadian company to put Minnesota's natural resources at risk?

Once again, please support the System Alternative SA-04 for the Line 3 Pipeline Project. Thank you.

John C. Brainard  
Minneapolis, MN and Park Rapids, MN

**Levi, Andrew (COMM)**

---

**From:** amy brallier <haylakegirl@gmail.com>  
**Sent:** Wednesday, June 14, 2017 11:05 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Pipeline corridor through lakes area

Please do not build this through our lakes area. The Pine River Watershed is an invaluable resource and the possibility of ruining it too easy.

Thank you.

Amy Brallier, 40-year summer person Hay Lake near Longville in Cass County



Comment Form  
Line 3 Project Draft EIS Public Meeting

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

Name: Nola Brandt  
Street Address: 1128 Swinburne Ct  
City: Tenstrike State: MN Zip Code: 56683  
Phone or Email: nola.brandt@gmail.com

Please share your comments on the Line 3 Project Draft EIS. What could be improved in the EIS? What is missing?

my neighbors and I are concerned about "clean water." We are dependent on rural water individual wells.

We are committed to the new DNR buffer strips on our lake and on our farm near streams.

We oppose Line 3. It does not make sense economically or ~~an~~ environmentally to complete Line 3.

**Levi, Andrew (COMM)**

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**From:** Julia Braulick <braulickj@carleton.edu>  
**Sent:** Sunday, July 09, 2017 12:06 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Comments regarding Line 3 and docket numbers CN-14-916 and PPL-15-137

My name is Julia Braulick and I am a Minnesota resident residing on Winona Street in Northfield, ZIP 55057.

I'm writing to express my concern regarding the Draft Environmental Impact Statement (DEIS) for the proposed expansion and reroute of the Line 3 pipeline. I thank the Department of Commerce for preparing the DEIS; however, it fails to establish a need for the proposed project, as well as to account for numerous risks this project poses to the environment. The DEIS fails to prove that the new tar sands oil pipeline is needed, especially as Minnesota's oil consumption rates have continued to drop. Expanding Line 3 will increase climate pollution, but the DEIS fails to adequately account for the climate impacts of extracting and burning an additional 400,000 barrels per day of tar sands.

The DEIS does not accurately consider the amount of oil flowing in existing and nearly completed pipelines around Minnesota. For example, the Alberta Clipper pipeline is listed as carrying 570,000 barrels per day when it really carries nearly 800,000 barrels per day.

Further, the DEIS assumes the increased flow of tar sands even if the expansion is denied, when it should instead consider the effects if the proposal is denied and resulting in no increase in tar sands flow. The DEIS assumes that more tar sands will move through Minnesota, by train or truck, even if the pipeline expansion and re-route is denied, based on an unlikely and unreasonable scenario, given the low price of oil and the high price of trucking or moving tar sands by train. The DEIS fails to consider the effects if the expansion and re-route are denied, and there is no increased tar sands transport through the state.

A recent National Academy of Sciences report found that cleaning up a tar sands spill in a waterway is much more difficult and up to 14.5 times more expensive than cleaning up a non-tar sands oil spill. Enbridge has a history of spills and greater scrutiny is needed for spill clean-up, permanent damage to waterways, impacts to Minnesota's economy and the threat to Ojibwe wild rice rights.

I urge the Minnesota Department of Commerce to ensure a more thorough analysis is done in the Environmental Impact Statement on Line 3 that adequately presents the risks and potential impacts of an expansion on water, communities, and climate.

Thank you for consideration.

Sincerely,  
 Julia Braulick

**Levi, Andrew (COMM)**

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**From:** Charles Brendecke <chuckbrendecke@gmail.com>  
**Sent:** Monday, July 10, 2017 12:08 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3 DEIS Comment

**RE: CN-114-916 and PPL-15-137)**

Dear Environmental Review Manager,

In the DEIS analysis there is no mention of the numbers used to calculate oil spill impacts. I have heard that Enbridge redacted those numbers from the public version of the DEIS. Without them, there is no reliable way an independent party to verify their results.

I believe that in order for Minnesota citizens and agencies to make an educated decision about Line 3, that information must be available, and why Enbridge won't release it. Please insist that Enbridge provide their data on oil releases and spills in Minnesota. Also, why was an engineering firm called Cardno, with ties to Enbridge, instrumental in preparing part of the draft Environmental Impact Statement for Line 3. In light of this fact, in the final EIS I would like to see an independent analysis of the information they provided. Verified facts for such a large project are critical.

If Enbridge objects due to security reasons, then I would like to know why they have failed to cover the exposed pipes in the Tamarack River in northwest Minnesota, and why they allow people to joyride over exposed pipes south of Clearwater. This is surely a security issue as well. For Enbridge to pick and choose what issues warrant "security," is unacceptable.

The water that could be impacted by this pipeline is some of the cleanest and purest water in the world. Clean water is becoming increasingly scarce. It is so important to that we take the responsibility of protecting very seriously.

Sincerely

Charles M Brendecke, PhD, PE  
4663 Dapple Ln  
Boulder, CO 80301

# I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                  |              |       |
|------------------|--------------|-------|
| FULL NAME        | PHONE NUMBER | EMAIL |
|                  | 218-547-1616 |       |
| ADDRESS          |              |       |
| CITY, STATE, ZIP |              |       |



Kenneth V Bresley  
PO Box 56  
Walker MN 56484-0056

COMMENTS

I support the line 3 replacement project

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

## Line 3 Replacement Project DEIS

ST PAUL MN 551

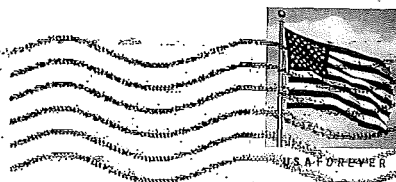
JUN 2017 PM 3 T

• The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.

• Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.

• Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916; PPL-15-137



Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

**Levi, Andrew (COMM)**

---

**From:** Carol Bring <user@votervoice.net>  
**Sent:** Saturday, June 24, 2017 4:59 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Jobs

Dear Ms. MacAlister,

I am all for it!!!!

Sincerely,

Carol Bring  
302 S Main St  
Newfolden, MN 56738  
carolbring@yahoo.com



**Levi, Andrew (COMM)**

---

**From:** Sharon Bring <sbring@wiktel.com>  
**Sent:** Thursday, June 22, 2017 8:09 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Enbridge Environmental Review

Docket CN-14-916 and PPL-15-137

I am writing to support the Enbridge Energy Line 3 replacement. They have been community partners and provide great financial support to our local schools, townships, and the county. It is very important for all of us in Marshall County as good schools provide the education for our young people and we have heard numerous times about the good students and work ethic that our young people take to their employment whether in our state or other states. We want to continue to give local opportunities for our youth to live here or come back to our area as we don't have the congestion that large cities have and we have taught them good work ethics to succeed in life.

We also have local people working at the substations, on the line as maintenance workers, and office positions which has provided the pipeline with local employment and patronize our local businesses which also adds to our economic benefit.

I farm and we experience long lines at local elevators and have long waits for the rail cars to arrive to get our grain to market. This is a huge loss of time for local farmers who have to wait hours in line and probably get in only one or two loads a day after a long wait to be able to haul.

As a County Commissioner and a member of our transportation committee, we continually hear of the lack of funding to keep up our local roads and highways. This is also a very important factor in getting our product to market as a huge percent of farmers now have semi-trailers to haul their grain. This leads to efficiency for farmers but also impacts our roads around twenty times an average car for weight on our roads. Transporting oil by truck or rail would only multiply the situation.

As to safety of transporting the oil, I see pipelines as the safest way to transport as the underground mode of transport doesn't have to deal with daily elements such as traffic which in itself is a risk. We all experience oil as a necessity in life for our farming operations in a largely agricultural community, commuters who travel large distances to their employment, and heating our homes in our corner of the world.

We all value our environment, clean water, and clean air and I don't see this project any more of a risk to these amenities than any other factory, grain elevator, and transportation facility that makes our communities and Minnesota thrive.

Respectfully submitted,  
 Sharon Bring  
 Farmer, County Commissioner, Tax Preparer

**Levi, Andrew (COMM)**

---

**From:** James Brinkman <binkysfiles@charter.net>  
**Sent:** Thursday, June 29, 2017 3:16 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Comment CN-14-916 and PPL-15-137

Dear Ms. MacAlister,

I've done some research and find it hard to believe that this project would be rejected. Modern technology, thorough planning, and qualified workers make this a no-brainer. Replacing the pipeline would make spills highly unlikely given all the safeguards we have now. Environment, economy, and Minnesota would all benefit. Let's use common sense for a change.

Sincerely,

James Brinkman  
213 Morris Ave  
Duluth, MN 55803  
binkysfiles@charter.net

## I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                     |              |                   |
|---------------------|--------------|-------------------|
| FULL NAME           | PHONE NUMBER | EMAIL             |
| Clifton Brister     | 863-206-9237 | cpbrister@aol.com |
| ADDRESS             |              |                   |
| 2464 Lodge Rd. N.E. |              |                   |
| CITY, STATE, ZIP    |              |                   |
| Bemidji, MN. 56601  |              |                   |

## COMMENTS

MANY things in our lives ARE dependent upon oil and oil products. The safest way to transport them is by pipeline. We must All do our part.

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

**I SUPPORT THE LINE 3 REPLACEMENT PROJECT**

|                  |              |       |
|------------------|--------------|-------|
| FULL NAME        | PHONE NUMBER | EMAIL |
| Pat Brister      | 863 206-9237 |       |
| ADDRESS          |              |       |
| 2464 Lodge Rd NE |              |       |
| CITY, STATE, ZIP |              |       |
| Bemidji MN 56601 |              |       |

COMMENTS Petroleum products are utilized in numerous products in this country. As long as the demand for these products remains high, the pipeline is the best, safest way to transport petroleum to the refineries. To remain safe, Line 3 should be replaced.

**DECLARE THE EIS ADEQUATE WITHIN 280 DAYS**

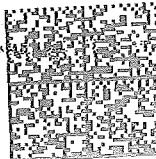
## Line 3 Replacement Project DEIS

• The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.

• Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.

• Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916 RPL-15-137



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Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                   |              |                     |
|-------------------|--------------|---------------------|
| FULL NAME         | PHONE NUMBER | EMAIL               |
| Charlotte Britney | 218-208-2604 | gebrit@scicable.com |
| ADDRESS           |              |                     |
| PO Box 162        |              |                     |
| CITY, STATE, ZIP  |              |                     |
| Pengilly MN 55775 |              |                     |

COMMENTS

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

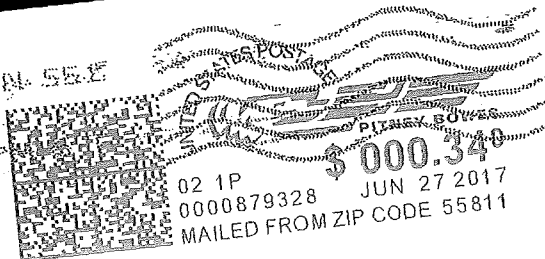
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• Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916, PR-15-137



Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                       |              |       |
|-----------------------|--------------|-------|
| FULL NAME             | PHONE NUMBER | EMAIL |
| Britney, Glenn R.     | 218 208-2604 |       |
| ADDRESS               |              |       |
| 31787 SCOFFERSON BLVD |              |       |
| CITY, STATE, ZIP      |              |       |
| Penquilly, MN. 55775  |              |       |

COMMENTS

get'er DONE!!!

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

**Levi, Andrew (COMM)**

---

**From:** Steve Brittle <smbrittle@yahoo.com>  
**Sent:** Monday, July 10, 2017 5:39 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** comment on the Line 3 DEIS in Dockets CN-14-916 and PPL-15-137

**To: Jamie MacAlister, Pipeline.Comments@state.mn.us**

**Please include this comment on the Line 3 DEIS in Dockets CN-14-916 and PPL-15-137.**

**I am Stephen M. Brittle, 2934 West Northview Avenue, Phoenix, AZ 85051. I own land on the Leech Lake Indian Reservation between Lapotre and Walker, Minnesota.**

**The Line 3 Pipeline concerns me because of the long history of pipeline ruptures and spills from the old line 3, which in practicality means that the new line will also be the same. The same lack of regulatory oversight will still occur because of the inherent corruption in the political system. When the new line ages or wears out, the owners/operators will also try to just leave it in the ground, where it will decay and release toxic substances into the environment, where it won't be monitored, and harm to public health and the environment will happen.**

**The DEIS concerns me because it doesn't address what will happen when the inevitable leaks and ruptures will occur, and it also doesn't contemplate that the new proposed Line 3 is going to close or be abandoned, and even though the owners/operators will also try to just leave it in the ground, where it will decay and release toxic substances into the environment, where it won't be monitored, and harm to public health and the environment will happen, the DEIS doesn't examine this scenario or try to mitigate it, which means it is legally deficient.**

**I want the Department of Commerce to deny the permit for the proposed Line 3, shut down the old line, and remove it from the ground.**

**Sincerely,**

**Stephen M. Brittle**

**2934 West Northview Avenue**

**Phoenix, AZ 85051**

**Levi, Andrew (COMM)**

---

**From:** Tyler Broadwell <broaty01@luther.edu>  
**Sent:** Tuesday, July 11, 2017 12:00 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Comment on Line 3 pipeline

Dear Jamie MacAlister,

Please include this comment on the Line 3 DEIS in Dockets CN-14-916 and PPL-15-137.

I am from: St. Cloud

The Line 3 Pipeline concerns me because: instead of shoring up our infrastructure we should be reinvesting into our future where we can be fossil fuel free.

I want the Department of Commerce to deny the permit for the proposed Line 3, shut down the old line, and remove it from the ground.

Sincerely,

Tyler broadwell



**Levi, Andrew (COMM)**

---

**From:** Pamela Brock <pbpambrock@gmail.com>  
**Sent:** Monday, July 10, 2017 4:40 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3 MN

Dear Environmental Review Manager:

There is nothing in the DEIS for Line 3 about the general economic picture for Minnesota if this project is approved as Enbridge prefers. Minnesota lakes are the source of revenue for fishing, water recreation, fisheries, and tourism in general. Where is the analysis of how a pipeline through some of the best lakes country in Minnesota will affect the fishing, tourism, and recreation industries (and others) in Minnesota? How would the towns along the route be affected (positively or negatively)? Does this pipeline provide enough benefits for Minnesota to balance the risk? I don't see anything about this in the DEIS. There must be an economic analysis for the EIS to be complete.

I have heard that a Certificate of Need must take into account whether there is a need in Minnesota for this pipeline — in other words, whether there is a *state* need (not a national need). Even if we used statistics about the national need, U.S. fuel demand was down 5 percent in 2015 compared to its 2007 peak. In Minnesota, fuel demand was down 19 percent in 2016 compared to its 2004 peak. As higher efficiency cars and electric cars become increasingly popular, it is doubtful a new pipeline will be needed to supply needed oil. (<http://www.sierraclub.org/sites/www.sierraclub.org/files/sce/north-star-chapter/pdf/EnergySecurity.pdf>)

I would like to see this information mentioned in the final EIS.

Thank you,  
Pamela Brock  
402 Eastern Ave S  
Park Rapids MN 56470

Executive Summary

Mr. J. MacAlister, E R Mgr. 6-9-17  
 Mn. Dept. of Commerce 369 A E. Selvidene St.  
 St. Paul, Mn. St. Paul, Mn. 55107

Ref: Line 3 Pipeline Project

DEAR MR. MACALISTER,

This page intentionally left blank.

After repeated review of Executive Summary  
 Exchange choices I come to A NON-expert  
 public citizen conclusion that RA-06  
 Route is least offensive to Man and  
 Nature.

RECEIVED

Thank You,  
 Robert H. Broder

JUN 12 2017

MAILROOM

R. A. BRODA  
369A E. BELVIDERE STREET  
ST. PAUL, MN 55107

ST PAUL MN 551

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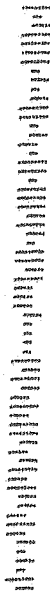


*Mr. J. McAlister, Environmental Review Dept.  
U.S. Dept. of Commerce  
85 17th St. E. (Suite #280)  
St. Paul, MN. 55101*

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**Levi, Andrew (COMM)**

---

**From:** Sarah Broderick <broderick.sarah@gmail.com>  
**Sent:** Monday, July 10, 2017 5:31 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Comments on DEIS for Enbridge's proposed new Line 3 pipeline

To MN Public Utilities Commission:

Regarding Enbridge's proposed new Line 3 pipeline

Docket Number CN-14-916 and PPL-15-137

According to *Line 3 Replacement Project Draft Environmental Impact Statement*, "Modern crude oil pipeline systems are designed, constructed, and operated with technology to minimize the potential for integrity failures and to rapidly detect and manage unanticipated releases" (p. 10-6). Risk exists in the form of small leaks or possible large or catastrophic leak (*Impact Statement*, p. 10-1). The assumption in the *Impact Statement* is that the benefits outweigh the risks. Yet this assumption is made by the people who benefit from the pipeline. They have a monetary risk if they have to pay to clean a large or catastrophic spill and they have maintenance costs. But the company personnel do not bear the burden of long-term life with an oil spill, like those who live in the Gulf of Mexico, where the impact from the spill is still significant and ongoing (environmental defense fund), or in Alaska, where melting permafrost threatens pipelines (Greg Quinn, Bloomberg.com, 2016), and the pipelines may be a major cause of the melting. There is technology that has a much lower impact on ecosystems and communities, in which a company with the resources like Enbridge could invest, if it wanted. There are viable alternatives for the energy market than risky transportation of a volatile substance. Its risk for devastating harm to the Great Lakes make Line 3 nonviable. Further, the assumptions made by the company –that the benefits outweigh the risks – show Enbridge's interests in profit only. Companies, such as BP Petroleum, which was responsible for the Deep Water Horizon (also known as the Macondo) oil spill, have shown they make short cuts to save money as a result of poor regulatory oversight (Charles Ebinger, Brookings.edu, 2016). There is no safeguard that Enbridge does not behave in the same way and Line 3 pipeline could already be compromised.

Sincerely, Sarah Broderick

Concerned citizen, teacher, and parent

**From:** [FLO BRODLEY](#)  
**To:** [MN COMM Pipeline Comments](#)  
**Subject:** Written comment on the DEIS - Docket numbers CN-14-916 and PPL-15-137  
**Date:** Wednesday, May 31, 2017 2:51:43 PM

---

To Whom It May Concern:

I have just heard of the pipeline issue and of the written public comments needed for the DEIS.

It is somewhat disheartening that this project, like so many others, may allow fracking, tar sands, etc. to pollute this lovely state. Tar sands are a menace that never should've been dug up and the fracking industry has not only become a major polluter that soils air, land and water but has become the generator of earthquakes in some states.

With renewable energy so competitive, it seems regressive to turn Minnesota into another backward-thinking state, with its natural resources becoming less and less available to citizens.

I also understand that a foreign government's corporation will be benefitting from this venture, a disturbing idea that can only end up harming this state and our country by scooping up valuable resources, selling them back to us and making us dependent upon them for industries we may need in the future.

I hope this does not come to pass or you will have fallen into another bind of penny wise, pound foolish politicians.

Please think first of your children and grandchildren's futures. F. Brodley

**Levi, Andrew (COMM)**

---

**From:** George Brook <brookcd@paulbunyan.net>  
**Sent:** Thursday, July 06, 2017 7:58 AM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Draft Environmental Impact Statement for Line 3 Replacement CN-14-916 and PPL-15-137

Dear Ms. MacAlister,

My opinion is that the hugely government-subsidized "Green Energy" industry is dependent on fossil fuels as is nearly all manufacturing and transportation. The largely uninformed, hypocritical, paid activists who oppose pipeline construction should be objecting to building and resurfacing highways and streets, as well as building and construction in general, which is environmentally more harmful than pipelines.

The economic and employment benefits of pipeline construction cannot be denied, but the activists who drive their cars or fly to demonstrations aren't interested in jobs ... a lot of them are supported by the taxpayer anyway.

Sincerely,

George Brook  
2165 Balsam Rd NW  
Bemidji, MN 56601  
brookcd@paulbunyan.net

**Levi, Andrew (COMM)**

---

**From:** Linda <lbrooksphoto@gmail.com>  
**Sent:** Friday, July 07, 2017 2:27 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Comments on Draft EIS Line 3

Dear Jamie MacAlister,

First, I was impressed with the extent of the data and cultural issues not necessarily quantifiable in the Draft of the EIS and readability of the document.

There are five main points I want to add and should be addressed in the final CN and EIS.

1. Has there been any research independent of Enbridge that proves there is a need in MN for 760,000 bpd of heavy crude oil?
2. Have the increased use, and lower costs of solar, wind and other alternative power sources, along with less consumer power consumption been considered?
3. Are leaks from pipelines more readily hidden or undiscovered than leaks from truck/ rail accidents?
- 4a. Enbridge cannot guarantee spills /leaks will not occur now or into the future and fully determine the environmental impact. They cannot guarantee a responsibility for dealing with any negative impact. They could go out of business or be bought by another company. There is a history of this in Love Canal, NY and govt Superfund money to clean up lands.
- 4b. Future maintenance of any pipelines cannot be predicted. The current situation of the 50+ year old #3 pipeline is proof.
- 4c. A permanent "right of way" could restrict public monitoring of spills, maintenance and damage.
5. Increased harm and damage to Native American people and lands has negative impact on all citizens of Minnesota.

Thank you for considering these important points.

Sincerely,  
Linda Brooks

Sent from my iPhone

**Levi, Andrew (COMM)**

---

**From:** Jill Brown <jillbrown0915@gmail.com>  
**Sent:** Wednesday, June 14, 2017 12:41 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Comment CN-14-916 and PPL-15-137

Dear Ms. MacAlister,

No further time or study is needed to evaluate the environmental impacts due to the thorough and well-prepared EIS.

Sincerely,

Jill Brown  
3819 W 5th St  
Duluth, MN 55807  
jillbrown0915@gmail.com



**Levi, Andrew (COMM)**

---

**From:** William Brown <bill.brown78@gmail.com>  
**Sent:** Sunday, June 25, 2017 12:14 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Enbridge Line 3

Dear Ms. MacAlister,

I wish to urge support for the planned Line 3 replacement. I believe that it is necessary in order to avoid possible leaks due to the current aging pipeline. In addition to improve the safety over the current line, it will also add thousands of jobs. Thank you

Sincerely,

William Brown  
4998 Mapleton Rd  
Baxter, MN 56425  
bill.brown78@gmail.com

**Levi, Andrew (COMM)**

---

**From:** Jada Brown <brow4356@umn.edu>  
**Sent:** Monday, July 10, 2017 11:59 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** citizen testimony  
**Attachments:** DEIS Line 3 testimony .docx

Find attached my testimony against Line 3. Thank you.

July 10, 2017

To the Minnesota Department of Commerce,  
(Docket numbers CN-14-916 and PPL-15-137)

Boozhoo,

My Anishinaabe name is Waasode'anang and my English name is Jada. I would like to testify against the DEIS for Line 3 on my behalf as well as my family's, community, and everyone who would be impacted by the proposed pipeline. I am affiliated with the Turtle Mountain Band of Ojibwe and grew up northwest of the Twin Cities. Although I am not from the northern part of the state where Line 3 is, it still greatly affects me and others, both humans and ecosystems. Also, I want to thank you for the opportunity to express my opinions because as a youth and indigenous person, I believe I have a right to have a say in decisions affecting my community, the land, and cultural practices.

Some concerns that I have include oil spill impacts, tribal concerns, and climate change. First of all, we cannot stress enough that pipelines are prone to spills. Already, since the construction of the DAPL, it has leaked 84 gallons in April. On this route, the DEIS estimates that small spills will for sure occur (at a 107% rate) and pinhole leaks at a 27% rate. Not to mention that the abandoned corridor is still causing problems as it is old and outdated. We need to be putting more focus on cleaning up the existing problem and contamination. What we all need is real solutions, not short-term fixes that don't adequately address the variety of issues and impacts that pipelines cause.

Secondly, the DEIS is basically saying that our wild rice beds will be negatively affected, as the proposed Enbridge route goes through 17 ricing lakes (Figure ES-10). Enbridge is clearly saying they don't respect our cultural and spiritual practices if the small spill rate of Line 3 is 107%. This fact brings me into my next point which is the unnecessary harm and trauma the pipeline will be implementing on the large American Indian population in the surrounding region. In addition to the violations of treaty rights, Line 3 is continuing the structural racism against Native peoples and negatively affecting their well-being. Line 3 will have long-term detrimental effects on tribal and non-tribal members alike and their basic resources to live healthily. By putting our sacred and cultural practices at risk, they are stating that greed and fossil fuels are of greater priority. They are not concerned about the wellbeing of the communities including their input, health, and economy. Lastly, and critically important, is the increased likelihood of sex trafficking and abuse that will affect Native women and children the most (11.4.1). Who are these pipelines really serving? The abuse of Native women and Mother Earth are closely related. That's why we have been at the forefront of climate change.

Finally, the DEIS acknowledges that Line 3 would contribute to climate change. The lifecycle emissions of Line 3 would be 193 million tons of CO<sub>2</sub> each year. Over a 50-year lifespan, that would cost society an estimated \$478 billion (5.2.7.3.) Do we really want a high carbon emitting pipeline in Minnesota, whereas our Governor has just recommitted our state to the strongest climate action? This proposed pipeline replacement doesn't match up with our states plans towards greener energy. Let's truly start investing in a better future for our families, nature, and economy without fossil fuels.

Jada Brown  
Apt #1, 813 University Ave SE, Minneapolis, MN 55414



**Levi, Andrew (COMM)**

---

**From:** mkb1952@aol.com  
**Sent:** Monday, July 10, 2017 1:29 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Dockets CN-14-916, PPL-15-137

Hello,

My comment is this- Please, no more pipelines endangering our water, wildlife, human lives and our earth. It's time to move to renewables to save this beautiful planet and human race from extinction. There have been far too many spills and accidents. I feel the risk is grave. We have options, let's use what resources we have responsibly.

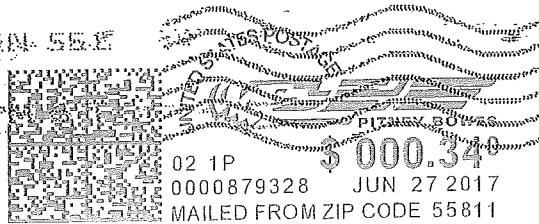
Thank you,

Marcia Brown

## Line 3 Replacement Project DEIS

- The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.
- Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.
- Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916, EPL-15-437



Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                    |              |       |
|--------------------|--------------|-------|
| FULL NAME          | PHONE NUMBER | EMAIL |
| Scott Brunner      | 715-285-5756 |       |
| ADDRESS            |              |       |
| N389 90th St       |              |       |
| CITY, STATE, ZIP   |              |       |
| Arkansas, WI 54721 |              |       |

COMMENTS

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DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

# I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                      |              |                  |
|----------------------|--------------|------------------|
| FULL NAME            | PHONE NUMBER | EMAIL            |
| ALLAN BRUS           | 612-437-2749 | AHBRUS@GMAIL.COM |
| ADDRESS              |              |                  |
| 2247 SWEETWOOD CT.   |              |                  |
| CITY, STATE, ZIP     |              |                  |
| MINNETONKA, MN 55305 |              |                  |

## COMMENTS

ATTENDED PRESS CONFERENCE AT API GROUP TRAINING CTR TODAY (6-13-17 @ 2:00PM) TO SHOW SUPPORT FOR ENBRIDGE ENERGY'S LINE 3 PROJECT. I BELIEVE 100% IN THE RESEARCH, PLANNING & DEVELOPMENT BEHIND THIS PROJECT AND THE POSITIVE IMPACT IT WILL HAVE ON OUR REGION.

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

## Line 3 Replacement Project DEIS

• The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.

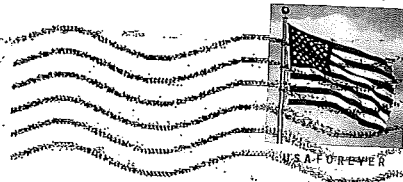
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• Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916; PPL-15-137

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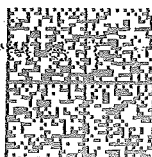


Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

## Line 3 Replacement Project DEIS

- The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.
- Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.
- Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-9161 PPL-15-337



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Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                              |              |       |
|------------------------------|--------------|-------|
| FULL NAME                    | PHONE NUMBER | EMAIL |
| Russell Bruss                | 715-220-6727 |       |
| ADDRESS                      |              |       |
| 813 200 <sup>th</sup> Street |              |       |
| CITY, STATE, ZIP             |              |       |
| Dresser WI 54009             |              |       |

COMMENTS

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DECLARE THE EIS ADEQUATE WITHIN 280 DAYS



**Levi, Andrew (COMM)**

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**From:** Kimberly Bryan <wa2006kb@gmail.com>  
**Sent:** Monday, July 10, 2017 1:08 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Comment on Line 3: Deny the permit!

Dear Jamie MacAlister,

Please include this comment on the Line 3 DEIS in Dockets CN-14-916 and PPL-15-137.

I am from Montclair, California

It doesn't matter how old or new a pipeline is, it will leak. For example, the Dakota Access Pipeline leaked three times before the it was officially running. Meanwhile, construction is also a major environmental concern of mine. Sunoco just had to stop building a pipeline in Pennsylvania because the construction caused water contamination in nearby homes.

I want the Department of Commerce to deny the permit for the proposed Line 3, shut down the old line, and remove it from the ground.

Sincerely,

Kimberly Bryan

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-Kimberly

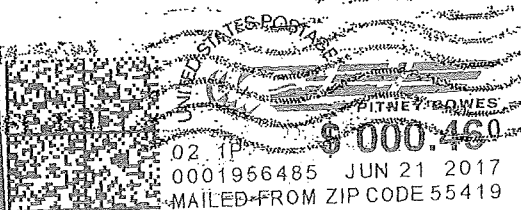
## Line 3 Replacement Project DEIS

• The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.

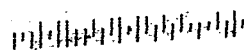
• Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.

• Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916; PPL-15-137



Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198



### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                      |              |       |
|----------------------|--------------|-------|
| FULL NAME            | PHONE NUMBER | EMAIL |
| Sared Bryant         |              |       |
| ADDRESS              |              |       |
| 1702 Cummings Avenue |              |       |
| CITY, STATE, ZIP     |              |       |
| Superior WI 54880    |              |       |

COMMENTS

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DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

## I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME

Steve Buck

PHONE NUMBER

952-967-0818

EMAIL

Buckdog@ Charter.net

ADDRESS

16530 Judicial Road

CITY, STATE, ZIP

Lakerville MN 55044

COMMENTS

It is long past time to replace this  
old unreliable pipeline with a new  
state of the art pipe line

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

**From:** [Donna Buckbee](#)  
**To:** [MN COMM Pipeline Comments](#)  
**Subject:** re: Enbridge new line 3 pipeline  
**Date:** Wednesday, May 31, 2017 12:49:44 PM

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Please do not allow this pipeline. Instead of building new pipelines Enbridge should be responsibly removing all it's aging pipelines and investing in infrastructure that supports clean, renewable, non-fossil fuel energy. All pipelines will leak. It is a matter of when, not if. We as a people cannot take this risk. It would be unethical and immoral.

Donna Buckbee  
5853 Ferndale Road  
Rushford MN 55971  
507 864 2632

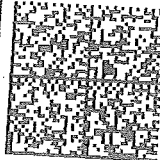
# Line 3 Replacement Project DEIS

• The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.

• Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.

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Docket numbers: CN-14-916; PPL-15-187



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Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

## I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                    |                   |                |
|--------------------|-------------------|----------------|
| FULL NAME          | PHONE NUMBER      | EMAIL          |
| Evan Bueligen      | 612-965-0325      | evan.bueligen@ |
| ADDRESS            | lejeune steel. us |                |
| 316 Bluestem Ave   |                   |                |
| CITY, STATE, ZIP   |                   |                |
| Shakopee, MN 55379 |                   |                |

COMMENTS

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DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

**Levi, Andrew (COMM)**

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**From:** Marcia Bujarski <marciab@gvtel.com>  
**Sent:** Thursday, June 29, 2017 2:47 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Pipeline

Dear Ms. MacAlister,

I support thee pipeline. We are safer with a buried line than trains running through towns. I live within walking distance of the existing line and feel safe. At one time we had guards there and after talking to them about the safety procedures we live in NO fear. Put it in it is good for our state.

Sincerely,

Marcia Bujarski  
20843 Clearline Rd  
Shevlin, MN 56676  
marciab@gvtel.com

**From:** [Kristeen Bullwinkle](#)  
**To:** [MN COMM Pipeline Comments](#)  
**Subject:** docket numbers CN-14-916 and PPL-15-137  
**Date:** Friday, June 09, 2017 4:24:15 PM

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I am concerned about water quality in Minnesota. We rely on it for our economy and our very lives. I am very concerned that the proposed pipeline will endanger our Minnesotan way of life.

The Mississippi River provides drinking water for St. Cloud, Minneapolis and St. Paul. I do not want to see what happened on the Yellowstone to happen here. In the Yellowstone River 2015 Pipeline Spill under the ice near Glendive, Montana, the drinking water had to be replaced with truckloads of fresh water brought into Glendive. That's not the news about Minnesota waters that I want to see.

Enbridge proposes to build Line 3 through the vast wetland areas of the Mississippi Headwaters region and to border Itasca State Park. The Mississippi River in this area creates a winding path through vast inaccessible wetlands, areas of steep hillsides and generally hilly terrain in much of the area. There are 28 areas deemed inaccessible for this proposed route. It's not that ensuring proper maintenance of and removal of these lines will be difficult, I worry that this is impossible. Any future spills will be not be discovered until they have already damaged the headwaters of the Mississippi and/or Minnesota's clearest lakes.

Enbridge detection equipment in Alberta and fly overs and a response helicopter in Bemidji will do little to detect or effectively respond to a leak or spill. A small percentage of leaks are found by detection equipment and the huge majority of leaks and spills are found by the human eye. Due to the path of the Mississippi being in roadless areas and swampland, a rupture in this vast pristine river and wetland area would result in ruin and devastation of the area as response would be difficult and slow requiring equipment operation in areas not suited to that kind of intervention.

Line 3 will be carrying tar sands which greatly increases the danger to this area due to the physical and chemical properties of diluted bitument. This creates increased difficulty for detection and clean up as this product tends to sink and submerge in the water column. I never want this area to be suffer from bitumen, nor from the dredging that would be necessary to clean up a spill.

As everyone knows who has suffered through a sewage leak in their basement, spills happen everywhere. Pipelines are no different, except that they create an even bigger and more costly mess. Maintenance gets delayed. People get lazy or bored or distracted. This is true of businesses, as well. Maintenance does not create revenue so is easily ignored. No one can promise that there will be enough watchfulness that spills will not occur. 50 years is a long time to stay vigilant and watchful.

I refer to this Criteria:

In selecting a route for designation and issuance of a pipeline routing permit, the commission shall consider the impact on the pipeline of the following:

- A. human settlement, existence and density of populated areas, existing and planned future land use, and management plans;
- B. the natural environment, public and designated lands, including but not limited to natural areas, wildlife habitat, water, and recreational lands;
- C. lands of historical, archaeological, and cultural significance;
- D. economies within the route, including agricultural, commercial or industrial, forestry, recreational, and mining operations;
- E. pipeline cost and accessibility;
- F. use of existing rights-of-way and right-of-way sharing or paralleling;
- G. natural resources and features;
- H. the extent to which human or environmental effects are subject to mitigation by regulatory control and by application of the permit conditions contained in part 7852.3400 for pipeline right-of-way preparation, construction, cleanup, and restoration practices;
- I. cumulative potential effects of related or anticipated future pipeline construction; and
- J. the relevant applicable policies, rules, and regulations of other state and federal agencies, and local government land use laws including ordinances adopted under Minnesota Statutes, section 299J.05 , relating to the location, design, construction, or operation of the proposed pipeline and associated facilities.

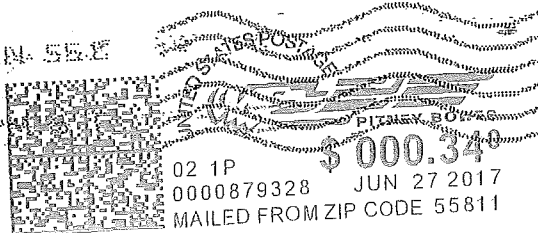
**Kristeen Bullwinkle**  
**White Bear Lake, MN**



## Line 3 Replacement Project DEIS

- The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.
- Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.
- Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916, RPE-15-337-L



Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                      |              |                        |
|----------------------|--------------|------------------------|
| FULL NAME            | PHONE NUMBER | EMAIL                  |
| Josh Burch           | 715-573-1103 | burchwa.josh@yahoo.com |
| ADDRESS              |              |                        |
| 1830 Pine Bluff Road |              |                        |
| CITY, STATE, ZIP     |              |                        |
| Wausau WI 54403      |              |                        |

COMMENTS

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DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

**Levi, Andrew (COMM)**

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**From:** farmpub@gvtel.com  
**Sent:** Wednesday, June 28, 2017 4:30 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Comments on Line 3 Replacement  
**Attachments:** letter to dept of commerce june 28 17.doc; manhattan institute.pdf

Dear Dept. of Commerce,  
Please see attached letter and accompanying report.  
Tank you  
Thomas Burford  
Bagley MN

In regard to Docket Numbers  
CN-14-916  
PPL-15-137

Dear Minnesota Department of Commerce,

In my view, pipelines are the safest and most economical method of transporting crude oil and petroleum products. This opinion is supported by data gathered by the United States Department of Transportation Pipeline and Hazardous Materials Safety Administration Office of Pipeline Safety which was compiled by the Manhattan Institute and published in a report in June 2013.

I will hit some of the highlights of that Manhattan Institute (MI) report here.

Firstly, MI notes, "Almost 500,000 miles of interstate pipeline crisscross America, carrying crude oil, petroleum products, and natural gas.... Thus it is possible to answer, based on experience, the question of whether pipeline transport of oil and gas is safe."

Among the MI's findings: "...Pipelines result in fewer spillage incidents and personal injuries than road and rail. Americans are more likely to get struck by lightning than to be killed in a pipeline accident."

In the 2013 report MI noted, "Petroleum production in North America is nearly 18 million barrels a day...." A graph in the MI report shows that in 2009, pipelines transported 268.2 billion ton-miles of petroleum; motor carriers 1.7 billion ton-miles; and rail 1 billion ton-miles.

The report shows a total of 2.52 million barrels were "spilled" from pipelines over the 20-year period of 1992-2011. An average of 40 percent of that amount was recovered; meaning the net of barrels spilled was 1.49 million barrels. ("Spilled" is in quotes as any release of 5 gallons or more of oil from a pipeline or pipeline facility must be reported as a spill.) When one considers that North America ships 6,570 million barrels per year, the percentage spilled at 2.52 million over 20 years comes to a miniscule amount. The statistics I have available do not allow me to make an accurate percentage, but if we divide 2.52 million into 6,570 million, the percentage is 0.039. It is not accurate to divide this by the 20 years, but just to get the idea across: 0.039 divided by 20 years comes to 0.00195 which is a very low percentage.

The number of incidents per billion ton-miles shipped is 19.95 for roadway carriers; 2.08 for rail; 0.58 for hazardous liquid (oil) pipeline; and 0.89 for natural gas pipeline.

The MI report notes that "pipelines release more oil per spill than rail – but less than road." But, when the recovery rate on pipeline spills is counted, the amount spilled can be reduced by one-third.

However, when it comes to injuries, pipelines outperform road and rail. "The majority of (injury causing) incidents occur on road and rail," the MI reports.

If we were to channel more oil onto rail transport in the interest of a miniscule amount of spillage, simple mathematics tells us that more rail traffic means the public would be put at greater risk of injury from collisions and train derailments (remember the May 2015 derailment and fire in Heimdahl, N.D.). People would find themselves waiting more and more at railroad crossings, sometimes during emergency ambulance and fire department runs. Every town an oil train passes through would be at greater risk of a derailment or crash resulting in a fire of great proportion and the ability to spread as oil crosses the ground. Here in Bagley our fire hall is close to the railroad tracks and would likely be one of the first buildings to get burned if an oil train spills and burns.

In addition, the MI report notes, "Some claim that pipelines carrying Canadian oil sands crude, known as diluted bitumen, have more internal corrosion, and are subject to more incidents. However, PHMSA (Pipeline and Hazardous Materials Safety Administration) data show that oil releases from corrosion are no more common in pipelines carrying Canadian diluted bitumen than in other lines."

By the way, the reason for the Enbridge Line 3 Replacement Project is to replace an old line with a new one. This is the best way to prevent a line leaking due to age or corrosion.

Some argue we don't need any new pipelines. Meanwhile, most of them are driving vehicles powered by petroleum, buying groceries shipped to their local stores by petroleum powered vehicles, wearing clothing and shoes with pieces made from petroleum products, driving on roads covered with a petroleum product, etc. etc.

The need for petroleum products continues to grow. Our economy and way of life depend upon petroleum. We cannot feasibly go back to the horse and buggy days, so we must have safe transport of petroleum. Pipelines have an exceedingly superior safety record and I urge you to approve the permit for the Enbridge Line 3 Replacement Project.

Furthermore, the economic plusses for Clearwater County are terrific. The property taxes paid by the pipeline companies support our schools and our county. The pipelines provide construction jobs for a short-term boost in our economy, as well as long-term jobs that support many local families. Pipelines are a great asset to us in Clearwater County.

Thank you for your consideration of my arguments

Sincerely,  
Thomas Burford  
PO Box 130  
(34407 189<sup>th</sup> Ave.)  
Bagley MN 56621  
218-694-6265  
Email: [farmpub@gvtel.com](mailto:farmpub@gvtel.com)

Attached: copy of Manhattan Institute for Policy Research report



## PIPELINES ARE SAFEST FOR TRANSPORTATION OF OIL AND GAS

Diana Furchtgott-Roth  
*Senior Fellow*

The Obama administration's decision to delay approval for the construction of TransCanada Inc.'s proposed Keystone XL pipeline was based, in part, on concerns over the safety and reliability of oil and natural gas pipelines. The pipeline is intended to transport oil from Canada to U.S. refiners on the Gulf of Mexico. In announcing his decision, the president called for a full assessment of "the pipeline's impact, especially on the health and safety of the American people."

Pipelines have been used to transport American natural gas or oil, including from Canada to the United States, for three quarters of a century. Almost 500,000 miles of interstate pipeline crisscross America, carrying crude oil, petroleum products, and natural gas. This extensive and operational infrastructure network is heavily regulated by the Department of Transportation, which monitors the very issues central to the Keystone controversy: safety and reliability.

Thus it is possible to answer, based on experience, the question of whether pipeline transport of oil and gas is safe. It is, moreover, possible to compare the record of oil and gas pipelines to that of transport via rail and road. As the major alternative means of fuel shipment, transport by rail and road has been increasing as limitations on pipeline capacity have become manifest (the underlying reason for the Keystone proposal).

A review of safety and accident statistics provided by the U.S. Department of Transportation for the extensive network of existing U.S. pipelines—including many linked to Canada—clearly show that,

in addition to enjoying a substantial cost advantage, pipelines result in fewer spillage incidents and personal injuries than road and rail. Americans are more likely to get struck by lightning than to be killed in a pipeline accident.<sup>1</sup>

The question of how to transport oil and gas safely and reliably is not a transitory one linked only to the Keystone controversy. Petroleum production in North America is now nearly 18 million barrels a day,<sup>2</sup> and could climb to 27 million barrels a day by 2020. Natural gas production in Canada and the United States could rise by a third over the same period, climbing to 22 billion cubic feet per day. This oil and gas will have to travel to where it is needed. Whether it is produced in Canada, Alaska, North Dakota, or the Gulf of Mexico, it will be used all over the country, especially since new environmental regulations are resulting in the rapid closures of coal-fired power

plants, increasing the demand for natural gas as a substitute. Similarly, large fleets of buses and trucks are switching to natural gas, and General Motors and Chrysler are making dual-fuel pickup trucks.

This paper compares the record of transport via pipeline to that of road and rail and finds that pipelines are the safer option.

The first large-diameter long-distance pipelines were constructed during the Second World War, and they proliferated across the country over the ensuing two decades. Now America has 175,000 miles of onshore and offshore petroleum pipeline and 321,000 miles of natural gas transmission and gathering pipeline. In addition, over 2 million miles of natural gas distribution pipeline send natural gas to businesses and consumers.<sup>3</sup> This is expected to increase as households and businesses shift to natural gas to take

**Table 1: Crude Oil and Petroleum Products Transported in the United States by Mode (billions of ton-miles)**

|  | 2000         | 2001         | 2002         | 2003         | 2004         | 2005         | 2006         | 2007         | 2008         | 2009         | Share <sup>c</sup> |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------------|
| <b>Crude oil, total</b>                    | <b>376</b>   | <b>376.6</b> | <b>384</b>   | <b>380.4</b> | <b>374.1</b> | <b>376.3</b> | <b>366</b>   | <b>335.5</b> | <b>372</b>   | <b>336</b>   |                    |
| Pipelines <sup>a</sup>                     | 283.4        | 277          | 286.6        | 284.5        | 283.7        | 293.5        | 300.5        | 266.6        | 306.3        | 268.2        | 80                 |
| Water carriers                             | 91           | 98.1         | 95.7         | 94.1         | 88.7         | 81.1         | 63.8         | 66.9         | 63.2         | 65.1         | 19                 |
| Motor carriers <sup>b</sup>                | 1.2          | 1.1          | 1.2          | 1.3          | 1.2          | 1.4          | 1.4          | 1.6          | 1.7          | 1.7          | 1                  |
| Railroads                                  | 0.4          | 0.4          | 0.5          | 0.5          | 0.5          | 0.4          | 0.4          | 0.4          | 0.7          | 1            | 0                  |
| <b>Refined petroleum products, total</b>   | <b>497.3</b> | <b>493.2</b> | <b>480.6</b> | <b>502.9</b> | <b>528.4</b> | <b>529.7</b> | <b>489.4</b> | <b>499.9</b> | <b>485.9</b> | <b>474.1</b> |                    |
| Pipelines <sup>a</sup>                     | 293.9        | 299.1        | 299.6        | 305.7        | 315.9        | 314          | 280.9        | 291.1        | 299.4        | 300.2        | 63                 |
| Water carriers                             | 153.4        | 145.9        | 131.9        | 146          | 158.2        | 159.4        | 149.3        | 149.1        | 130.8        | 121.7        | 26                 |
| Motor carriers <sup>b</sup>                | 30.1         | 29.7         | 29.4         | 31.9         | 33.2         | 33.4         | 33.8         | 33.5         | 33.4         | 32.2         | 7                  |
| Railroads                                  | 19.9         | 18.5         | 19.7         | 19.3         | 21.1         | 22.8         | 25.4         | 26.2         | 22.3         | 19.9         | 4                  |
| <b>Crude and petroleum products, total</b> | <b>873.3</b> | <b>869.8</b> | <b>864.6</b> | <b>883.3</b> | <b>902.5</b> | <b>906</b>   | <b>855.4</b> | <b>835.4</b> | <b>857.9</b> | <b>810</b>   |                    |
| Pipelines <sup>a</sup>                     | 577.3        | 576.1        | 586.2        | 590.2        | 599.6        | 607.5        | 581.3        | 557.7        | 605.7        | 568.4        | 70                 |
| Water carriers                             | 244.4        | 244          | 227.6        | 240.1        | 246.9        | 240.5        | 213.1        | 216          | 194          | 186.8        | 23                 |
| Motor carriers <sup>b</sup>                | 31.3         | 30.8         | 30.6         | 33.2         | 34.4         | 34.8         | 35.2         | 35.2         | 35.1         | 33.9         | 4                  |
| Railroads                                  | 20.3         | 18.9         | 20.2         | 19.8         | 21.6         | 23.2         | 25.8         | 26.6         | 23           | 20.9         | 3                  |

Notes:

a Beginning with 2006, pipeline data were taken from PHMSA F 7000-1-1. Previously, data were extracted from FERC Form No. 6, which included data for federally-regulated pipelines. For 2005, data for federally regulated pipelines were estimated to include about 90 percent of the total national ton-miles, so the pipeline statistics for that year were adjusted to include an additional 10 percent of ton-miles. From 1990 through 2004, the federally regulated estimate was 84 percent with a 16 percent addition for other pipeline ton-miles.

b The amount carried by motor carriers is estimated.

c Share shipped by mode in 2009 (percent)

Details may not add to totals due to rounding in the source publication.

SOURCE: Association of Oil Pipe Lines, Shifts in Petroleum Transportation, 1990-2009: (Washington, DC: Annual Issues), tables 1, 2, and 3, available at <http://www.aopl.org/publications/?fa=reports> as of Apr. 5, 2012.

advantage of low prices that are expected to last into the foreseeable future.

Pipelines are the primary mode of transportation for crude oil, petroleum products, and natural gas. As shown in Table 1, approximately 70 percent of crude oil and petroleum products are shipped by pipeline on a ton-mile basis. Tanker and barge traffic accounts for 23 percent of oil shipments. Trucking accounts for 4 percent of shipments, and rail for the remaining 3 percent. Essentially all dry natural gas is shipped by pipeline to end users.

If safety and environmental damages in the transportation of oil and gas were proportionate to the volume of shipments, one would expect the vast majority of

damages to occur on pipelines. This paper finds the exact opposite. The majority of incidents occur on road and rail.

Data on pipeline safety are available from the United States Department of Transportation Pipeline and Hazardous Materials Safety Administration Office of Pipeline Safety (PHMSA).<sup>4</sup> Operators report to PHMSA any incident that crosses a certain safety threshold. These reports enable the public to compare the safety of pipelines to that of road and rail.

A pipeline incident must be reported if any of the following occur: (1) Explosion or fire not intentionally set by the operator; (2) Release of five gallons or more of a hazardous liquid (any petroleum or petroleum

**Table 2: Pipeline Incidents and Related Injuries and Fatalities (1992-2011)**

|               | <b>Number</b> | <b>Property Damage as Reported*<br/>(in millions)</b> | <b>Net Barrels of Liquids Lost</b> | <b>Injuries</b> | <b>Fatalities</b> |
|---------------|---------------|---|------------------------------------|-----------------|-------------------|
| 1992          | 389           | \$70.5  | 68,810                             | 118             | 15                |
| 1993          | 445           | \$67.3  | 57,559                             | 111             | 17                |
| 1994          | 467           | \$160.6   | 114,002                            | 120             | 22                |
| 1995          | 349           | \$53.4  | 53,113                             | 64              | 21                |
| 1996          | 381           | \$114.5   | 100,949                            | 127             | 53                |
| 1997          | 346           | \$79.6  | 103,129                            | 77              | 10                |
| 1998          | 389           | \$126.9   | 60,791                             | 81              | 21                |
| 1999          | 339           | \$130.1   | 104,487                            | 108             | 22                |
| 2000          | 380           | \$191.8   | 56,953                             | 81              | 38                |
| 2001          | 341           | \$63.1  | 77,456                             | 61              | 7                 |
| 2002          | 644           | \$102.1   | 77,953                             | 49              | 12                |
| 2003          | 673           | \$139.0   | 50,889                             | 71              | 12                |
| 2004          | 673           | \$271.9   | 69,003                             | 60              | 23                |
| 2005          | 721           | \$1,246.7   | 46,246                             | 48              | 14                |
| 2006          | 641           | \$151.1   | 53,905                             | 36              | 21                |
| 2007          | 616           | \$154.9   | 68,941                             | 53              | 15                |
| 2008          | 664           | \$555.8   | 69,815                             | 59              | 9                 |
| 2009          | 627           | \$178.0   | 32,258                             | 66              | 13                |
| 2010          | 586           | \$1,336.4   | 123,419                            | 109             | 22                |
| 2011          | 599           | \$336.3   | 108,663                            | 65              | 17                |
| <b>Totals</b> | <b>10,270</b> | <b>\$5,530.0</b>                                      | <b>1,498,344</b>                   | <b>1,564</b>    | <b>384</b>        |

Source: "All Reported Pipeline Incidents," The United States Department of Transportation Pipeline and Hazardous Materials Safety Administration Office of Pipeline Safety, accessed April 24, 2012, <http://primis.phmsa.dot.gov/comm/reports/safety/Allpsi.html?nocache=8953>

product) or carbon dioxide; (3) Fatality; (4) Personal injury necessitating hospitalization; and (5) Property damage, including cleanup costs, and the value of lost product, and the damage to the property of the operator or others, or both, estimated to exceed \$50,000.<sup>5</sup>

One way to look at the safety record of petroleum, petroleum products, and natural gas pipeline operators is to examine PHMSA's aggregated data from individual reports. Table 2 shows a summary of all reported incidents and damage between 1992 and 2011. Property damage costs are reported by PHMSA in 2011, with lost product accounted for at benchmark prices at the time of the incident.

To the untutored eye, it can appear that pipelines are prone to significant accidents. For instance, there were 721 incidents in 2005, and 53 fatalities

in 1996, many caused by a propane explosion in San Juan. However, as the tables make clear, safety-related incidents, as measured by volume, are actually minor. More importantly, it is crucial to keep in mind that there is no way, in an advanced industrial economy, to avoid shipment of fuels to provide power. Crucially, by comparison with other means of such transport, pipelines emerge as relatively safe and reliable.

Table 2 shows that the number of incidents is relatively low. It has ranged from 339 in 1999 to 721 in 2005. Property damage has ranged from \$53 million in 1995 to \$1.3 billion in 2010. Lost barrels of liquids reached a low of 32,258 barrels in 2009 to a high of 123,419 the following year. Injuries ranged from 36 in 2006 to 127 in 1996, and fatalities ranged from 7 in 2001 to 53 in 1996.

**Table 3: Percent of Liquids Recovered from Pipeline Incidents, All Reported Incidents (1992-2011)**

| Year   | Gross Barrels Spilled | Net Barrels Spilled | Percentage Recovered |
|--------|-----------------------|---------------------|----------------------|
| 1992   | 137,065               | 68,810              | 50                   |
| 1993   | 116,802               | 57,559              | 51                   |
| 1994   | 164,387               | 114,002             | 31                   |
| 1995   | 110,237               | 53,113              | 52                   |
| 1996   | 160,316               | 100,949             | 37                   |
| 1997   | 195,549               | 103,129             | 47                   |
| 1998   | 149,500               | 60,791              | 59                   |
| 1999   | 167,230               | 104,487             | 38                   |
| 2000   | 108,652               | 56,953              | 48                   |
| 2001   | 98,348                | 77,456              | 21                   |
| 2002   | 97,255                | 77,953              | 20                   |
| 2003   | 81,308                | 50,889              | 37                   |
| 2004   | 89,311                | 69,003              | 23                   |
| 2005   | 138,094               | 46,246              | 67                   |
| 2006   | 137,693               | 53,905              | 61                   |
| 2007   | 94,981                | 68,941              | 27                   |
| 2008   | 102,076               | 69,815              | 32                   |
| 2009   | 54,964                | 32,258              | 41                   |
| 2010   | 174,921               | 123,419             | 29                   |
| 2011   | 137,932               | 108,663             | 21                   |
| Totals | 2,516,625             | 1,498,341           | 40 (Avg.)            |

Source: "All Reported Pipeline Incidents," The United States Department of Transportation Pipeline and Hazardous Materials Safety Administration Office of Pipeline Safety, accessed April 24, 2012, <http://primis.phmsa.dot.gov/comm/reports/safety/Allpsi.html?nocache=8953> and Manhattan Institute calculations.



The unusual increases in gross property damage in 2005 and 2010 were largely attributable to Hurricane Katrina in 2005 and the Kalamazoo River oil spill in 2010. Higher market prices for petroleum over the period has led to an increased valuation of spillage. Throughout the 1990s, apart from a brief price spike associated with the Persian Gulf War, the West Texas Intermediate wholesale price of oil stayed below \$25 dollars per barrel. Prices continued to increase between 2000 and 2008, and averaged \$100 in 2008. Prices eased in 2009 and 2010, but averaged around \$95 in 2011 and \$94 in 2012.<sup>6</sup>

A major criterion for determining if an incident had to be reported to PHMSA was significantly revised in 2002. Between 1992 and 2002 a spill only had to be reported if it was greater than 50 barrels of liquids or CO<sub>2</sub> (after 1991). However, beginning in 2002, the limit was dropped to five gallons, with an exception for maintenance-related spills of five barrels or less confined to company sites.<sup>7</sup> Hence, minor spills that were not reported prior to 2002 were reported afterwards. From 1992 through 2001 an annual average of 383 incident reports were filed with PHMSA. Then, from 2002 through 2011, companies filed an annual average of 644 incident reports.

Gross barrels spilled do not take into account the number of barrels that were recovered during cleanup. The volume of liquids spilled that is ultimately recovered varies widely from year to year, and is likely heavily influenced by the nature of the spill. Between 1992 and 2011 about 40 percent of spilled liquids were recovered (Table 3). Over the entire 20-

year period a total of less than 1.5 million net barrels were spilled.

Volumes that are spilled are miniscule when compared to the volumes of petroleum that are used in the United States. To provide some prospective, U.S. refineries produce over 7 million barrels of gasoline every single day.<sup>8</sup> Considering the vast network, 175,000 miles of petroleum pipeline and over 2 million miles of natural gas pipelines (about 321,000 of transmission and gathering lines, over 2 million of local distribution main and service lines), incidents are exceedingly rare.<sup>9</sup>

To draw another comparison, according to the National Weather Service there was an average of 35 reported deaths annually caused by lightning from 2003 to 2012.<sup>10</sup> From 1992 to 2011 fatalities related to pipeline incidents were about 20 per year. An individual had a 75 percent greater chance of getting killed by lightning as being killed in a pipeline incident.

Data are also provided by PHMSA that make it possible to determine in what type of pipeline system a particular incident occurred. There are four basic categories of pipeline systems, namely hazardous liquids, natural gas gathering, natural gas transmission, and natural gas distribution. Natural gas gathering pipelines bring raw natural gas from the wellhead to the gas processing plant. The natural gas transmission system is made up of pipelines that bring processed (dry) gas from the plants and carry it across the country to city gates or to large customers (e.g., heavy

**Table 4: Percentage of Incidents, Fatalities, Injuries, and Property Damage by Pipeline System (1992-2011)**

|                          | <b>Incidents</b> | <b>Fatalities</b> | <b>Injuries</b> | <b>Property Damage</b> |
|--------------------------|------------------|-------------------|-----------------|------------------------|
| Natural Gas Gathering    | 2                | 0                 | 1               | 7                      |
| Natural Gas Transmission | 18               | 12                | 14              | 28                     |
| Natural Gas Distribution | 26               | 78                | 75              | 17                     |
| Hazardous Liquid         | 54               | 11                | 11              | 49                     |

Note: Not all columns sum to 100 due to rounding.

Source: "All Reported Incidents," The United States Department of Transportation Pipeline and Hazardous Materials Safety Administration Office of Pipeline Safety, accessed May 1, 2012, [http://primis.phmsa.dot.gov/comm/reports/safety/Allpsi.html?nocache=3087#\\_all](http://primis.phmsa.dot.gov/comm/reports/safety/Allpsi.html?nocache=3087#_all) and Manhattan Institute calculations.



industry or electrical power plants). The natural gas distribution system is operated by local distribution companies which transport gas from the city gate to local households and local businesses. Table 4 displays what percentage of incidents, fatalities, injuries, and property damage from 1992 through 2011 occurred in each pipeline system.

Although fatalities and injuries are relatively low, the majority of those that do occur have been associated with pipelines that are part of a natural gas distribution system. The U.S. natural gas distribution pipeline network spans over 2 million miles, and the federal government does not regulate intra-state pipelines (local distribution and production gathering lines), except for gathering lines that are located on federal lands. Local distribution companies, where both the vast majority of pipeline miles exist and accidents occur, are regulated by states and municipalities.

The proportion of property damage from incidents originating at hazardous liquids pipelines is largely the result of the inclusion of lost product as part of the damage, and that cleanup of oil spills is costly. From an operational standpoint, incidents associated with natural gas transmission and hazardous liquid systems (large diameter interstate pipelines) have resulted in 86 deaths and 387 injuries from 1992 through 2011, as shown in Table 5.

How does this compare with road and rail? We have analyzed U.S. Department of Transportation data and produced incident and injury rates for oil and gas pipelines, road, and rail for petroleum products in the period 2005 through 2009.<sup>11</sup> Because reporting of pipeline incidents is only required for events involving injury or release over 5 gallons, we eliminated road and rail incidents not meeting those criteria from consideration. Even after this narrowing of scope, road and rail have higher rates of serious incidents and injuries

**Table 5: Incidents, Fatalities, Injuries, and Property Damage by Pipeline System (1992-2011)**

|                          | <b>Incidents</b> | <b>Fatalities</b> | <b>Injuries</b> | <b>Property Damage as Reported</b> |
|--------------------------|------------------|-------------------|-----------------|------------------------------------|
| Natural Gas Gathering    | 212              | 0                 | 12              | \$357,080,128                      |
| Natural Gas Transmission | 1845             | 45                | 216             | \$1,534,724,575                    |
| Natural Gas Distribution | 2644             | 298               | 1165            | \$942,404,551                      |
| Hazardous Liquid         | 5569             | 41                | 171             | \$2,695,828,774                    |

Source: "All Reported Incidents," The United States Department of Transportation Pipeline and Hazardous Materials Safety Administration Office of Pipeline Safety, accessed May 1, 2012, [http://primis.phmsa.dot.gov/comm/reports/safety/Allpsi.html?nocache=3087#\\_all](http://primis.phmsa.dot.gov/comm/reports/safety/Allpsi.html?nocache=3087#_all) and Manhattan Institute calculations.

**Table 6: Comparative Statistics for Petroleum Incident Rates: Onshore Transmission Pipelines vs. Road and Railway (2005-09)**

| Mode                      | Avg. Billions Ton-Miles Shipment Per Year | Avg. Incidents Per Year | Incidents Per Billion Ton-Miles |
|---------------------------|---|-------------------------|---------------------------------|
| Road*                     | 34.8                                      | 695.2                   | 19.95                           |
| Railway*                  | 23.9                                      | 49.6                    | 2.08                            |
| Hazardous Liquid Pipeline | 584.1                                     | 339.6                   | 0.58                            |
| Natural Gas Pipeline      | 338.5                                     | 299.2                   | 0.89                            |

\*Only incidents involving and ton-mileage carrying those products carried by pipeline (petroleum products, liquid natural gas, etc.) are counted for road and railway

Sources: Ton-Mileage values are based on Tables 1-50 (for Natural Gas Pipeline) and 1-61 (all others) of the Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics "National Transportation Statistics", available at [http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national\\_transportation\\_statistics/index.html](http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_statistics/index.html), accessed April 2013. Incident and release volume data for Road and Railway were extracted from the Office of Hazardous Materials Safety "Incident Reports Database Search" at <https://hazmatonline.phmsa.dot.gov/IncidentReportsSearch/>, accessed April 2013. HL Pipeline release volumes were extracted from the Pipeline and Hazardous Material Safety Administration "Hazardous Liquid Accident Data - 2002 to 2009" file available at <http://phmsa.dot.gov/portal/site/PHMSA/menuitem.ebdc7a8a7e39f2e55cf2031050248a0c?vgnextoid=fdd2dfa122a1d110VgnVCM10009ed07898RCRD&vgnextchannel=3430fb649a2dc110VgnVCM1000009ed07898RCRD&vgnextfmt=print>, accessed April 2013.

than pipelines, even though more road and rail incidents go unreported.

Table 6 compares incident rates for road, rail, oil and petroleum products pipelines, and natural gas transmission. Road had the highest rate of incidents, with 19.95 per billion ton miles per year. This was followed by rail, with 2.08 per billion ton miles per year. Natural gas transmission came next, with 0.89 per billion ton miles. Hazardous liquid pipelines were the safest, with 0.58 serious incidents per billion ton miles.

Data in Table 7 include all hazmat, not just petroleum products. With respect to pipeline systems, natural gas transmission lines had the lowest average fatality rate for operator personnel and the general public between 2005 and 2009, with a rate of one person killed per year. This was followed by oil and rail, each with an average of 2.4 people per year. The rail figure is skewed by a chlorine incident on January 6, 2005 in Graniteville, South Carolina. The highest fatality rate is road, with an average of 10.2 people a year. This is not because members of the public are killed due to road accidents with oil trucks. Only 1.4 members of the public, on average, were killed annually, but an average of 8.8 operators died per year.

As shown in Table 8, rates of injury requiring hospitalization and of injury in general show a similar pattern. On average, annual injuries for 2005 through 2009 were lowest for hazardous

liquid pipeline, at 4 people with injuries requiring hospitalization per year. The rate was higher for rail, at 4.6 of such injuries per year, although for rail this number was heavily biased by the 2005 observation. Road accidents hospitalized 8.8 people per year, and natural gas pipelines hospitalized 45 people each year.

The rates of injury per ton-mile in Table 8 are most pertinent, however. On this measure, hazardous liquid pipelines outperformed rail and road by a wide margin, causing just .0068 injuries requiring hospitalization per billion ton-miles. Rail caused nearly 30 times that many injuries requiring hospitalization on a per-ton-mile basis. Rail was also outperformed by natural gas pipelines on this measure, causing over 1.4 times as many serious injuries per ton-mile. Road was the worst performer on this measure, averaging one quarter serious injuries per billion ton-miles. This is 37 times the hazardous liquid pipeline rate.

Some claim that pipelines carrying Canadian oil sands crude, known as diluted bitumen, have more internal corrosion, and are subject to more incidents.<sup>12</sup> However, PHMSA data show that oil releases from corrosion are no more common in pipelines carrying Canadian diluted bitumen than in other lines.<sup>13</sup> Oil sands crude has been transported in American pipelines for the past decade.

The evidence is clear: transporting oil and natural gas by pipeline is safe. Furthermore, pipeline transportation is safer than transportation by road,

**Table 7: Comparison of Hazmat Fatality Statistics, Operator Personnel and General Public for Road, Rail, and Pipeline (2005-2009)**

|                               | 2005 | 2006 | 2007 | 2008 | 2009 | Total | Average per Year | Fatalities Per Billion Ton-Miles Shipment Per Year |
|-------------------------------|------|------|------|------|------|-------|------------------|--|
| Road                          | 24   | 6    | 10   | 8    | 3    | 51    | 10.2             | 0.293  |
| Railway                       | 10   | 0    | 0    | 1    | 1    | 12    | 2.4              | 0.100  |
| Hazardous Onshore Only        | 2    | 0    | 4    | 2    | 4    | 12    | 2.4              | 0.004  |
| Gas Transmission Onshore Only | 0    | 3    | 2    | 0    | 0    | 5     | 1                | 0.003  |

Source: Reproduced from U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration, Office of Pipeline Safety, *Building Safe Communities: Pipeline Risk and its Application to Local Development Decisions*, October, 2010, Table 3, p. 26, <http://www.pstrust.org/library/docs/PIPA-PipelineRiskReport-Final-20101021.pdf>.

rail, or barge, as measured by incidents, injuries, and fatalities—even though more road and rail incidents go unreported.<sup>14</sup>

Despite their safety, pipelines release more oil per spill than rail—but less than road. As Table 9 shows, typical release volumes on rail, particularly of petroleum products, are relatively low at 3,504 gallons per billion ton-miles. While it outperforms road in terms of product release per ton-mile, pipeline transport of petroleum products still experienced product release of 11,286 gallons per billion ton-miles. This figure does decrease by approximately one third if the high product-recovery rate for pipelines is considered, however. Volume release data are unavailable in the PHMSA incident database for natural gas transmission pipelines.

Rising oil and natural gas production is outpacing the transportation capacity of our inadequate national pipeline infrastructure. The Association of American Railroads reports that between 2008 and 2011 the total share of oil and gas rail shipments grew dramatically, from 2 percent of all carloads to 11 percent.<sup>15</sup> In 2011 alone, rail capacity in the Bakken area—stretching from southern Alberta to the northern U.S. Great Plains—

tripled to almost 300,000 barrels per day.<sup>16</sup> Crude oil shipments via rail have continued to expand at an accelerating rate; as of September 2012, U.S. Class I railroads were on pace to deliver 200,000 carloads of crude for the year, compared to just 66,000 in 2011 and 9,500 in 2008.<sup>17</sup>

As America continues to ramp up production of oil and natural gas, our pipeline infrastructure becomes more important. We need better pipelines to get oil from North Dakota to the refineries in the Gulf, and natural gas from the Marcellus Shale in Pennsylvania (and New York, should the Empire State allow production to move forward) and the Utica Shale in Ohio to the rest of the country.

In the next few years, the Obama administration may allow more states to explore for oil offshore. In addition, Congress might vote to give coastal areas a share of oil drilling revenue, providing a powerful incentive for more drilling. Congress could also form a liability risk pool to allow independent drillers to expand into the Gulf of Mexico. In order for these resources to get where they are needed, America needs more pipelines—the safest way to move fuel.

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*Research assistance for this report was provided by Claire Rogers and Andrew Gray.*

## APPENDIX

This paper contains four major changes in methodology from the prior version of the paper, published in May 2012.

1. Rail companies are required to report all hazmat releases, but pipeline incidents only require a report if at least 5 gallons of the material are leaked or there is an injury. In the May 2012 version, we reported all hazmat releases. In the revised version, we removed all sub-5-gallon, no-injury road and rail incidents.
2. We note that one January 6, 2005 chlorine incident skews the rail hazmat fatality statistics. Excluding the chlorine accident would reduce the rail hazmat fatalities in the period we considered from 12 to 3.
3. We used only petroleum and natural gas product incidents for Tables 6 and 8.
4. We included a new table (Table 9) showing spillage per ton mile by mode of transportation, also using only petroleum and natural gas products.

**Table 8: Injuries Resulting from Petroleum Incidents:  
Pipelines vs. Road and Railway (2005-09)**

|                           |                 | 2005 | 2006 | 2007 | 2008 | 2009 | Total | Per<br>Year | Injuries Per<br>Billion Ton-Miles |
|---------------------------|-----------------|------|------|------|------|------|-------|-------------|-----------------------------------|
| Road                      | Hospitalization | 9    | 10   | 10   | 6    | 9    | 44    | 8.8         | 0.2526                            |
|                           | Total           | 38   | 37   | 38   | 17   | 41   | 171   | 34.2        | 0.9816                            |
| Railway                   | Hospitalization | 20   | 2    | 1    | 0    | 0    | 23    | 4.6         | 0.1925                            |
|                           | Total           | 24   | 2    | 4    | 0    | 1    | 31    | 6.2         | 0.2594                            |
| Hazardous Liquid Pipeline | Hospitalization | 2    | 2    | 10   | 2    | 4    | 20    | 4.0         | 0.0068                            |
| Natural Gas Pipeline      | Hospitalization | 45   | 32   | 37   | 53   | 58   | 225   | 45.0        | 0.1330                            |

Sources: Road and railway injuries were counted in the data extracted for Table 6. Pipeline injuries are reproduced from [http://primis.phmsa.dot.gov/comm/reports/safety/SerPSI.html?nocache=5757#\\_all](http://primis.phmsa.dot.gov/comm/reports/safety/SerPSI.html?nocache=5757#_all)

**Table 9: Comparative Statistics for Petroleum Product Release Rates:  
Onshore Transmission Pipelines vs. Road and Railway (2005-09)**

| Mode                      | Avg. Product Release Per Year<br>(gallons) | Release Per Incident<br>(gallons) | Release Per Billion Ton-Miles<br>(gallons) |
|---------------------------|--|-----------------------------------|--|
| Road*                     | 477,558                                    | 687                               | 13,707                                     |
| Railway*                  | 83,745                                     | 1,688                             | 3,504                                      |
| Hazardous Liquid Pipeline | 6,592,366                                  | 19,412                            | 11,286                                     |
| Natural Gas Pipeline**    | -  | -                                 | -  |

\*Only incidents involving and ton-mileage carrying those products carried by pipeline (petroleum products, liquid natural gas, etc.) are counted for road and railway

\*\*No release volume data are available for gas pipeline in the PHMSA incident database

Sources: Ton-Mileage values are based on Tables 1-50 (for Natural Gas Pipeline) and 1-61 (all others) of the Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics "National Transportation Statistics", available at [http://www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national\\_transportation\\_statistics/index.html](http://www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national_transportation_statistics/index.html), accessed April 2013. Incident and release volume data for Road and Railway were extracted from the Office of Hazardous Materials Safety "Incident Reports Database Search" at <https://hazmatonline.phmsa.dot.gov/IncidentReportsSearch/>, accessed April 2013. HL Pipeline release volumes were extracted from the Pipeline and Hazardous Material Safety Administration "Hazardous Liquid Accident Data - 2002 to 2009" file available at <http://phmsa.dot.gov/portal/site/PHMSA/menuitem.ebdc7a8a7e39f2e55cf2031050248a0c/?vgnextoid=fdd2dfa122a1d110VgnVCM1000009ed07898RCRD&vgnextchannel=3430fb649a2dc110VgnVCM1000009ed07898RCRD&vgnextfmt=print>, accessed April 2013.

## ENDNOTES

- <sup>1</sup> Reliable data on water-borne spills, which fall under the jurisdiction of the Coast Guard, are not readily available and so will not be included in this Issue Brief
- <sup>2</sup> International Energy Statistics, "Petroleum Production," accessed May 7, 2013, <http://www.eia.gov/cfapps/ipdbproject/iedindex3.cfm?tid=5&pid=53&aid=1>
- <sup>3</sup> "Pipeline Basics," The United States Department of Transportation Pipeline and Hazardous Materials Safety Administration Office of Pipeline Safety, accessed May 7, 2013, <http://primis.phmsa.dot.gov/comm/PipelineBasics.htm?nocache=8264>
- <sup>4</sup> "Community Toolbox," The United States Department of Transportation Pipeline and Hazardous Materials Safety Administration Office of Pipeline Safety, accessed April 24, 2012, <http://primis.phmsa.dot.gov/comm/Index.htm?nocache=4323>
- <sup>5</sup> "Reporting Criteria Changes," The United States Department of Transportation Pipeline and Hazardous Materials Safety Administration Office of Pipeline Safety, accessed April 24, 2012, <http://primis.phmsa.dot.gov/comm/reports/safety/docs/IncidentReportingCriteriaHistory1990-2011.pdf>
- <sup>6</sup> "Petroleum and Other Liquids, Spot Prices," United States Energy Information Agency, accessed May 7, 2013, [http://www.eia.gov/dnav/pet/pet\\_pri\\_spt\\_s1\\_a.htm](http://www.eia.gov/dnav/pet/pet_pri_spt_s1_a.htm)
- <sup>7</sup> "Reporting Criteria Changes 1990-Current," The United States Department of Transportation Pipeline and Hazardous Materials Safety Administration Office of Pipeline Safety, last updated March 2011, <http://primis.phmsa.dot.gov/comm/reports/safety/docs/IncidentReportingCriteriaHistory1990-2011.pdf>
- <sup>8</sup> U.S. Energy Information Agency, *This Week In Petroleum*, accessed May 20, 2013, [http://www.eia.gov/oog/info/twip/twip\\_crude.html#production](http://www.eia.gov/oog/info/twip/twip_crude.html#production)
- <sup>9</sup> "Pipeline Basics," The United States Department of Transportation Pipeline and Hazardous Materials Safety Administration Office of Pipeline Safety, accessed April 24, 2012, <http://primis.phmsa.dot.gov/comm/PipelineBasics.htm?nocache=8264>
- <sup>10</sup> National Weather Service, "Weather Fatalities," 2012, <http://www.nws.noaa.gov/om/hazstats.shtml>
- <sup>11</sup> U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration, Office of Pipeline Safety, *Building Safe Communities: Pipeline Risk and its Application to Local Development Decisions*, October, 2010, <http://www.pstrust.org/library/docs/PIPA-PipelineRiskReport-Final-20101021.pdf>
- <sup>12</sup> See, for example, Lara Skinner and Sean Sweeney, "The Impact of Tar Sands Pipeline Spills on Employment and the Economy," Cornell University Global Labor Institute, March, 2012
- <sup>13</sup> U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration, data from form PHMSA F 7000-1
- <sup>14</sup> Committee on Transportation and Infrastructure hearings on "Concerns with Hazardous Materials Safety in the U.S.: Is PHMSA Performing Its Mission?" (written report submitted by Majority Staff to the Members of the Committee), September 9, 2009
- <sup>15</sup> "EIA: Rail Delivery of Crude Oil and Petroleum Products Rising," Crude Oil Trader, accessed June 05, 2012, <http://crudeoiltrader.blogspot.com/2011/11/eia-rail-delivery-of-crude-oil-and.html>
- <sup>16</sup> "Buffet's Burlington Northern Among Pipeline Winners," Bloomberg News, accessed June 05, 2012, <http://www.bloomberg.com/news/2012-01-23/buffett-s-burlington-northern-among-winners-in-obama-rejection-of-pipeline.html>
- <sup>17</sup> Association of American Railroads, "Moving Crude Petroleum by Rail," December 2012, <https://www.aar.org/keyissues/Documents/Background-Papers/Moving%20Crude%20Petroleum%20by%20Rail%202012-12-10.pdf>

**Levi, Andrew (COMM)**

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**From:** Linda Burns <burns.linda3@gmail.com>  
**Sent:** Sunday, July 09, 2017 2:08 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Enbridge Line 3 Project

To: [pipeline.Comments@state.mn.us](mailto:pipeline.Comments@state.mn.us)

Re: Public Comment: Line 3 Project (CN-14-916and PPL-15-137)

I understand that a Certificate of Need must take into account whether there is a need in Minnesota for this pipeline, specifically whether there is a *state* need (not a national need). U.S. fuel demand was down 5% in 2015 compared to its 2007 peak, and in Minnesota, fuel demand was down 19 percent in 2016 compared to its 2004 peak. As higher efficiency cars, hybrid cars, and electric cars become increasingly popular, it is doubtful a new pipeline will be needed to supply oil. Also, the oil that would be transported through the pipeline doesn't benefit Minnesota; it passes through to refineries elsewhere in the Midwest, or, potentially, to overseas markets.

I believe that transporting oil by truck or train would be less of a risk to the environment in the event of a spill. The proposed line 3 replacement threatens Minnesota's natural resources as it crosses the Mississippi headwaters several chains of lakes which are popular tourist destinations and recreation sites.

Please include these considerations in the final EIS.

Thank you,

Linda Burns  
6015 11th Ave S  
Minneapolis, MN 55417



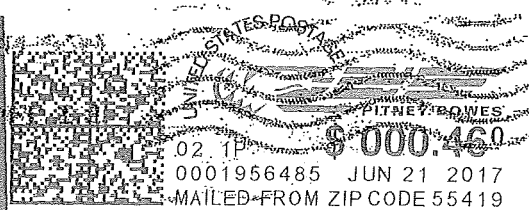
## Line 3 Replacement Project DEIS

• The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.

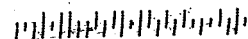
• Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.

• Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-916; PPL-15-137



Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198



### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|                       |              |                         |
|-----------------------|--------------|-------------------------|
| FULL NAME             | PHONE NUMBER | EMAIL                   |
| Jaye Timothy Burnside | 218-404-9551 | Jaye.burnside@ajksh.com |
| ADDRESS               |              |                         |
| 66 Vermillion Drive   |              |                         |
| CITY, STATE, ZIP      |              |                         |
| Virginia, MN, 55792   |              |                         |

COMMENTS

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DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

**Levi, Andrew (COMM)**

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**From:** may barton <whitepineneedlez@yahoo.com>  
**Sent:** Monday, July 10, 2017 4:41 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3 DEIS in Dockets CN-14-916 and PPL-15-137.

**To: Jamie MacAlister, Pipeline.Comments@state.mn.us**

**Please include this comment on the Line 3 DEIS in Dockets CN-14-916 and PPL-15-137.**

**I am from:Michigan**

**The Line 3 Pipeline concerns me because:** The State of Minnesota and Enbridge MUST obtain Free, Prior, and Informed Consent of the **Tribes of the 1855 Treaty Territory !!!!**

- **The disproportionate impacts Line 3 would have indigenous communities is the definition of environmental racism**
- **The profound social and ecological devastation caused by the Alberta Tar Sands is absolutely unacceptable and Minnesota must refuse to be complicit**
- **Enbridge must be required to clean up and remove their old pipelines, not abandon them for future generations to deal with**

**I want the Department of Commerce to deny the permit for the proposed Line 3, shut down the old line, and remove it from the ground.**

**Sincerely,**

**Marcia Burton**

MB 



Dear Mr. Jamie Macalister  
 Environmental Review Manager  
 MN Department of Commerce  
 85 7<sup>th</sup> Place East, Suite 280  
 Saint Paul, MN 55101-2198

I want to voice my strong objections to Enbridge's appeal to create a new Line 3. I am gratified to note that most of those present at the Saint Paul June 13<sup>th</sup> meeting spoke eloquently in favor of defending the environment against the degradation this pipeline poses to our land and water. I share their detailed concerns. What follows, in bullet fashion are my major concerns and objections:

- *Stewardship and Responsibility:* Why aren't we holding Enbridge responsible for funding and removing all of the original pipeline before granting them permission to lay an alternate line? Also, if Enbridge is issued a route permit, why isn't Enbridge required to set aside funds in escrow to cover potential mishaps and disasters while its pipeline exists on our lands? Individual landowners should not be expected to pay for the clean-up of potential Superfund sites left behind by companies like Enbridge, which may go bankrupt or dissolve or otherwise change – and so escape accountability for the problems such projects will create.
- *Guidelines and Definitions:* At the state level, we should establish abandonment guidelines and definitions for intrastate crude oil pipelines. Those guidelines should make clear what Enbridge's responsibility is for the pipelines it already has in place and for any future pipelines it creates in Minnesota. This should be done before any further construction occurs.
- *Risks of Profound Environmental Damage:* Pipeline 3 and the alternate route both pass through vulnerable wetlands, so pose a grave risk to these environments. Tar sands oil is very dirty and heavy, so a ruptured or leaky pipe could devastate these waters, including the Saint Louis River watershed and Lake Superior. Enbridge's history of good stewardship is not encouraging. Need I site the 1991 spill that dumped 1.7 million gallons of oil near Grand Rapids? Along with this are numerous other leaks and spills throughout that pipeline's history. Tar sands oil mining is horribly destructive and unnecessarily serves a dying industry at the expense of the wider population and the land itself. We should not support such a ruinous enterprise. We need to invest in cleaner energies that will not contribute to climate change as significantly as this new pipeline would.

My closing statement is that we should refuse Enbridge's request for a pipeline permit. The risks to the common good of the state are too high, and all to profit a mining industry with a dismal record of operating responsibly and transparently.

Sincerely yours,

John Buschette  
 1150 Sextant Ave  
 Roseville, MN 55113

RECEIVED

JUN 21 2017

MAILROOM

**Levi, Andrew (COMM)**

---

**From:** harrionslim5 <harrionslim5@gmail.com>  
**Sent:** Monday, July 10, 2017 10:45 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** No Pipeline

Please do not put a larger oil pipeline through Minnesota land. please remove and clean up the existing pipeline. I do not agree with tar-sand oil process. I do not think there has been enough outreach to the public or native people about this new pipeline. Do want is right for the land, it is Minnesota, don't build the pipeline.

Sincerely,

Sam Busko

**Levi, Andrew (COMM)**

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**From:** harrionslim5 <harrionslim5@gmail.com>  
**Sent:** Monday, July 10, 2017 10:48 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** No Pipeline - CN-14-916 and PPL-15-137

Please do not put a larger oil pipeline through Minnesota land. please remove and clean up the existing pipeline. I do not agree with tar-sand oil process. I do not think there has been enough outreach to the public or native people about this new pipeline. Do want is right for the land, it is Minnesota, don't build the pipeline.

Sincerely,

Sam Busko

CN-14-916 and PPL-15-137

0366

## I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME

Josh Basse

PHONE NUMBER

763-957-2572

EMAIL

joshua.basse  
@unitedpipingsolutions

ADDRESS

515 Hamline St.

CITY, STATE, ZIP

Grand Forks, ND

COMMENTS

Oil is crucial to our way of  
life whether you like it or not.

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

**Levi, Andrew (COMM)**

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**From:** Bruce Busta <bruce.busta@gmail.com>  
**Sent:** Monday, July 03, 2017 12:06 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** No to Line 3

Dear Mr. MacAlister,

I am writing to express my objection to the Line 3 pipeline expansion.

Why?

1) It is time to move away from oil and fossil fuels. In Chapter 4 of the DEIS, rail, truck and other pipeline routes are examined. But the big picture of moving to alternative energy and the jobs IN Minnesota that would be created over a multi-year period are not considered. Yes, this would be a big step and challenging. But, we can do it and as a non-oil producing state we will benefit more from investment in alternative energy than old-school oil.

2) My brother-in-law is a pipeline inspector, even he agrees that every pipeline at some point will leak. So, let's not go there. Our water resources are too valuable to be polluted. Forget the plan for Line 3 and move to non-fossil fuels.

Sincerely,

Bruce Busta  
St. Cloud, Minnesota  
bruce.busta@gmail.com

**Levi, Andrew (COMM)**

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**From:** davidb@uslink.net  
**Sent:** Thursday, July 06, 2017 8:22 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Public Comment: Line 3 Project (CN-14-916 and PPL-15-137)

Public Comment: Line 3 Project (CN-14-916 and PPL-15-137)

The executive summary of the DEIS for Line 3 states "the CN (Certificate of Need) is a decision by the Commission about whether a proposed project is in the State's interest. The Commission must consider each of the criteria in Minnesota Statutes § 216B.243 and Minnesota Administrative Rules Part 7853.0130 in determining need. Under the regulatory criteria, the Commission first considers the underlying economic need for the proposed pipeline."

The DEIS fails to adequately address a number of economic issues underlying need for the proposed pipeline and whether or not the pipeline is in the State's best interest.

-- there is no analysis of how much, if any, of the 760,000 barrels of oil proposed to travel through a new Line 3 daily actually would come back to Minnesota in the form of refined products to benefit the citizens of this state.

-- there is no analysis of the inevitable drop in property values (and in state tax revenues) which would occur to properties adjacent to or in the area of a Line 3 pipeline.

-- there is no analysis of the costs incurred to the State in the event of a spill of any size, but especially a catastrophic spill such as occurred in the Kalamazoo river.

-- there is no discussion of the effect on long-term (or even short-term) demand for tar-sands oil and whether a new pipeline traveling through MN would remain viable in view of falling demand for petroleum, especially tar-sands oil which is more expensive to produce and which has led major producers to write off 'assets' in Canada.

\_\_\_ 'Exxon's Big Oil Sands Write-Off' <http://fortune.com/2017/02/23/exxon-mobil-oil-sands-sec/>

\_\_\_ 'As the Oil-Sands Industry Declines, Its Biggest Champion Bolts' <https://www.wsj.com/articles/as-the-oil-sands-industry-declines-its-biggest-champion-bolts-1482143402>

-- there is no discussion of the long-term cost to MN of continued and expanded use of 'tar sands oil' which produces 21% more carbon emissions than normal oil, in terms of global warming.

\_\_\_ 'How Much Will Tar Sands Oil Add to Global Warming?' <https://www.scientificamerican.com/article/tar-sands-and-keystone-xl-pipeline-impact-on-global-warming/>

\_\_\_ 'Carbon Footprint of Canada's Oil Sands Is Larger Than Thought' <https://insideclimatenews.org/news/04042017/tar-sands-greenhouse-gas-emissions-climate-change-keystone-xl-pipeline-donald-trump-enbridge>

Respectfully submitted,

Dave Butcher  
 3998 67th St SW  
 Pequot lakes, MN 56472

email: davidb@uslink.net  
tel: 218-821-1774

**Levi, Andrew (COMM)**

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**From:** butcher70@frontiernet.net  
**Sent:** Friday, July 07, 2017 1:19 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Comments on Enbridge Line 3 Replacement  
**Attachments:** Enbridge Line 3 Comments Submitted Version .doc

To whom it may concern, please see my attached comments regarding the Enbridge Line 3 Replacement. Thank you.



## Enbridge Line 3 Pipeline Replacement Comments

Ref docket numbers: CN-14-916  
PPL-15-137

July 7, 2017

My name is Jim Butcher. I am a resident of Minnesota and live approximately 70 miles SW of Duluth in Aitkin County. I attended the public meeting on the Enbridge Line 3 Pipeline at East Lake Community Center, McGregor, on June 12, 2017, and made some public comments, and I would now like to add to those oral comments with these written comments.

### Is This New Pipeline Needed?

To me this is the key question to be answered, prior to any discussion of how a new pipeline may or may not have any positive or negative economic or environmental impacts for Minnesota.

In my opinion the answer to this question is a resounding **NO**. The technology surrounding personal transportation is changing rapidly. The sales of hybrid, plug in hybrid and electric vehicles is rapidly expanding. And, as the range of electric vehicles increases, as it will, the time will come, more quickly than many of us expect, when all consumer vehicles are at least hybrid, and as the all-electric vehicle range continues to increase, to say around 350 miles on a charge, the majority of consumer vehicles will be electric only. No oil changes, minimal maintenance, lower emissions, what isn't there to like?

This change in prime mover from an internal combustion engine to an electric motor will dramatically reduce the need for liquid fossil fuels. This reduction in the future need for hydrocarbon fuels is the major reason the **New Line 3 Should Not be Built**.

And, on top of the reducing need for hydrocarbon fuels, the world, (and in particular Minnesota), certainly should not encourage any increase in the production of the environmentally disastrous Alberta Oil Sands, the very oil intended to flow through the New Line 3 Pipeline. With Minnesota's laudable Renewable Energy Standard, it would appear to be truly **Hypocritical for Minnesota to Permit the Building of a New Line 3 Pipeline to Transport "Dirty" Tar Sands Oil Across Minnesota from their Production in Canada to their Delivery in Superior Wisconsin**.

The production of Tar Sands produces about 20% more CO<sub>2</sub> than the production of conventional oil, along with the release of aerosols and toxic chemicals such as anthracene and naphthalene. These impact both climate and human and animal health. **Why would Minnesota become complicit in permitting Canadian Corporate Profits to be made at the expense of the health of both the climate and human kind?** What's in it for Minnesota?

The short-term increase in employment during the potential construction of a New Line 3 will soon be forgotten, and instead will be replaced by outrage at the environmental damage and the cost of fixing leaks from the new pipeline. Murphy's Law clearly states that what can go wrong will go wrong, eventually. Despite the assurances from Enbridge,

there will be leaks. Ask Michigan residents how they feel about the leak from the Enbridge pipeline into the Kalamazoo River. Enbridge Line 5 transfers oil from Superior Wisconsin across Michigan into Ontario Canada. There have been several leaks along this pipeline, and there is much concern about future leaks from this pipeline. Should Minnesota be aiding in potentially adding to this risk? I don't think so.

And finally, if the Keystone XL pipeline does get approval to pass through Nebraska and becomes a done deal, **Minnesota certainly does not need to add further insult to injury and permit even more of this environmentally damaging Tar Sands to flow south of the Canadian border.**

If the current Line 3 is allowed to continue operating at a reduced flow rate, so be it. As mentioned earlier, the demand for liquid fossil fuels will abate, as will the need for Line 3. One has only to note the recent announcements made by Volvo and the French Government, and already taken by Norway, to see that other areas of the world are prepared to do the right thing, and mandate the use of hybrid or all electric vehicles.

As the saying, maybe attributed to Churchill, states, "One can rely on America to do the right thing, but only after it has tried everything else". This should not be said about Minnesota. The path the world, (and Minnesota), needs to be on is clear.

**Minnesota has in the past shown it's willingness to demonstrate leadership in the area of Renewable Energy, and the State now has another excellent opportunity to provide clear leadership and do the right thing in the first place by Not Approving a Certificate of Need for a Line 3 Replacement.**

The Line 3 Replacement isn't needed, plain and simple.

Thank you.

**Levi, Andrew (COMM)**

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**From:** davidb@uslink.net  
**Sent:** Monday, July 10, 2017 2:21 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Public Comment: Line 3 Project (CN-14-916 and PPL-15-137)

Public Comment: Line 3 Project (CN-14-916 and PPL-15-137)

Regarding the Draft Environmental Impact Statement for Line 3, there is inadequate discussion and analysis of cathodic protected pipelines installed along high voltage transmission lines. Such lines have been presenting corrosion problems.

[https://www.researchgate.net/publication/254547252\\_Effect\\_of\\_alternating\\_current\\_by\\_high\\_power\\_lines\\_voltage\\_and\\_electric\\_transmission\\_systems\\_in\\_pipelines\\_corrosion](https://www.researchgate.net/publication/254547252_Effect_of_alternating_current_by_high_power_lines_voltage_and_electric_transmission_systems_in_pipelines_corrosion)

Respectfully submitted,

Dave Butcher  
3998 67th St SW  
Pequot lakes, MN 56472  
email: davidb@uslink.net  
tel: 218-821-1774

**Levi, Andrew (COMM)**

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**From:** James Butler <jarjunbutler@gmail.com>  
**Sent:** Saturday, July 08, 2017 1:33 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Line 3 Project Draft EIS Public Comments

To whom it may concern:

The following are my public comments for the Enbridge Line 3 Project Draft EIS:

"A couple of weeks ago, I attended a public meeting for Enbridge's Line 3 Project Environmental Impact Statement (EIS) in Bemidji, MN. The meeting was well attended by both proponents and critics of the project. Both sides expressed their passionate and unrelenting views. However, at the end of the day, I think there was one notion everyone agreed on: we support safe energy transportation.

From the pro-pipeline camp, many donned bright neon-green shirts with that exact phrase, "We Support Safe Energy Transportation", provided by a friendly corporation by the name of . . . ah the name escapes me. Maybe M-Ridge? Anyway, over the course of the night, many who spoke in favor of a new pipeline with the preferred replacement route kept uttering the phrase "pipelines are the safest way to transport tar sands oil" or something to that effect.

Imagine the risk and uncertainty of putting all of that oil on an armada of 4,000 trucks or thousands of rail cars! One derailment or traffic accident could decimate an ecosystem! How can you care about the environment and oppose a safe, sealed, and sturdy pipeline?!

So yes, they are right. It is the safest way.

The problem is that we are assuming we *have* to transport the oil or face dire consequences. But do we?

On July 20, 2016, the Environmental Protection Agency and Department of Justice reached a settlement requiring Enbridge to replace Original US Line 3, update safety features on existing lines, and pay \$62 million for violations of the Clean Water Act from pipeline spills in Marshall, MI and Romeoville, IL.

The settlement was later amended on January 19, 2017 to more specifically state the replacement of the pipeline could only take place after Enbridge obtained all necessary permits and authorizations. Thus, according to the Minnesota Environmental Policy Act, the Minnesota Public Utilities Commission must decide whether to issue a Certificate of Need and whether to issue a route permit, with or without conditions.

I urge the Minnesota Public Utilities Commission to deny Enbridge a Certificate of Need and route permit to construct any Line 3 replacement and urge Enbridge to begin remediation of old Line 3.

Oil does not need to continue to flow from Canada to Lake Superior across some of Minnesota's most valuable ecosystems. The new Line 3 would be able to deliver twice the volume of the old Line 3, which makes little sense. The demand for oil has been shrinking, and will continue to do so. Just last week, [a report from Fox Business](#) stated that TransCanada Corp. was having trouble finding customers for the oil in the Keystone XL pipeline.

Nevertheless, the opposing argument has remained the same. We *need* this oil to achieve energy independence and create American jobs. But a new pipeline would likely have the same issues as Keystone XL and only create a couple thousand temporary jobs. Oil fields in North Dakota have been scaling back operations because of a lack of demand in the last few years. If the need for oil was really present, why aren't they operating at full capacity?

Plus, how much would a replacement pipeline help the American economy? At the end of the day, a Canadian corporation would be putting Minnesota's environment at risk in order to export its oil from our soil. That does not sound like AMERICA FIRST to me.

The other consequences of a replacement Line 3 cannot be overstated. Nothing about oil pipelines, no matter how well built, can be considered "safe energy transportation". Enbridge is one of many corporations which has experienced catastrophic failures in their systems. Just ask the people of Marshall, MI or Romeoville, IL. All pipelines come with the threat of such a failure.

A replacement Line 3 would specifically threaten the water resources of Native American peoples. Over this summer, I have spent every day working to improve the water and wastewater facilities of Native peoples as an employee of the Indian Health Service. I've seen firsthand how valuable water is to them.

To threaten Native peoples water resources is to threaten their way of life. Not only do they depend on clean groundwater to use and drink, but they also depend on wild rice lakes and fishing to bring income into their communities. Depriving them of their clean water would be depriving them of their way of life, all for the sake of a foreign corporation's profits.

While the exact circumstances may have changed, to me it seems the story which began in 1492 has not.

Even more broadly, the continued dependence on fossil fuels will only further magnify the threat climate change poses to our world. If there is any hope for the planet to stay under 2 degrees of warming and thereby avoid climate change's drastic effects, our obsession with fossil fuels needs to end quickly. Our society must be carbon neutral by 2100. I think some pro-pipeline supporters understand that climate change is a real problem, but do not think this is the time and place to address it.

It is.

Addressing climate change will require us to mobilize against the problem like we have in many of the wars we have fought. There won't be a Lexington and Concord, or a Lusitania, or a Pearl Harbor, or a 9/11 for climate change. If droughts in California, snowstorms in South Dakota, or hurricanes in New Jersey do not convince you, I do not know what else to say. By the time a "Day After Tomorrow" event occurs, it will be far too late.

Action must be taken now, and by continuing to build more fossil fuel infrastructure, we are only giving climate change the upper hand and hurting the most vulnerable people on earth. At some point, oil pipelines will have to stop being built. That time is now."

Thank you.

Respectfully,

James Butler

[jarjunbutler@gmail.com](mailto:jarjunbutler@gmail.com)

**Levi, Andrew (COMM)**

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**From:** Mark Butzer <butz0027@umn.edu>  
**Sent:** Monday, July 10, 2017 1:18 PM  
**To:** MN\_COMM\_Pipeline Comments  
**Subject:** Enbridge line 3

CN-14-916

PPL-15-137

My name is Mark Butzer,

I'm an engineering technician in Plymouth Minnesota, a homeowner in south Minneapolis, and a student at the University of Minnesota. I am concerned that the potential for long term damage to Minnesota's environment hasn't been effectively assessed, and that the 1837 and 1855 treaty rights of the Ojibwe tribes of northern Minnesota have been ignored. I oppose the proposed pipeline.

Considering the lack of any contaminated sites management plan and no guarantee that Enbridge will be financially capable of assuming the costs of the removal of the pipeline and restoring the affected lands after its service life has ended in 50 or 60 or even 20 years, shouldn't Enbridge be required to put a monetary guarantee in the hands of the state large enough to fund any potential future damage and pipeline removal so the people of Minnesota will not be forced to cover the costs?

Tar sands oil is expensive and dirty. The future costs of increasing its use by adding Line 3 is hundreds of billions of dollars. I wouldn't expect companies pursuing its extraction to survive long in a world that is beginning an inevitable shift away from fossil fuels, nor would I expect legislators who accept payment from said companies or vote to approve projects that present such serious danger to the environment to remain in office.

Please do not grant a Certificate of Need

## Line 3 Replacement Project DEIS

- The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.
- Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.
- Infrastructure replacement: As a maintenance project, the time is now to replace and modernize Line 3.

Docket numbers: CN-14-9161 PPE-15-1371



Jamie MacAlister  
Environmental Review Manager  
Department of Commerce,  
85 7<sup>th</sup> Place East, Suite 500  
St. Paul, Minnesota 55101-2198

### I SUPPORT THE LINE 3 REPLACEMENT PROJECT

|   |                                     |   |
|---|-------------------------------------|---|
| FULL NAME<br><i>Mary Kay Byers</i>          | PHONE NUMBER<br><i>218-343-2715</i> | EMAIL<br><i>mary.kaybyers@yahoo.com</i> |
| ADDRESS<br><i>432 N 84th Ave W</i>          |                                     |   |
| CITY, STATE, ZIP<br><i>Duluth, MN 55807</i> |                                     |   |

COMMENTS

*I support the Line 3 Replacement project !!*

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS