

Levi, Andrew (COMM)

From: Dana Jackson <danaleej3@gmail.com>
Sent: Saturday, July 08, 2017 9:50 PM
To: MN_COMM_Pipeline Comments
Subject: Enbridge Proposed Line 3 Pipeline Project comments

July 8, 2017

Jaime MacAlister

Environmental Review Manager

Minnesota Department of Commerce

85 7th Place East, Suite 280

St. Paul, MN 55101

Pipeline.Comments@state.mn.us

This letter contains comments regarding Enbridge Energy's Proposed Line 3 Pipeline Project Draft Environmental Impact Statement, docket numbers CN-14-916 and PPL-15-137.

As a member of the board of directors of the St. Croix River Association, I am greatly concerned that this proposed Enbridge pipeline could cause harm to the St. Croix River and its tributaries. The St. Croix was one of 8 rivers designated as a national wild and scenic river in 1968. It is a regional treasure, providing a large range of nature experiences and recreational opportunities for the large urban population in the Twin Cities. Pipe line spills would ruin this unique resource.

The proposed route for Line 3 is through the headwaters of the Kettle River in Minnesota, which directly drains into the St. Croix River. The pipe line would cross through the most sensitive headwater areas of the Kettle River watershed and does not adequately mitigate or minimize the environmental impacts of pipeline construction or a potential pipeline spill.

The Kettle River watershed includes large areas of intact wetlands, pristine perennial headwater streams, and diverse mussel and fish faunas. It is home to 17 species of mussels, ancient lake sturgeon, and nationally significant brook lamprey and gilt darter. Several threatened, endangered, and sensitive species including bald eagles, Blanding's turtle, wood turtles, and osprey are also found in this area. Overall the water quality and

aquatic systems of the Kettle River are in exceptional condition, as indicated by consistently high indices of biotic integrity.

Given the uniqueness and ecologically sensitive ecosystems within the Kettle River watershed, I strongly oppose the proposed Line 3 pipeline route outlined in the Line 3 DEIS. The water resources, wildlife habitat, and recreation opportunities, are of such great value to current and future populations that they must not be endangered by a pipeline carrying tar sands oil.

In addition to the pipeline construction itself, we urge you to consider the added risks of a pipeline with increased capacity. Added capacity through Superior terminal via Line 3 will likely lead to the need for increased capacity along the current pipeline corridor in Wisconsin that crosses under the headwaters of the St. Croix, Namekagon, and Totogatic rivers that flow into the St. Croix.

With Enbridge pipelines crossing the Kettle and three other tributaries of the St. Croix, the chances for catastrophic leaks and accidents polluting the national wild and scenic river during construction and operation, especially with larger pipes carrying greater amounts of oil, are just too great.

Please consider the dangers that Enbridge' Proposed Line 3 Pipeline Project could pose to the water quality, ecological resources and recreational values of the National Wild and Scenic St. Croix River.

Sincerely,

Dana Jackson

814 Everett St. N.

Stillwater, MN 55082

Levi, Andrew (COMM)

From: Julia Jackson <julia.e.jackson@gmail.com>
Sent: Friday, July 07, 2017 11:39 AM
To: MN_COMM_Pipeline Comments
Subject: CN-14-916 and PPL-15-137

I am against the pipeline.

Julia Jackson
St. Paul, MN

Levi, Andrew (COMM)

From: Lady Jake <mzladyjake@gmail.com>
Sent: Sunday, July 09, 2017 4:34 PM
To: MN_COMM_Pipeline Comments
Subject: Docket #s CN-14-916 & PPL-15-137

Dear Sirs,

I grew up in Minnesota and spent summers at family cabins on Lake LaSalle - 5 miles from Lake Itasca - the headwaters of the great Mississippi River.

Just the thought of dirty Tar Sands and the resulting pollution in this important ecosystem turns my stomach.

We need to embrace clean energy sources, as the majority of the world is doing.

Please spare these beautiful headwaters and the people and wildlife that depend on the waters of the mighty Mississippi River!

Sincerely,
Elise Jacobson

Levi, Andrew (COMM)

From: Jill <pumilios@aol.com>
Sent: Monday, July 10, 2017 10:44 AM
To: MN_COMM_Pipeline Comments
Subject: Line 3

At a minimum, Enbridge should be required to remove the old pipeline and then use that corridor for the new replacement.

However, allowing Enbridge to build this pipeline commits us to a fossil fuel future which takes us in the wrong direction in energy security.

No line 3.

Jill Jacoby, PhD
3971 Rehbein Rd
Duluth, MN 55803
218-724-9786

Levi, Andrew (COMM)

From: Kristina Jager <kjager218@gmail.com>
Sent: Monday, July 10, 2017 1:04 PM
To: MN_COMM_Pipeline Comments
Subject: Line 3

Dear Jamie MacAlister,

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

I am from: Minnesota (Spicer, St Paul, Longville area)

The Line 3 Pipeline concerns me because: of lack of regard for our environment, our people, and lasting effects this will have generations to come.

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,
K Jager

Levi, Andrew (COMM)

From: James Brandt <jbrandt@uslink.net>
Sent: Monday, July 10, 2017 9:59 PM
To: MN_COMM_Pipeline Comments
Subject: Pipeline Comments

Public Comment: Line 3 Project (Cn-14-916 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, we must have that information, and I would like to know why Enbridge won't release it. Please insist that Enbridge provide their data on oil releases and spills in Minnesota.

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.

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, we must have that information, and I would like to know why Enbridge won't release it. Please insist that Enbridge provide their data on oil releases and spills in Minnesota.

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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 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.

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.

I understand that an engineering firm called Cardno, with ties to Enbridge, was 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. Minnesota requires verified facts for such a large project.

Thank you,
Jim Brandt
38623 Eagles View Road
Pine River, MN 56474

Levi, Andrew (COMM)

From: Jamie Mueller <nat.mueller3@live.com>
Sent: Friday, July 07, 2017 8:54 AM
To: MN_COMM_Pipeline Comments
Subject: Comment CN-14-916 and PPL-15-137

Dear Ms. MacAlister,

I support the Line 3 replacement project through Minnesota. Pipelines are by far the safest and most efficient way to transport oil. With today's engineering standards new pipelines are constructed far safer, more efficient, and have the latest and greatest instrumentation all through the system for monitoring the pipeline for any abnormal conditions.

Sincerely,

Jamie Mueller
W5570 Church Rd
Johnson Creek, WI 53038
nat.mueller3@live.com



Comment Form

Line 3 Project Draft EIS Public Meeting

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

Name: Kristine Janiksela

Street Address: 3421 City Rd 143

City: Mahtowa State: MN Zip Code: 55707

Phone or Email: 218 393 6724

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

I am a MN Middle class resident. I enjoy
our MN environment and I support pipelines.
Pipelines are the ~~most~~ safest mode of transportation
for oil. Line 3 Replacement is the right thing to do. I support the pre-
ferred route. Line 3 Replacement ~~has~~ emissions on the preferred
route. ~~They~~ are the lowest level to any alternative
as noted on page 22 in the booklet (executive summary).
I support Line 3 Replacement ~~the preferred route~~ preferred
route and the Certificate of Need, and draft EIS.

Levi, Andrew (COMM)

From: Carol Jansen <goodoldcanoe@frontiernet.net>
Sent: Sunday, July 09, 2017 10:20 PM
To: MN_COMM_Pipeline Comments
Subject: "Public Comment: Line 3 Project (CN-14-916 and PPL-15-137)"

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

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

Jamie Macalister,

As a resident of Aitkin County, MN, I am extremely concerned about the biological, economical, and social economic ramifications of the placement of Enbridge's proposed Pipeline 3. Let me be clear that I am a supporter of oil, and oil pipelines. However I believe that we should be making responsible decisions as to the placement of these pipelines in order to reduce the possibility of short and long-term negatives effects of a potential oil spill. There are many different issues which are impacted with this pipeline, not the least of which is the effect of a potential oil spill on the fishing and hospitality industry. Aitkin County is famous for its recreational assets, with the fishing and hospitality business replacing the earlier logging and fur trading industrial base as one of the largest employers in the county. Over 10% of all employees in Aitkin County are employed in the Food Service and Accommodations business. Only healthcare and retail sales employ more people than the hospitality industry in Aitkin County.

In Minnesota, fishing is much more than a pleasant pastime. In 2011, the MN DNR reported that fishing "supports 43,000 Minnesota jobs, generates \$2.8 billion in direct annual expenditures, and contributes more than \$640 million a year in tax revenues to the treasures of our state and federal government." Their study showed that Minnesota ranked third in the country for expenditures by anglers, second only to Florida and Texas. When adjusted for fishing related businesses, such as gas, lodging, and other services provided, the economic impact exceeds \$4.7 billion per year. The realization that so many livelihoods are linked to water quality, fish quantity, and the overall health of our land and waters is staggering.

In addition, Minnesota ranks second only to Alaska in fishing participation per capita according to a 2016 article in the Minneapolis Star Tribune. Approximately 300,000 nonresidents visit to fish annually, while 1.2 million Minnesotans over the age of 16 purchase fishing licenses each year. Aitkin County is the destination for many anglers who return year after year to enjoy the clean air and water quality we offer.

While pipelines are an efficient means of transporting oil, they do come with serious risks. Accidents happen, and when they do the results are often catastrophic. The proposed route of Pipeline 3 takes it through our best quality lakes, rivers, wetlands, and forest ecosystems, directly through the Big Sandy Lake Watershed. The watershed includes nearly 260,000 acres, and 49 lakes (32 of which are fishable), including Big Sandy, Minnewawa, Horseshoe, Round, and Aitkin Lakes, and eventually feeds into the Mississippi River.

An oil spill from a pipeline leak can be devastating to the local fishing and hospitality industry. Not only can the oil pose significant negative short and long-term effects on fishing from the death and disease of fish, aquatic insects, birds and other wildlife; but the subsequent losses of income and employment in the related hospitality industry in Aitkin County could be a disaster for the more than 10% of the population employed in that arena for many years to come. Not to mention that a spill in the Big Sandy Lake Watershed could affect people hundreds of miles downstream in the Mississippi River. An oil spill on a river is nearly impossible to fully contain or cleanup, and could travel quickly downstream, affecting not only fishing, but the communities that rely on the Mississippi River for clean drinking water. In addition to the impact of an oil spill downstream, oil can be transported upstream of a spill by returning fish contaminated as they swim through oiled waters. This can negatively affect eggs and spawning areas. Plus, toxins from the oil can mix with water and potentially pollute a larger area than the oil itself. The contaminants and toxins in the river water are likely to penetrate the ground, mixing with the ground water contained in aquifers. Oil can linger in the environment for many years before it breaks down, even after a cleanup.

With all this at stake, I urge you to consider alternate routes for the Enbridge Pipeline #3 that avoid our cleanest water resources, and crosses land that is less permeable. Can we afford the loss of water quality, fish quantity, and the overall health of our land and waters? Why should we knowingly endanger the fishing and hospitality industry here in McGregor, MN when other alternatives are available? The livelihood of our community is at stake. Your conscientious consideration is appreciated.

Sincerely,

Carol J. Jansen
McGregor, MN 55760
carol.jansen@gmail.com

Sources:

DataUSA: Aitkin County, MN
MN DNR News Release 2011
Explore MN: Tourism and MN's Economy
Friends of the Headwaters
West Coast Environmental Law: Enbridge Northern Gateway Pipeline (Proposed)
LakeLubbers.com

SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
Pamela Janssen	218-785-2025	pjanssen@gvtel.com
ADDRESS		
27997 320th St		
CITY, STATE, ZIP		
Shevlin, MN 56676		

COMMENTS

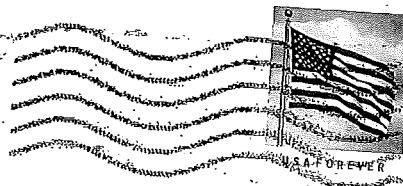
I Support Line 3

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

Line 3 Replacement Project DEIS

ST PAUL MN 551

JUN 2017 PM 8 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 7th Place East, Suite 500
St. Paul, Minnesota 55101-2198

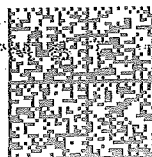
Line 3 Replacement Project DEIS

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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, PPE-15-137



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MAILED FROM ZIP CODE 55811

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

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME <i>Coty Jacques</i>	PHONE NUMBER <i>218-393-7135</i>	EMAIL <i>CotyJacques15@gmail.com</i>
ADDRESS <i>2322 W 10th ST</i>		
CITY, STATE, ZIP <i>Duluth MN 55806</i>		

COMMENTS

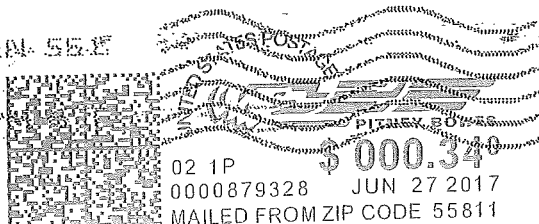
Replacing Line 3 is safer than keeping an old pipeline in the ground which could cause problems and ^{also} creates jobs for many people including myself and keeps me working to support my family. Approve Line 3!

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, EPC-15-437



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

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME COLLEEN JAVORNA	PHONE NUMBER 218-461-3622	EMAIL colleen.javorna@unitedpiping.us
ADDRESS 4510 AIRPORT RD		
CITY, STATE, ZIP DUMFRIES MN 55811		

COMMENTS

**PIPELINES ARE, WITHOUT QUESTION THE
SAFEST WAY TO TRANSPORT OIL, PERIOD.**

DECLARE THE DEIS ADEQUATE WITHIN 280 DAYS

I think it's important to have a good pipe line system in America. No matter where it goes some one isn't going to be happy but we need the energy to keep our economy strong. The environmental crowd should be supporting a new pipe line to help prevent the problems the old one might have. Trains aren't as safe as pipe lines so every new pipe line is a good thing. Between the Indians and the environmental extremists it's going to be hard for the U.S. to remain energy independent. Remember how the economy was hurt when gas was \$4 + per gallon.

CN14-916

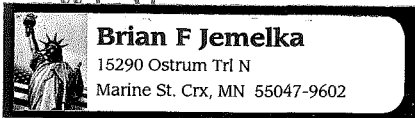
PPL-15-137

Brian Jemelka

Marine on St. Croix, MA
55047

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MAILROOM

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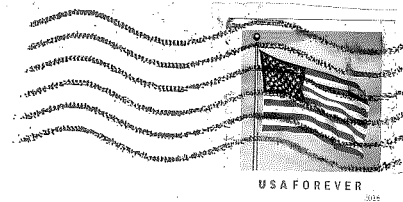


St. Paul, MN 55164-0526

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ST PAUL MN 551

21 JUN 2017 PM 8 L



Samie MacAlister
ENVIRONMENTAL Review Manager
Mn. Dept. of Commerce
85th 7th place East, Suite 280
St. Paul, Mn 55101-2198

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JUN 21 2017

0411

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME

Glenn Jensen

PHONE NUMBER

EMAIL

ADDRESS

1039 Pennsylvania Av. N.

CITY, STATE, ZIP

Golden Valley, MN 55427

COMMENTS

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

Levi, Andrew (COMM)

From: Betsy Jensen <jensenbetsyr@gmail.com>
Sent: Friday, June 23, 2017 8:29 AM
To: MN_COMM_Pipeline Comments
Subject: Support for CN-14-916 and PPL-15-137

I would like to show my support for Enbridge Energy's proposed Line 3 Pipeline project.

As a volunteer EMT, I will do anything to reduce the amount of rail traffic. I have attended training on both pipeline and rail safety and would like to see fewer trains on the track.

As a farmer, I would like to reserve rail traffic for my crops. I cannot move my wheat and soybeans to export terminals via pipeline. I have no option other than rail. During the oil boom, the increased rail charges took money away from farmers, and give it to to the railroad.

Finally, I own land with an Enbridge pipeline, and have been very impressed by their care for our land. We always groan when we get notice that they are doing maintenance on our line. They do their best to make the the most of a bad situation.

Thanks,

--

Betsy Jensen
(218) 689-5375
@jensenbetsyr

Levi, Andrew (COMM)

From: Joel Jensen <JJensen@nhcc.edu>
Sent: Monday, July 10, 2017 12:18 PM
To: MN_COMM_Pipeline Comments
Subject: CN-14-916 and PPL-15-137

I am opposed to Enbridge Energy's Line 3 oil pipeline. This project is dangerous to the climate, air and water, for reasons well established and understood. This project is not in the best interests of Minnesotans' health and environment. Further, the notion that Enbridge will monitor the pipeline, once abandoned, "indefinitely" is absurd. If the pipeline is constructed (and it should not be), there should be a clear plan for its removal.

Levi, Andrew (COMM)

From: Jennifer Jerulle <jerullej@yahoo.com>
Sent: Wednesday, June 21, 2017 12:11 PM
To: MN_COMM_Pipeline Comments
Subject: Enbrige Pipeline Comments

To whom it may concern:

I am writing to protest the new Enbridge pipeline if they do not remove the old pipeline. I understand a new pipeline will be more efficient and safe and that is fine with the proper oversight and local water testing. However, my concern is that the old pipeline will remain underground. That should absolutely not occur.

I also understand that removing the old pipeline will cost a lot and that expense should be on Enbridge. Their profits are such to fund the removal. The removal of the old pipeline is in the best interest of the public. Shareholders should understand....

Thank you for reading my comments and hopefully considering them as you move forward.

Jennifer Jerulle

Levi, Andrew (COMM)

From: Nancy Aronson Norr (MP) <nnorr@mnpower.com>
Sent: Monday, July 10, 2017 12:15 PM
To: MN_COMM_Pipeline Comments
Subject: Jobs For Minnesotans Official Comment on Line 3 DEIS docket numbers CN-14-916 and PPL-15-137
Attachments: J4MN Line 3 Comment to DOC_7 5 17_FINAL.pdf

This comment was also mailed to:

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

Nancy Norr
Chairperson, Jobs For Minnesotans

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International Union of
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Barr Engineering Company

Brian Hanson

Area Partnership for
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Lory Fedo

Hibbing Area Chamber of
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City of Aurora and Lakehead
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Russell Hess

Laborers District Council of
 Minnesota and North Dakota

David Ybarra II

Minnesota Pipe Trades
 Association

CO-FOUNDERS

David Olson

Minnesota Chamber of
 Commerce

Harry Melander

Minnesota Building and
 Construction Trades Council

July 5, 2017

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

Dear Ms. MacAlister:

On behalf of the coalition Jobs for Minnesotans, which represents business, labor and communities across the state, I'm submitting a formal comment on docket numbers CN-14-916 and PPL-15-137 related to Enbridge's proposed Line 3 Replacement Project. Our organization overwhelmingly supports the certificate of need and preferred route applications for this project.

The Line 3 Replacement Project is necessary to help ensure that Enbridge continues to meet the needs of refineries in Minnesota and the region. Replacing the line will restore capacity and reduce the need for maintenance, preserving the highest possible standards in safety and efficiency.

In our review of the Draft Environmental Impact Statement (DEIS), the no-build option does not have many impacts, but continuing to operate the existing Line 3 with all of its integrity issues comes with significant risk. If permits aren't granted to replace Line 3, the state of Minnesota will have failed to comply with a U.S. Federal Department of Justice Consent Decree, which includes directives to replace Line 3. Additionally, if the project doesn't move forward, more crude oil will be moved on rail and trucks due to reduced capacity on Line 3. This will cause more wear and tear on roads and negative impacts to industries trying to get product to market.

Fortunately, pipelines are the safest way to move crude oil, according to the U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration. Enbridge is also a good steward of the environment with an excellent track record. The company employs industry leading leak detection programs and continually invests in technology development so that the company can improve leak detection thresholds in the future.

Enbridge is responsible for its pipelines, whether they are active or not. Neither landowners, nor the public will assume any financial liability for the deactivated Line 3. Once the replacement pipeline is operating, the existing Line 3 will be thoroughly cleaned, disconnected and deactivated – a standard procedure for the industry. The planned deactivation of the existing Line 3 is the best option for this project.

While our organization is confident the DEIS for the Line 3 Replacement Project is very thorough, one omission in the document is the tremendous local economic and jobs impact as a result of the project. According to a recent study by the University of Minnesota Duluth, the project will create 8,600 jobs over two years, 76 percent of which will be local.

The members of Jobs for Minnesotans believe the DEIS has been well-prepared and that the Department of Commerce should declare the DEIS adequate within 180 days. Enbridge conducted more than 1,200 meetings with local stakeholders over four years



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Company

Kyle Makarios

Vice-Chair
North Central States
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Jennifer Byers

Secretary/Treasurer
Minnesota Chamber of
Commerce

Harry Melander

Minnesota Building and
Construction Trades Council

Doug Loon

Minnesota Chamber of
Commerce

Jason George

International Union of
Operating Engineers Local 49

Doug Connell

Barr Engineering Company

Brian Hanson

Area Partnership for
Economic Expansion

Lory Fedo

Hibbing Area Chamber of
Commerce

Dave Lislegard

City of Aurora and Lakehead
Constructors

Russell Hess

Laborers District Council of
Minnesota and North Dakota

David Ybarra II

Minnesota Pipe Trades
Association

CO-FOUNDERS

David Olson

Minnesota Chamber of
Commerce

Harry Melander

Minnesota Building and
Construction Trades Council

and has spent thousands of hours studying the replacement route. The studies have been done and now it is time to advance this project without delay.

Sincerely,

Nancy Norr
Board Chair
Jobs for Minnesotans

Jobs for Minnesotans, a coalition representing business, labor and communities, supports statewide opportunities for prosperity and middle-class jobs from sustainable natural resource development in Minnesota. The organization is committed to the principle that our state can preserve both job opportunities and the environment for future generations. Jobs for Minnesotans was co-founded in 2012 by the Minnesota Building and Construction Trades Council representing 55,000 workers and the Minnesota Chamber of Commerce representing 2,300 companies and 500,000 employees.

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
John Grover	218-694-2637	jcgrover@gutel.com
ADDRESS		
37861 161st Ave		
CITY, STATE, ZIP		
Bagley, MN 56621		

COMMENTS

We need to see this project completed. This pipeline is much needed & by far the safest way to transport oil.

I fully support this project

DECLARE THE EIS ADEQUATE WITH ☒ DAYS

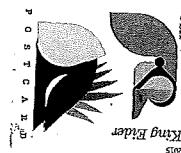
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Docket numbers: CN-14-916; PPL-15-137



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



Comment Form
Line 3 Project Draft EIS Public Meeting

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

Name: Willis & Joyce Johnson

Street Address: 19449 270th St. NW

City: Viking

State: MN

Zip Code: 56760

Phone or Email: bjboysjohnson@wiktel.com

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

The pipeline has been good to us. They cross
about 1/2 mile of our land. The land is in CRP
and away from any homes, except one whom has
only one individual living there.

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

Levi, Andrew (COMM)

From: Adam Johnson <user@votervoice.net>
Sent: Monday, June 26, 2017 9:55 AM
To: MN_COMM_Pipeline Comments
Subject: Enbridge pipeline

Dear Ms. MacAlister,

I totally support the new pipeline. First it's replacing an old worn out pipeline. It has been proven for decades it is better to replace something before it fails. Second, for the most part it is following the same route as the old line. Third, procedures and technology for installing the new line are way more advanced then when the old line was installed so the chance of an accident is far less. It is still by far the safest way to transport crude oil. Let this project continue without anymore delays.

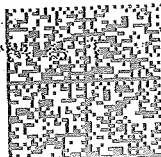
Sincerely,

Adam Johnson
5895 Rose Rd
Duluth, MN 55811
irok_49@yahoo.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-14-9161 BPL-15-337-1



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

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

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
Karen S. Johnson	218-776-3454	JohnsonKst@gmail.com
ADDRESS		
50179 249 th Ave		
CITY, STATE, ZIP		
Leonard, MN 56652		

COMMENTS

I support the L-3 project.
We all use crude oil in our
daily needs. Safest Way -

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

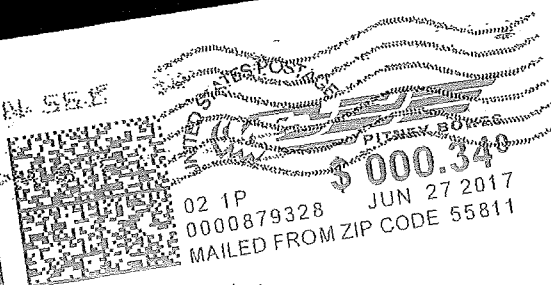
Line 3 Replacement Project DEIS

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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, RPE-15-387-1



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

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
Todd A. JOHNSON	218-776-3454	johnsonkst@gmail.com
ADDRESS		
30179 249 th Ave.		
CITY, STATE, ZIP		
Leonard, Mn. 56652		

COMMENTS

I definitely support the Line 3

Replacement this is the SAFEST, economic way to move crude oil. we all use it and need it.

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, BPE-15-187-L



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

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

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
Tommy Johnson	(218) 590-2838	TKJohnson61@gmail.com
ADDRESS		
9336 E. Highway 13		
CITY, STATE, ZIP		
South Range WI 54874		

COMMENTS

it needs Replacing so for it

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

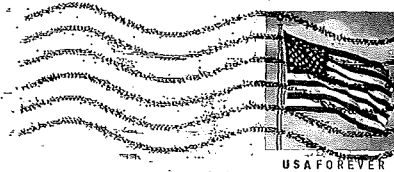
Line 3 Replacement Project DEIS

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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-14-916; PPL-15-137



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

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
Brian W. Johnson 218-766-4645		
ADDRESS		
51254 249 th Ave Leonard		
CITY, STATE, ZIP		
Minnesota 56652		

COMMENTS
This Line Replacement is needed
to keep the pumping of oil
safe underground.

DECLARE THE DEIS ADEQUATE WITHIN 280 DAYS

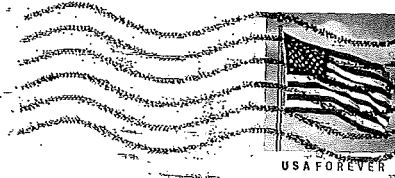
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Docket numbers: CN-14-916; PPL-15-137



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

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
Robert A. Johnson	218-694-6798	ra.johnson@gutel.com
ADDRESS		
11248 398 th St.		
CITY, STATE, ZIP		
Baytex Mn 56621		

COMMENTS

We need this pipeline so it sounds like replacing this is a good idea.

Thank you
Bob Johnson

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

Levi, Andrew (COMM)

From: Brian Johnson <brian.johnson42@gmail.com>
Sent: Thursday, July 06, 2017 10:27 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 support Line 3 replacement in Minnesota. Please move the project through the regulatory process without delay.

Sincerely,

Brian R. Johnson
2679 State Highway 175
Hallock, MN 56728
brian.johnson42@gmail.com

Levi, Andrew (COMM)

From: nanakay@unitelc.com
Sent: Friday, July 07, 2017 9:56 PM
To: MN_COMM_Pipeline Comments
Subject: Line 3- RSA 53
Attachments: Line 3- RSA 53.rtf



Virus-free. www.avast.com

July 7, 2017

Jamie MacAlister, Environmental Review Manager

Minnesota Department of Commerce

85 7th Place East, Suite 280

St. Paul, MN 55101-2198

email address- Pipeline.Comments@state.mn.us

Dear MS. MacAlister:

I write to provide comment on Line 3 DEIS and wish to highlight route segment alternative (RSA-53). I believe this route segment is of high importance. It offers very significant options and opportunity with regard to the Line 3 decision.

The greatest benefit of RSA-53 is that it creates route options which would avoid a new corridor if there is a need established for a new Line 3 pipeline. Chapter 7 page 70 (7.3.24) of the DEIS indicates "RSA-53 is in St. Louis County. It is approximately 6.5 miles long and begins at MP 270.4 along RA-7." "The RSA -53 was proposed to connect RA-7 with RSA-21, allowing a connection between the northern route alternatives RA-06, RA-07 and RA-08 and the Applicants Preferred Route to avoid crossing the Fond du Lac Indian Reservation."

RSA-53, by creating a connection between RA-7 which is the current Line 3 trench and the Applicant's preferred Route east of Fond Du Lac provides enhancement of the possibility of replacing Line 3 in its current trench. Replacing Line 3 with a new pipe in its current trench provides many benefits to Minnesota's environment and protects our natural resources and water-based economy in Headwaters and Lake country from the peril a new pipeline corridor would create. MPCA and DNR have both expressed very significant concerns regarding a new corridor in MN Water environment proposed by the Enbridge. Replacing Line 3 in its current trench also avoids the very significant problems which would be created by Line 3 Abandonment.

The solution offered by RSA -53 providing opportunity to replace Line 3 in its current trench is subject to

the Applicant's desire to start a new corridor through the most valuable and pristine waters of the state for the purpose of enhancing it's profit goals. This is not acceptable! Minnesota must stand up and protect our resources in the face of the peril this new pipeline corridor would bring. Where Tribal Land is crossed by the current Line 3 corridor, tribal leaders have had enough of Enbridge and do not want more pipelines on their reservation. If Enbridge were to replace Line 3 in the current trench, they will need to GREATLY compensate the tribes and work with tribes on concerns. A benefit to the tribes would be the elimination of Line 3 abandonment issues.

I have great concern that Enbridge would re-activate a new pipeline in the current Line 3 trench in time and end up with two large pipelines going through our environment rather than one. During the legal negotiations with the US Government in settlement for the Kalamazoo spill, Enbridge was able to negotiate the possibility of reinstating Line 3 in it's current trench at some point in time if current conditions were met, after they replaced Line 3 in it's new corridor. Certainly, Enbridge's negotiation in this regard exposed their possible intentions. This stipulation was only stopped due to intense public outcry in commenting on the resulting Consent Decree. But, what is to stop Enbridge from going back later in time with new decision makers and attempting again to re-instate a pipe in the current trench. Replacing the Line 3 in it's current trench and not approving a new corridor would eliminate this possibility. This option provided by RSA-53 deserves much consideration!

Sincerely,

Deanna Johnson

15559 Explorer Circle

Park Rapids, MN 56470

Levi, Andrew (COMM)

From: nanakay@unitelc.com
Sent: Friday, July 07, 2017 3:02 PM
To: MN_COMM_Pipeline Comments
Subject: Line 3 DEIS comment
Attachments: Line 3 Comment.rtf



Virus-free. www.avast.com

July 7, 2017

Jamie MacAlister, Environmental Review Manager

Minnesota Department of Commerce

85 7th Place East, Suite 280

St. Paul, MN 55101-2198

email address: Pipeline.Comments@state.mn.us

Dear MS. MacAlister:

I write to provide comment on the Enbridge Line 3 Replacement DEIS. This proposed project is of potential great consequence to Minnesota's environment and to our citizens.

In part, the Appeals Court decision states, "In this case, the completion of an EIS at the CN stage satisfies the imperative identified by ensuring decision makers are fully informed regarding the environmental consequences of the pipeline, before determining whether there is a need for it." Does the information provided in the preparation of this DEIS support an unbiased, environmental assessment of the Proposed Project the PUC requires to make their decision or does the information primarily back up the ultimate goal of the company to obtain the CN and Route Permit for the Proposed Project?

After the Appeals Court decision to order an EIS for the Enbridge Project, it was hoped that a comprehensive and unbiased EIS would be produced. The discussion of the possibility of having the the DOC, MPCA and the DNR work as equal partners in the development of the EIS spoke to good intentions during the beginning discussions of how to proceed with the EIS. But, the DOC advocated to take the lead role with the MPCA and DNR being assisting agencies the DOC would direct. In the PUC Jan. 11, 2016 order, this is unfortunately the plan that emerged. The DOC stated it would enter into an agreement with the MPCA and DNR to ensure completion of an EIS that fulfils the legal requirements set forth in the Environmental Policy Act, but did that happen? After that point, the EIS process appeared to move forward with a document that would largely speak to Enbridge's stated goals for this project and often what I would consider deceptively speak to environmental concerns. Does the methodology follow CEA statutes rather than EIS Law? It appears so as I look at the document.

Chapter 13 of the DEIS is the list of preparers. It states that the DOC is the lead agency and the MPCA and DNR acted as assisting agencies throughout the process, but no information on the extent of assistance they were able to provide. On Feb. 12, 2016, The DOC (Lead Agency) in an Memorandum of

Understanding stated, "Lead Agency will enter into a separate arrangement with the project proposer to cover the cost of environmental review for proposed project. Costs assessed to project proposer shall include the costs necessary to reimburse the assisting agencies for all costs incurred by assisting agencies in accomplishing purpose of the MOU." Did the DOC ever follow through with this and if so, how much did Enbridge pay for assistance from the MPCA and DNR? Or, did Enbridge to the largest extent use Cardno's information in addition to information provided by Barr Engineering or other Enbridge affiliates in this process?

Chapter 13 goes on to state, "DOC-EERA supported by Cardno, INC in preparing EIS. Cardno's team included project management, a range of resource specialists, technical writers, and geographic information system analysts." So, Yes, the process was largely given over to Enbridge and Cardno to provide the the information for completion of this document. The role of the MPCA and DNR was left, I believe, intentionally vague. The document bears no resemblance to work the MPCA and DNR have completed on the pipeline cooridor in the past. The voice of our state's environmental guardians, the MPCA and DNR, is not evident in this document, instead replaced by Enbridge and Cardno, both corporations who would gain financially from this project. What percentage of this document did the MPCA and DNR work on and what percentage was done by Enbridge, Cardno and Enbridge affiliates?

The DEIS Executive Summary on page ES-3 under Question, " Who prepared the EIS", The Summary states, "The Commission has ordered an EIS for the CN and route permit applications to be prepared by the MN DOC-EERA in consultation with Commission's Executive Secretary and with assistance of MN DNR and MNPCA." There is no mention here of Cardno in preparing the EIS. A citizen relying on the Executive Summary for information would be left with the impression the EIS was prepared by the aforementioned state staff. They would not be informed of Cardno's influence in this process. I believe this is deceptive.

Cardno is a company that assists in remediation after oil spills. The New York Times, Oct. 7, 2011, article, "Pipeline Review Faced with Questions of Conflict", by Elizabeth Rosenthal and Dan Frosch, reports that Cardno had a relationship with Enbridge in the Kalamazoo clean up. The article quotes Oliver. A. Houck, a law professor at Tulane University and an expert on NEPA as saying, "Cardno Entrix should never have been selected on the Keystone XL because of its relationship with TransCanada and the potential to garner more work involving the pipeline. The company provides a wide range of services assisting in oil spill response. Cardno Entrix had a "financial interest" in the outcome of the project. " Mr. Houck added, "Their primary loyalty is getting this project through, in a way the client wants." The article reports that the impact report completed by Cardno for the Keystone XL project indicated that, " response to a spill from the proposed pipeline would not require unique cleanup procedures." We know from the National Academy of Science Dilbit Study that tar sands clean up is unique and much more difficult, especially in water environment. The New York Times article reports that the Enbridge Kalamazoo spill was only mentioned briefly in the addendums, and, Cardno Entrix would have been aware of the challenges in Michigan; it was hired by Enbridge to assess the damage to natural resources caused by the spill." So, why would Cardno have a buy in to produce the best product in a comprehensive and honest EIS for Line 3, when they could turn around and cash in if there were an oil spill here? Afterall, they have experience working with Enbridge on the Kalamazoo spill remediation.

Barr Engineering worked with Enbridge on the original corridor plan for the Sandpiper route, which is now planned to be used by Line 3? We know Barr was involved in the analysis. In an article by MPR News, "Critics Object to Pumping Oil Through Minnesota Lake Country" by Dan Kraker, Enbridge project Director, Paul Eberth, states, "The company worked hard to avoid lakes in designing the pipeline route. According to an analysis conducted by Barr Engineering, only 3% of the lakes in the watersheds that we cross have a hydrological connection to the pipeline." With regard to Barr Engineering, should we trust their input for environmental analysis of the Sandpiper corridor which will be the same corridor used for Line 3. Barr's website states, "Barr has worked with Enbridge and other Enbridge affiliates on nearly 300 projects, assisting with mainline expansion efforts as well as general operations. Our work with Enbridge ranges from environmental compliance assistance to project engineering support, from wetland mitigation and restoration to site assessment and remediation." On Barr's web site, there is a quote from Kristen Benson, Sr. Environmental Analyst, Enbridge Energy Partners, "If I get notice of an incident, I contact Barr directly and often they beat me to the site. Leak sites can be out in the middle of nowhere, but they will go out ...and fill in where needed. They are dedicated to our company." So we know from this quote that Barr is dedicated to Enbridge, but what does that mean for their trustworthiness in assessing the environmental concerns this route would mean to our pristine environment? We also know from this quote Enbridge calls on them to deal with spills and the quote refers to their work in the middle of nowhere with a picture on the page of this quote of an area that looks like the Mississippi River near the Headwaters, where they want to lay this pipe. So, Barr, who was heavily involved in the original corridor design, would likely be able to gain financially if there were a spill.

There is plenty of evidence in the DEIS, that suggests in my opinion that the document sways in favor of the Project Proposers goals, by leaving out information, and providing evaluations that do not appear to be unbiased including these examples and I have emphasized Itasca State Park:

1) Most of the information on the technical report regarding accidental releases are non-public. "Worse case spills" volumes are protected information in the DEIS. There is also no third party analysis. Citizen's have been told the effects of leaks, spills and yes - catastrophic spills are none of our business. Yet, the ramifications of such incidents would be devastating to our water resources and our economy. It is not compliant with MEPA Law to deny citizen input on this most important topic. I could not find an economic cost analysis of an oil spill. Is there one?

There is potential for conflict of interest in the spill analysis. Contractors were hired by Enbridge. Stantic completed the 7 site spill analysis for the DEIS. Benign locations were used. They used, "representative" release locations in their assessment to serve as proxy for other similar sites, without actually specifically evaluating other locations along the preferred route or alternative routes. Citizens are then expected to use a table to look for an example to represent a particular water body they are concerned about. How can this assessment be considered to be valid and how can a citizen be expected to use the information and comment on it? Stantec has a very significant work history and involvement with Enbridge. Stantec is involved in the Enbridge Alabasca Project, The Enbridge Energy Southern Access Pipeline and a Stantec Website sites it's relationship with Enbridge. On the website under "View our Work- Enbridge Integrity Team", the website indicates that around 2012, Cimarron

Engineering was acquired by Stantec, so with the addition of Edmonton offices and new skill sets in the Stantec Integrity Team, the program support role was created and Stantec resources became more embedded within the Enbridge team structure.

Now, in Enbridge's Revision Requests for the DEIS, they wish to go farther in this denial of citizen's rights for concerns regarding spills. In Enbridge's revision request, Chapter 10-1-8,, they ask that the DEIS eliminate the term, "catastrophic" to describe spills. In the revision request they state, "catastrophic is not a description of relative volume, but rather imports an emotional component. A descriptor more closely tied to volume, such as "very large" should be used in place of catastrophic." In terms of what a major rupture or a spill such as happened at Kalamazoo, in our Headwaters, our pristine lake country or our wild rice lakes and streams, the term "very large" does not aptly describe such an event and Enbridge hopes to by using this term to delegitimize public sentiment with regard to our intrinsic and valuable resources. But, at the same time, they are keeping accidental release information non-public, so the public has no information on actual volume for such spills.

2) There is very scant information in the document regarding Itasca State Park. Why was our state's crown jewel state park given little attention in the discussion? In the DEIS, the Natural Resource and Water Summary Tables and Figures indicate the Proposed Project centerline would cross Mississippi River three times, twice in the area of the Headwaters and LaSalle Creek would be crossed by the centerline one time. Line 3 would be laid at the east boundary of Itasca. Itasca receives over a half million tourists per year and is a site of international importance, with visitors from all over the country and the globe visiting our park. It is also of great significance to Minnesotans. The pipeline crossing the Mississippi two times in the Headwaters area and LaSalle one time, puts the park in peril and a spill in the Headwaters would be **catastrophic**! But, Enbridge wishes to proceed with the plan for this pipeline by pretending Itasca State Park almost doesn't exist.

3) The Mississippi River at the Headwaters where the pipeline would cross was listed as impaired waters in the document. This is found on Table G-2, page 21. Impairment would be due to naturally occurring oxygen levels caused by marsh and wetlands in the area. "Our Upper Mississippi River Monitoring and Assessment Study" by the MPCA in January 2017, "found the Mississippi Headwaters to be a largely healthy river in it's northern reaches and that the river is in great shape and the study states the Headwaters are an exceptional resource that should be protected." Is this assessment of the river included in the DEIS?

3) There is no evaluation of the Upper Mississippi Watershed in the DEIS, despite the fact that this is a high consequence area due to it's pristine nature, inaccessibility if there are oil releases, and very high volume of tourism due to Itasca State Park, .

4) There is no mention of Itasca State Park as being a Historic Resource. Though the pipeline borders Itasca State Park, Minnesota's Oldest Park established in 1891, and crosses the Mississippi two times in the Headwaters area and crosses at LaSalle which is home to the prehistoric site of early Native American Elk Lake Culture, this information is not brought out in the DEIS. Itasca was established to preserve the Headwaters of the Mississippi River. The entire park and an individual archaeological site are

on the National Register of Historic Places. Itasca was designated a National Natural Landmark by the National Park Service under the Historic Sites Act. This program recognizes and encourages the conservation of outstanding examples of the natural history of the United States.

Again, we see in Enbridge's revision request minimization of the value of the Headwaters area. The original text of the DEIS Chapter 5 page 585 reads in part, "Surveys were not completed for historic resources in Minnesota." I ask, "Why not?" Enbridge enlarges on this issue in its revision suggestion. It reads, "Enbridge recently completed historic structures surveys and will submit the final to the DOC when complete. Revise the statement to clarify that historic structures surveys have been completed and results and recommendations are forthcoming." So here Enbridge is conveniently only referring to structures and not mentioning natural sites which are of historic significance. The entire park (Itasca) and an archaeological site are on the National Register of Historic Places, not limited to buildings, but the site of the park itself is of historic significance. And, the designation of Itasca as a National Natural Landmark is ignored. Enbridge is ignoring Minnesota's natural heritage and instead only focusing on buildings which the pipeline would not pose threats to as it does to the natural environment.

The DEIS document states that there would be negligible impacts on historic resources. I feel this is a cavalier attitude toward these treasured important historical sites.

5) There is what I consider offensive testimony in the docket offered by Jeffrey Lee, Barr Engineering Company on Wild Rice. The testimony speaks of it as if it were a crop which could be replanted and sites could be restored after a spill, by removing sediment from a spill site, then adding lake sediment and reseeded. The National Academy of Science's Dilbit Study would surely discuss the great difficulty of accomplishing what Mr. Lee proposes. We know that wild rice is a gift from the creator which cannot be destroyed by tar-sands contamination, and then restored and made whole again by man-made efforts.

It is deceptive in my opinion to promote this project as a replacement. It is a new pipeline which will have the capacity to more than double barrels per day currently carried by Line 3 from 390,00 bpd to a design capacity of 844,00 bpd and they are upgrading their request to 990,000 bpd which substantially more than doubles their current capacity in Line 3. Enbridge states in chapter 2.2 the project would meet demand for refining industry in eastern Canada, the gulf coast and the midwest. How much of this oil they ask for a certificate need for, is going to refineries that will ship to other countries?

As Enbridge would gain capacity from a Line 3 Replacement, they also gained capacity from Line 6. So, was the Kalamazoo spill actually a great net gain for Enbridge? The Kalamazoo Oil spill which was a devastating environmental catastrophe actually in the end allowed Enbridge to argue for a brand new replacement pipeline in that state. Same as with Line 3, they were able to replace with a new pipe which gives them increased capacity. After the Kalamazoo spill, Enbridge was able to argue for a new pipeline which they stated would be safer, but being a larger diameter pipeline it greatly added to Line 6 capacity. Capacity was increased from 240,000 bpd to 570,000 bpd, which more than doubled the capacity of Line 6. Even considering the cost of the clean up, the cost of Consent Decree agreement, with a pipeline of such increased capacity, I would like to know just how long it took for Enbridge to

actually come out ahead and actually gain financially after the spill with the new Line 6 infrastructure.

At the heart project and the DEIS lies a false choice which cancels, in my opinion, real choices for this route which would provide safer and more reasonable alternatives and an honest assessment of need. The fact that the company is able to demand the start and end points of its proposed route, from Clearbrook to Superior, is wholly unfair and allows the company to demand what is best for profit margin rather than what is best for Minnesota's Natural Heritage and our long term economic well-being. From this ability for the company to demand its start and end points, flow a process that is inherently flawed and which has not been corrected in this DEIS.

In their August 21, 2014, comments on the Sandpiper, which was the same corridor as Line 3, the MPCA evaluation of the Enbridge Preferred Route and the system alternative routes concluded the Enbridge Preferred Route scored the worse in categories affecting the environment compared to system alternative routes. The MPCA evaluation of the routes concluded the company's Preferred Route would have the greatest potential impact in the following categories; pristine areas of the state, areas in the state with the best water quality, greater risk to state forests, state parks, and WMAs, stands of wild rice, economics dependent on water quality, and of all the routes appears to cover the most linear miles of susceptible ground water, and a much higher density of surface water encroachment. The MPCA's evaluation stated, "Environmental and natural resources protection and the prevention of impacts tend to be less costly and more effective than restoration, therefore, scoring in this instance is based on preventing impacts to high quality areas.

In the evaluation the MPCA stated, "MPCA believes cumulative effects associated with high risk crude oil routes can be reduced or avoided if future terminal facilities were constructed at a location west of Clearbrook with possible benefits to reducing potential impact to our states valuable resources. "

On August 21, 2014 the DNR also commented on the Projects proposed route in the letter to the MN PUC. The letter states, "The Preferred Route for the Sandpiper Project is proposed in a region of the state that contains a concentration of important lakes for fisheries, trout streams, sensitive aquifers, public conservation lands, and mineral and forestry resources. The DNR is also concerned about "greenfield" routing along areas without previous disturbance." The letter expresses concern that the route could become a new corridor for multiple pipelines. The letter states, "The DNR encourages the PUC to strongly consider analysis of one or more system alternatives having fewer environmental and natural resource impacts than the Preferred Route."

Table 12.2-1 - "Reasonably Foreseeable Actions Considered in Analysis" states under item 9, " If a new pipeline is permitted for this project outside of the existing Enbridge Mainline, the new corridor creates an opportunity for future corridor sharing that could ultimately result in accumulation of multiple pipelines within the corridor chosen for the Line 3 Replacement Project. This analysis considers the future addition of another pipeline to a new pipeline corridor. As noted above in highlighted comments, both the MPCA and DNR had very serious concerns with regard to this issue of cumulative effects of multiple pipelines in the watery Preferred Route chosen by Enbridge and requested a safer route.

This DEIS supports Enbridge being allowed to insist on its Preferred Route start and end points and

does not even consider moving the Clearbrook connection upstream to the west to a safer location for our environment to Crookston, makes prominent it's stated project goals, therefore elevating it's profit margin as the most important consideration, while, very seriously jeopardizing Minnesota's environment and the economic livelihood of citizens dependent on our clean water economy.

Right now we see the western US burning up in excessive heat and pending severe water shortages in the west. Why would this particular company's profit margin eclipse the protection of our precious water resources in this state? The company is bent on delivering huge supplies of oil to Superior, Wisconsin. We should all be **alarmed** at the possibility that next they will want to ship oil in the Great Lakes which holds 21% of the world's fresh water. Lake Superior is the largest fresh water lake in the world. Minnesota Sea Grant site indicates that Lake Superior holds 10% of the world's fresh water that is not frozen, it holds 3 quadrillion gallons of water, water retention time is 191 years, is remarkable clean and cold and underwater visibility is superb, sometimes exceeding 75 feet. It is profoundly beyond my imagination that we would put this invaluable, life sustaining resource at risk of being exploited and contaminated by encouraging oil pipelines to continue to route to the shores of Lake Superior!

I find the DEIS discussion of oil demands in the US to be lacking of honesty and devoid of important consideration of other pipeline alternatives ability to meet supply. Who made the decision to frame the discussion in this way?

In chapter 4. (4.2.4) In discussing Certificate of Need, the DEIS states, "Other existing and potential future pipelines were considered as alternatives to the project, 1) if they interconnected in the crude oil supply region near Edmonton, Alberta, and 2) served the same Clearbrook and Superior destinations. The EIS is not evaluating these alternatives based on whether they meet the need for the project." As I look at the document, the DEIS document appears to go so far as to discount the proposed Keystone and the TransCanada Energy East pipelines, which are projects by other companies, as not being relevant for evaluation of meeting US oil demands because they do not interconnect with Clearbrook and Superior. These companies are operating away from the proposed Line 3 route, but with the same desired endpoints as Enbridge's system. Maps of the Keystone system indicates the system when complete would provide lines from Hardisty, Alberta to Cushing to Port Arthur and Houston, Texas and there is an existing branch to Patoka. A completed Trans Canada Energy East Pipeline would connect Hardisty, Alberta to Montreal and from there to St. John, N.B. If Line 3 were approved, the increased oil capacity in the line would provide transport options to Line 5 in Michigan and Line 6 in Wisconsin to Montreal, Patoka and on to Cushing. It is easy to clearly see that the Keystone and Energy East routes not being the same as Enbridge's Line 3 with respect to connecting between Clearbrook and Superior should have anything to do with available oil supply or crude oil need for this nation.

Chapter 1.4, of the DEIS, "Result of denial adversely affects future adequacy of oil supply." Why then does the DEIS not evaluate the potential of Keystone and Energy East pipeline as they would affect oil supply? We saw with Sandpiper, the Dakota Access pipeline changed the demand and need for the Sandpiper. The possible implementation of the Keystone XL or the Energy East pipelines should be considered as to affect on demand and need for Line 3. Europe and other nations are moving away from fossil fuels and moving toward clean energy, along with investors around the globe considering

divestment from fossil fuels. It should be strongly considered as to how much capacity is really needed out of the Alberta Tar Sands.

When it comes to analysis of SA-04, comparative data is compiled in the DEIS which not only includes miles crossed in Minnesota, but includes all the other state's miles that SA-04 would go through, thus when compared to the applicant's route, SA-04 environmental impacts will be greatly unfairly skewed to the applicant's route's favor. Oil from the applicant's Preferred Route will also be impacting other states as it goes beyond Superior and this is not considered in the DEIS as is the SA-04 route. 2.8.1 in the DEIS describes the project this way, "Crude oil from Hardisty terminal in Alberta, Canada would be transported in the Line 3 Replacement pipeline to Clearbrook and Superior terminals. From these locations, oil would be distributed into existing pipelines, for delivery from Clearbrook terminal to Minnesota refineries and from Superior terminals to refineries in the Midwest, the Gulf of Mexico and eastern Canada." The refinery in Superior processes 45,000 bpd leaving the majority of the oil in Line 3 to move beyond Superior. From Superior, with the Line 3 Replacement, Enbridge will have the ability to increase volume to Line 5, which goes under the Straits of Mackinaw and thus adding more danger to 21% of the world's fresh water than Enbridge is currently responsible for maintaining a pipeline in that fragile site. Enbridge will also be able to transfer additional oil from Superior that will cross the St. Croix River, endangering that water source and water resources beyond in Wisconsin. It is unfair not to evaluate these very serious and significant threats as oil leaves our state, as they do evaluate effects after SA-04 leaves the state.

When we think of entrusting Enbridge with our precious pristine waters, think of this. In the evaluation of the safety of Line 5 going under the Strait of Mackinaw, the State of Michigan, found that there was a person conducting the evaluation who was also working for Enbridge at the same time. The State of Minnesota cannot accept an EIS that is brought forth by the hand of Enbridge and its affiliates. We need an unbiased EIS completed by an entity who cannot gain financially by the placement of this pipeline.

I attended the Line 3 informational public meeting in Bemidji on June 22, 2017. There I saw unmasked a glaring example of the company's attitude toward our precious natural resources. John Swanson, Vice President U.S. Major Projects Execution, spokesperson for Enbridge frequently promotes the company line as he did in a commentary in the Park Rapids Enterprise before the April and May public meetings. In the commentary he stated, "Protecting the environment is important to all of us, and numerous factors went into developing a route that balanced sensitive environmental considerations." But, at the public meeting in Bemidji on June 22, 2017, in his testimony he said that in regards to the Kalamazoo Spill, the environment of the spill site was better after they cleaned it up than it was before the spill happened. This was an ignorant statement made in front of a people who treasure our resources and many native Americans there to speak for protection the Mississippi Headwaters. The statement exposes an attitude of no respect and understanding of "natural resources" and really a hostile dismissive attitude toward creation and the natural world. Does he believe that here too, if there is a massive spill in the Mississippi Headwaters, our pristine lake country or our wild rice lakes and streams, the company could just dig it all out and it could be better than before?

In her book, *Nature's Trust*, Mary Christina Wood states, "Humanity cannot hope for a livable planet if government agencies continue to license industries to pollute and destroy the remaining natural resource."

Thank you for this opportunity to comment.

Sincerely,

Deanna Johnson

15559 Explorer Circle

Park Rapids, MN 56470

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 7th Place East, Suite 500
St. Paul, Minnesota 55101-2198

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
Diane Johnson	218-766-8989	diane.kjohnson.61@gmail.com
ADDRESS		
6190 Birchmont Dr. NE		
CITY, STATE, ZIP		
Bemidji MN 56601		

COMMENTS

The job opportunities it will create is important and I believe this is the best way to transport oil & the safest

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 7th Place East, Suite 500
St. Paul, Minnesota 55101-2198

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
Kevin Johnson		
ADDRESS		
8544 Mill St		
CITY, STATE, ZIP		
Bemidji Mn 56601		

COMMENTS

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 7th Place East, Suite 500
St. Paul, Minnesota 55101-2198

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
Mary Johnson		
ADDRESS	8544 Mill St	
CITY, STATE, ZIP	Bemidj ^{ie} Mn 56601	

COMMENTS

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

Line 3 Replacement Project DEIS

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

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

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME <i>Tyler Johnson</i>	PHONE NUMBER <i>218-348-3558</i>	EMAIL <i>Tyler-Johnson78@hotmail.com</i>
ADDRESS <i>2190 Birchmont Dr. NE</i>		
CITY, STATE, ZIP <i>Beauregard MN 56001</i>		

COMMENTS

I'm in full support of the line 3 replacement

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

Levi, Andrew (COMM)

From: nanakay@unitelc.com
Sent: Monday, July 10, 2017 12:50 PM
To: MN_COMM_Pipeline Comments
Subject: Comment on Line 3 Project (CN-14-916 and PPL-15-137)
Attachments: Line 3- RSA 53.rtf



Virus-free. www.avast.com

I am resubmitting this comment that I sent on Friday July 7, since I forgot to include docket number.

July 7, 2017

Jamie MacAlister, Environmental Review Manager

Minnesota Department of Commerce

85 7th Place East, Suite 280

St. Paul, MN 55101-2198

email address- Pipeline.Comments@state.mn.us

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

Dear MS. MacAlister:

I write to provide comment on Line 3 DEIS and wish to highlight route segment alternative (RSA-53). I believe this route segment is of high importance. It offers very significant options and opportunity with regard to the Line 3 decision.

The greatest benefit of RSA-53 is that it creates route options which would avoid a new corridor if there is a need established for a new Line 3 pipeline. Chapter 7 page 70 (7.3.24) of the DEIS indicates "RSA-53 is in St. Louis County. It is approximately 6.5 miles long and begins at MP 270.4 along RA-7." "The RSA -53 was proposed to connect RA-7 with RSA-21, allowing a connection between the northern route alternatives RA-06, RA-07 and RA-08 and the Applicants Preferred Route to avoid crossing the Fond du Lac Indian Reservation."

RSA-53, by creating a connection between RA-7 which is the current Line 3 trench and the Applicant's preferred Route east of Fond Du Lac provides enhancement of the possibility of replacing Line 3 in its current trench. Replacing Line 3 with a new pipe in its current trench provides many benefits to Minnesota's environment and protects our natural resources and water-based economy in Headwaters and Lake country from the peril a new pipeline corridor would create. MPCA and DNR have both expressed very significant concerns regarding a new corridor in MN Water environment proposed by the Enbridge. Replacing Line 3 in its current trench also avoids the very significant problems which would

be created by Line 3 Abandonment.

The solution offered by RSA -53 providing opportunity to replace Line 3 in it's current trench is subject to the Applicant's desire to start a new corridor through the most valuable and pristine waters of the state for the purpose of enhancing it's profit goals. This is not acceptable! Minnesota must stand up and protect our resources in the face of the peril this new pipeline corridor would bring. Where Tribal Land is crossed by the current Line 3 corridor, tribal leaders have had enough of Enbridge and do not want more pipelines on their reservation. If Enbridge were to replace Line 3 in the current trench, they will need to GREATLY compensate the tribes and work with tribes on concerns. A benefit to the tribes would be the elimination of Line 3 abandonment issues.

I have great concern that Enbridge would re-activate a new pipeline in the current Line 3 trench in time and end up with two large pipelines going through our environment rather than one. During the legal negotiations with the US Government in settlement for the Kalamazoo spill, Enbridge was able to negotiate the possibility of reinstating Line 3 in it's current trench at some point in time if current conditions were met, after they replaced Line 3 in it's new corridor. Certainly, Enbridge's negotiation in this regard exposed their possible intentions. This stipulation was only stopped due to intense public outcry in commenting on the resulting Consent Decree. But, what is to stop Enbridge from going back later in time with new decision makers and attempting again to re-instate a pipe in the current trench. Replacing the Line 3 in it's current trench and not approving a new corridor would eliminate this possibility. This option provided by RSA-53 deserves much consideration!

Sincerely,

Deanna Johnson

15559 Explorer Circle

Park Rapids, MN 56470

Levi, Andrew (COMM)

From: Hilary Johnson <hilaryjohnson@gmail.com>
Sent: Monday, July 10, 2017 7:49 PM
To: MN_COMM_Pipeline Comments
Subject: Comment on Line 3 DEIS in Dockets CN-14-916 & PPL-15-137

Greetings,

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

I live in Minneapolis, grew up in Duluth, and my father owns land along the proposed Line 3.

I am concerned about Line 3 because Enbridge proposes to "compensate" my father for taking potentially up to half his land (with the 750-foot route width they want) with a pittance, a mere gesture at compensation. Even if they don't take half, it will still make a major impact on his property, both with tree-cutting, and the potential for a disastrous, or even a minor, spill. Moving to this land has made him the happiest I've ever known him - he loves the place with all his heart. Line 3 would break my father's heart, and quite possibly his health.

But even if I didn't have family living on the proposed line, I would be concerned about it. The DEIS itself acknowledges that Line 3 would contribute to climate change - the Executive Summary states that its direct and indirect emissions would be 453,000 tons of CO2 per year, with its lifecycle emissions adding up to 193 *million* tons of CO2 per year. We can't afford that. And Line 3 proposes to move oil that there isn't even a demand for - oil demand is *decreasing.* So not only can we not afford Line 3's impact on climate change, there's not even an economic reason for it - other than Enbridge's own enrichment.

Speaking of the economy, the DEIS records (Chapter 5.3.4) that Enbridge will not hire new staff to operate the pipeline, meaning that no permanent jobs will be created. In the very words of the DEIS, the pipeline will have "no measurable impact on local employment, per capita household income, median household income, or unemployment." But this statement fails to acknowledge that when the existing Line 3 shuts down, Enbridge will stop paying taxes to certain MN counties. Losing that tax base *will* have an economic impact, and it won't be a good one. In addition, the new Line 3 will reduce property values along its route, including my father's. In other words, Enbridge's proposal is an all-around economic loser.

Finally, the DEIS acknowledges some tribal impacts, but sets these aside as a separate issue, even though, in its own words, the DEIS recognizes that "disproportionate and adverse impacts would occur to American Indian populations in the vicinity of the proposed Project" (11.5). Then why are these impacts not treated as substantive and with equal weight to the other impacts? Given the history of colonialism and injustice in our country, it is unconscionable to consider approving this permit when the DEIS clearly acknowledges severe impacts on tribal people and tribal resources. It matters to me, as a white Minnesotan, that my state make decisions with a reparations lens. If Native people are saying this project is wrong, dangerous, and unjust, then we have to listen to them. And in a sense, even the DEIS is tacitly saying this same thing.

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. We need climate justice, not more of the same short-term-thinking that got us into this climate change mess in the first place. And there are options out there for climate justice. We are not stuck with Enbridge and dirty oil. It just takes everyday people like us, and employees of the DOC, making different choices.

Thank you,

Hilary Johnson
3101 E. 31st St., #3
Minneapolis, MN 55406

Levi, Andrew (COMM)

From: Kendra Johnson <kendrallyse@hotmail.com>
Sent: Monday, July 10, 2017 3:31 PM
To: MN_COMM_Pipeline Comments
Subject: Line 3 support

Dear Ms. MacAlister,

As a farmer in Kittson County Red River Valley I support the Line 3. It helps bring business into our communities and brings in potential jobs for our neighbors & friends. The pipeline goes through neighbors property and some of the land we rent and farm and we have always had good experiences with Enbridge.

Sincerely,

Kendra Johnson
320 S Forest Ave
Hallock, MN 56728
kendrallyse@hotmail.com

Levi, Andrew (COMM)

From: mylaurenisfaraway@gmail.com on behalf of Lauren Johnson
<lauren.elisabeth.johnson@gmail.com>
Sent: Monday, July 10, 2017 10:16 AM
To: MN_COMM_Pipeline Comments
Subject: Public Comment, Docket CN-14-916 and PPL-15-137

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

The need for this pipeline has not been adequately demonstrated.
The old line should be completely cleaned up and removed. Leaving the old line in the ground and starting new Line 3 construction is irresponsible at best.

I urge that line 3 construction be denied. It is a serious threat to the waters and lands of northern Minnesota, and it is a direct threat to Ojibwe ancestral lands.

We cannot allow dangerous new pipeline construction when there are clean and safe energy alternatives that would provide lasting jobs here.

The benefits to Minnesotans from Line 3 are minimal tax increases and only temporary jobs, which are not at all worth the ongoing risks and costs associated with cleanup of spills. It is the responsibility of this state to serve the interest and health of our citizens, our land, and our water over corporate interests by denying Enbridge Line 3.

Lauren Johnson
lauren.elisabeth.johnson@gmail.com
Minneapolis, MN 55405

Levi, Andrew (COMM)

From: Leonard Johnson <leonardjohnson.duluth@gmail.com>
Sent: Monday, July 10, 2017 10:51 AM
To: MN_COMM_Pipeline Comments
Subject: Line 3 Replacement Project DEIS CN-14-916 and PPL-15-137

Dear Ms. MacAlister,

As a lifelong Minnesota resident, I fully support the efforts to build Enbridge's Line 3 Replacement Project and ask that you approve the project's Draft Environmental Impact Statement (DEIS).

The efforts by Enbridge and its project team (including environmental experts and engineers), are intentional and thoughtful in regards to the pipeline's design, it's safe operation and protection of the environment for which it will operate..

I personally know of the talented people who work for Enbridge, they are people who love the outdoors of Minnesota and are professionals working hard to build a state of the art pipeline system. Building extensive safeguards into the pipeline's design and with environmental considerations thought out throughout the pipeline's determined route. Many of the people, who work for Enbridge directly or indirectly, either live in Minnesota, such as me and my family; or live nearby in neighboring Wisconsin. We all enjoy Minnesota's vast lands and waterways for personal recreation; and I know through their work on this project, will keep it safe for future generations, their kids and grandkids to enjoy.

This Line 3 Replacement Project will bring vast economic benefits to the citizens of Minnesota and the counties it crosses for years to come. It will deliver liquids safely and efficiently to the consumers of Minnesota, either as a fuel, or later as a bi-product (such as siding, clothing, cosmetics, and other consumables) in demand by consumers across Minnesota. The project will create a great economic boom across the state, and provide jobs for both professionals and highly skilled labor required to build this major project. I personally experienced a time of layoff in October of 2016 until March of 2017 directly related to the Public Utility Commission's delays in approving the Sandpiper Project. Instead of providing revenue to Minnesota counties for years to come, the delays in the Sandpiper project caused its cancellation and the state lost jobs and lost an opportunity for a period of economic boom to the state over 1-2 years of pipeline construction. The decisions by the PUC, put people on unemployment and assistance programs, costing tax payers money rather than seeing a commercial increase in tax revenue.

Millions of dollars have been spent on Environmental studies along the route of this project by the applicant, Enbridge to select the best and safest route. Enbridge cares about the environment and supports the communities in which it operates.

Representatives of Minnesota tax payers (Department of Commerce and Public Utilities Commission), please approve Line 3 Replacement Project's Draft Environmental Impact Statement (DEIS) and move this great Minnesota Project forward.

A Minnesota Citizen and Taxpayer.

Sincerely,

Leonard Johnson
 127 S 61st Ave W
 Duluth, MN 55807
 leonardjohnson.duluth@gmail.com

Levi, Andrew (COMM)

From: Bryn Johnston <bjohnston@gausman.com>
Sent: Thursday, July 06, 2017 11:18 AM
To: MN_COMM_Pipeline Comments
Subject: Enbridge Line 3 Public Comment

Dear Committee,

I wholeheartedly support Enbridge's Line 3 Replacement project. This project appears to reduce the likelihood of a spill as it is replacing a line that is nearing the end of its lifespan. It only makes sense for the public and environmental health and safety.

Economically speaking, the Duluth and Northern Minnesota region has been hit hard by the downturn in both mining and oil & gas- two of our largest economic drivers. This project would be a welcome boost for those struggling to find stable employment.

Thanks for your consideration.

Gausman & Moore

Bryn Johnston

Mechanical Engineering | 218-302-6577

www.gausman.com | www.twitter.com/gausmanmoore

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 7th Place East, Suite 500
St. Paul, Minnesota 55101-2198

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
Chris Johnston		
ADDRESS		
111 W 2nd Ave		
CITY, STATE, ZIP		
Floodwood MN 55736		

COMMENTS

It's my livelihood and job to keep me working.

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

Levi, Andrew (COMM)

From: Bill Jokela <bill.jokela@gmail.com>
Sent: Monday, July 10, 2017 10:40 PM
To: MN_COMM_Pipeline Comments
Cc: bill.jokela@gmail.com
Subject: Enbridge pipeline feedback

Environmental Review Manager
MN Department of Commerce
Docket Numbers CN-14-916 and PPL-15-137

I am a Minnesota resident writing to express my opposition to Enbridge's plan to build a new, larger pipeline in northern Minnesota. Their preferred route would pass through an area with many lakes, rivers, and wild rice waters, including parts of the White Earth Indian Reservation and other land valued by tribal members for wild rice and fishing. Enbridge has a history of pipeline spills, some of them quite large, and a spill in this area of Minnesota would be devastating.

While alternative routes may be less problematic for this sensitive area of Minnesota, they would all be responsible for doubling the flow of oil from the tar sands of Alberta, an oil source that contributes significantly more to greenhouse gases than other sources. This is a time to be shifting to renewable energy sources, rather than increasing that from one of the most environmentally damaging sources. Furthermore, much of the oil would pass through Minnesota and other states for eventual export; so we in Minnesota and other parts of the U.S. would bear the environmental risk, but receive little or no benefit.

Thank you for considering my comments.

William Jokela
Northfield, MN

Levi, Andrew (COMM)

From: cary jones <user@votervoice.net>
Sent: Wednesday, June 21, 2017 8:06 PM
To: MN_COMM_Pipeline Comments
Subject: Line 3 Replacement Project DEIS CN-14-916 and PPL-15-137

Dear Ms. MacAlister,

I support the line 3 pipeline.

Sincerely,

cary jones
PO Box 621
Moose Lake, MN 55767
hooofprint@yahoo.com

Levi, Andrew (COMM)

From: J Jordahl <jdjord@gmail.com>
Sent: Monday, July 10, 2017 9:44 PM
To: MN_COMM_Pipeline Comments
Subject: adding my voice opposing Enbridge pipeline, line 3

I grew up in Minnesota and have spent most of my life there enjoying the wealth of waters encompassed by Minnesota's boundaries. As I have learned more about this proposed pipeline (one of the largest on the continent) and how many waters it will threaten, I can only encourage our MN legislators to protect our waters by voting no to a pipeline that will cross numerous waters built by a company that has one of the worst track records regarding oil spills.

Consider our children, grandchildren and greats on down the line. We owe it to them to protect waters so vital to their futures.

This legislation is encompassed by CN-14-916 and PPL-15-137

Thank you,

Jill Jordahl currently enjoying the Namakagon and St. Croix River from the WI side.

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; PPL-15-137

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

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
KEVIN M. JUREK	218-5903372	7/2/17
ADDRESS		
2212 14 TH ST.		
CITY, STATE, ZIP		
CLOQUET, MN 55720		

COMMENTS

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

Levi, Andrew (COMM)

From: ginger juel <gjuel10@gmail.com>
Sent: Sunday, June 25, 2017 9:05 PM
To: MN_COMM_Pipeline Comments
Subject: Line 3 Replacement

Dear Ms. MacAlister,

Please have Enbridge immediately stop pumping oil through line 3 and hire locals to remove the aging line 3. I witnessed its corrosion on Fond Du Lac land where the natives collect sap from the trees to make maple syrup.

OPEC has recorded continuous low sales for oil because there is too much of it extracted.

Fossil fuels are not necessary for the future of our energy creation. wind and solar power are and will continue to outpace fossil fuels in regards to energy production.

enbridge is responsible for one of the largest on land oil spills in US history in kalamazoo michigan. instead of cleaning up the spill they hired locals to shovel dirt on top. see john bolenbaugh the enbridge whistleblower. Also the MICATS.

Sincerely,

ginger juel
1820 London Rd
Duluth, MN 55812
gjuel10@gmail.com

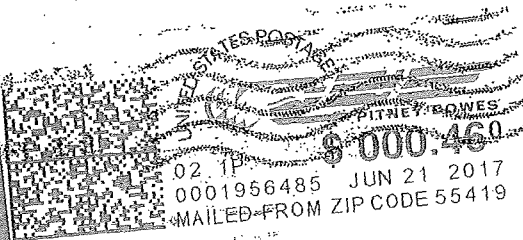
Line 3 Replacement Project DEIS

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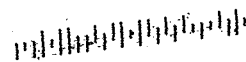
• Years of environmental study: Enbridge conducted more than 1,200 meetings with local stakeholders over four years and has spent thousands of hours studying the replacement route.

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

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



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



I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
Houtanraki Jukka 218-724-6500		
ADDRESS		
2918 BALD EAGLE TRAIL		
CITY, STATE, ZIP		
Duluth MN 55804		

COMMENTS

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

Levi, Andrew (COMM)

From: Mary Martin <Mary.Martin@metrostate.edu>
Sent: Thursday, July 06, 2017 3:21 PM
To: MN_COMM_Pipeline Comments
Subject: Pipeline comments

To: Minnesota Department of Commerce

From: Ministry Team of Union Congregational Church, Hackensack, MN
 Mary Ackerman, Barbara Courneya, Paul Courneya, Sarah Cox, Mary Martin, Ellie Nelson, Beverly Peterson, Vern Peterson, James Reents, Frederick Smith.

Date: July 6, 2017

Re: Draft Environmental Impact Statement regarding Enbridge Pipeline
 Docket numbers: CN-14-916 and PPL-15-137

The Justice Ministry Team of Union Congregational Church, Hackensack, MN calls on the Department of Commerce to reject Enbridge's preferred single bitumen-carrying oil pipeline and thereby establish a brand new energy pipeline corridor potentially accommodating many pipelines.

This DEIS does not address the multiple pipelines issue. Several of the pipelines following the current Line #3 route down Highway 2 are old and Enbridge will soon want to replace them. Once a single pipeline is allowed through their preferred route, Enbridge will want to add additional lines and it will use the excuse there is already one pipeline in place so no other assessment should be required. Certainly no more than a simple Environmental Assessment (EA). Enbridge is already pointing out that the new route follows a portion of some transmission line right of way so therefore no EIS should be required. The potential for a disastrous leak is many times greater with several pipelines than with a single pipe.

The lakes of southern Minnesota are dead largely due to industrial pollution and agricultural runoff. They are dead and they are not coming back. The lakes of central and northern Minnesota, however, are still in nearly pristine condition. They are the jewel of Minnesota. They define Minnesota. The Enbridge preferred route cuts across several lakes, rivers and the states most valuable watershed, the Pine River Watershed. Let's not put this Minnesota jewel at risk with pipelines for some short term financial gains.