

Levi, Andrew (COMM)

From: Duane Hillukka, K <lakelandbuilders@hotmail.com>
Sent: Monday, July 10, 2017 4:23 PM
To: MN_COMM_Pipeline Comments
Subject: Draft Environmental Impact Statement for Line 3 Replacement CN-14-916 and PPL-15-137

Dear Ms. MacAlister,

As a local resident to the proposed pipeline I think it is time we move on with the Line 3 replacement plan which is much safer, cleaner, and more efficient than moving oil by rail.

Sincerely,

Jake M
34660 US 71
Menahga, MN 56464
lakelandbuilders@hotmail.com

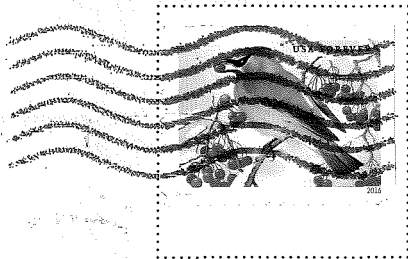
DEAR DEPARTMENT OF COMMERCE

PLEASE INCLUDE THIS COMMENT ON THE DEIS FOR

LINE 3 IN DOCKETS CN-14-916 AND PPL-15-137

MINNEAPOLIS, MN 554

10 JUL 2017 PM 9 L



Line 3 is a disaster

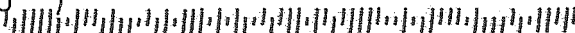
CLEAN UP
THE MESS
NOW

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

SINCERELY,

Bugay M.

55101+2143



Levi, Andrew (COMM)

From: Eric Mack <user@votervoice.net>
Sent: Friday, June 16, 2017 1:47 PM
To: MN_COMM_Pipeline Comments
Subject: Line 3 Replacement Project DEIS CN-14-916 and PPL-15-137

Dear Ms. MacAlister,

I have worked as a vendor on past Enbridge practices and can attest to the utmost care for the environment this company takes when building and operating a pipeline. I believe in the Company so much that I joined the Enbridge team in 2014. I have learned more about the intensive testing and monitoring that they do continuously to protect the environment. Enbridge is an active participant in leak detection research and development programs. Pipelines are the safest way to move crude oil or other liquid products according to PHMSA. I ask that the replacement be moved forward as soon as possible. There is no reason to delay this project. No further time or study is needed to evaluate the environmental impacts due to the thorough and well-prepared EIS.

Sincerely,

Eric Mack
3037 S Chicago Ave
Superior, WI 54880
emack209@yahoo.com

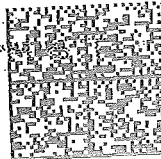
Line 3 Replacement Project DEIS

• 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 PPS 15-387



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 Jeremy MacNair	PHONE NUMBER 763-442-0537	EMAIL jmacnair@northlandco
ADDRESS 6317 Grand Ave Duluth MN 55802		
CITY, STATE, ZIP		

COMMENTS

Please
Mail

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS



Comment Form

Line 3 Project Draft EIS Public Meeting

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

Name: KAREN MADISON

Street Address: 1155 IMPERIAL ST.

City: MORA State: MN Zip Code: 55051

Phone or Email: 320 396-3429

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

I am opposed to the new proposed Enbridge Line 3 pipeline being installed across new 300 plus miles of MN properties currently untouched by pipeline. I am also opposed to any other possible future pipeline routes that may be proposed by Enbridge in this area.

Enbridge cannot guarantee that any new pipeline installation will be safe from leaks or spills polluting the area all along the new pipeline's route. There has already been enough significant pollution damage along the existing Line 3 corridor.

Thank you very much for your consideration in this matter.

RECEIVED

JUN 20 2017

MAILROOM

Levi, Andrew (COMM)

From: Hilary <rquartz36@comcast.net>
Sent: Monday, July 10, 2017 11:34 PM
To: MN_COMM_Pipeline Comments
Subject: No. Find another way.

No. Invest the money in biofuels. In solar energy. We are the Land of Ten Thousand Lakes - we need to protect them from oil spills. We need to keep our lakes, rivers, and soil clean. We have the great privilege of protecting the headwaters of one of the greatest rivers in the world, the Mississippi. Running an oil pipeline through those headwaters would be a disaster.

Hilary Major

Sent from my iPhone



Comment Form

Line 3 Project Draft EIS Public Meeting

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

Name: Beth MAKI
 Street Address: 22205 E. Burns Valley Rd
 City: WINONA State: MN Zip Code: 55987
 Phone or Email: DAKOTAUnity@yahoo.com

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

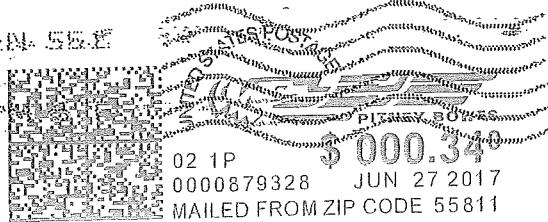
- * The EIS can be improved by including the NO BUILD OPTION. fossil fuel industry is ~~the~~ a dying industry. What jobs? Invest in sustainable energy sources hydroelectric, SOLAR, WIND.
- * This EIS can be improved by using independent agencies to conduct prior research. Embury has a relationship with agencies involved in this EIS, therefore is not objective & potentially biased.
- * This EIS can be improved by TRULY considering tribal lands, the disproportionate cultural & religious impact this would have on our Native brothers & sisters. If this pipeline were slated to be running through Bemidji, would this pipeline still be under consideration?

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

Line 3 Replacement Project DEIS

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

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



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
Raymond Scott Maki 218-591-9138		
ADDRESS		
179 Canosa Rd Esko, MN		
CITY, STATE, ZIP		
Esko, MN 55733		

COMMENTS

I have worked on Line 3 for the past 15 years, welding repair sleeves etc. I am also an avid outdoors man. I know first hand the condition of Line #3, it does need to be replaced!! I also believe in going green which will come with time, meanwhile we need the oil without the spills.

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

From: [Jeanine Malec](#)
To: [MN COMM Pipeline Comments](#)
Subject: Stop line 3
Date: Monday, June 05, 2017 10:04:35 PM

Please halt all further consideration of the Line # pipeline project, we need to explore alternative means of providing energy to our people, that do not risk contaminating Minnesota's rich wetlands and aquifers. Water is a far, far more valuable resource than oil - the interests that fund these projects are not of the people, they are of profiteers.

STOP THIS PROJECT, out of respect for our wild places, our waters, our indigenous brothers and sisters, and the future of our children!

Sincerely

Jeanine Malec
3852 11th Ave S Minneapolis, MN 55407

Levi, Andrew (COMM)

From: Mallory Morken <mallory.morken@gmail.com>
Sent: Sunday, July 09, 2017 6:50 PM
To: MN_COMM_Pipeline Comments
Subject: Public Comment: Line 3 Project (CN-14-916 and PPL-15-137)

To whom it may concern,

Please, to safeguard the health of residents and the environment, I urge the Commission to reject the permit to Enbridge's Replacement Line 3. Pipelines break, and we can't drink oil.

If the process continues, at the very least, the old line 3 should be removed and remediated before any new projects commenced. Enbridge has the responsibility to clean up its existing infrastructure and should not be allowed to continue ripping up the earth without caring for what they already put in place.

The alternative route SA-04 would have lower risk of harm to the lakes and the Native communities who depend on them. This route should be authorized and pursued, as that is the purpose of the EIS process in the first place.

Fundamentally, it's in all our best interests to invest in renewable energy systems and divest from more pipelines. Let's create more jobs through wind and solar and ensure our beautiful MN parks and lakes thrive for generations to come.

Thank you,

Mallory Morken
670 Olmstead St.
Winona, MN 55987

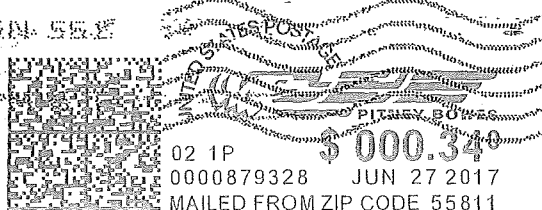
Line 3 Replacement Project DEIS

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; BPL-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
Timothy Maly	2187083908559	TJmaly77admsa1-
ADDRESS	4334 Woodland Ave	
CITY, STATE, ZIP	Duluth mn	

COMMENTS it is needed

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
David Scrome Manderfeld	218-393-0676	
ADDRESS		
2202 Sahlman Ave		
CITY, STATE, ZIP		
Cloquet MN 55720		

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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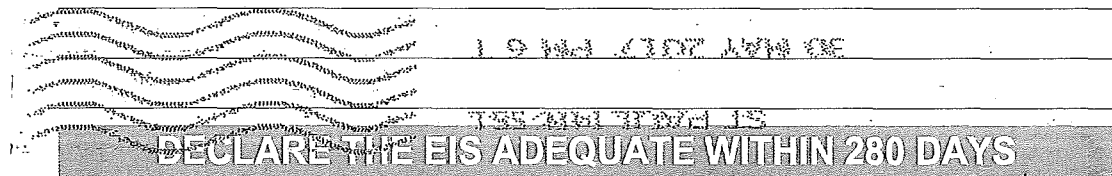
Docket numbers: CN-14-916 | PPL-15-157

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
Kiera Manderfeld		
ADDRESS		
2202 Sahlinian Ave		
CITY, STATE, ZIP		
Cloquet MN 55720		

COMMENTS



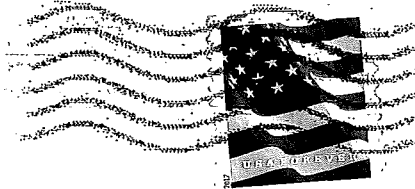
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Docket numbers: CN-14-916; PPL-15-137

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
Rosa Lee Manderfeld	819 5269	
ADDRESS		
2202 Sahlin Ave		
CITY, STATE, ZIP		
Cloquet MN 55720		

COMMENTS

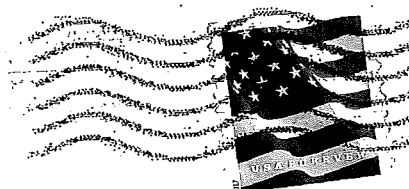
DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

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	PHONE NUMBER	EMAIL
Logan Manderfeld		
ADDRESS		
2202 Sahlman Ave		
CITY, STATE, ZIP		
Cloquet MN 55720		

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-116-137

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

Levi, Andrew (COMM)

From: Douglas E Mandy <dougmandy@gmail.com>
Sent: Sunday, July 09, 2017 11:27 AM
To: MN_COMM_Pipeline Comments
Subject: Docket numbers CN-14-916 and PPL-15-137

Dear Mr. MacAlister:

I live in southern MN, but have family and friends residing in the watersheds that Enbridge Energy's proposed line 3 replacement will cross, and take great pride in the quality of our state's natural recreation resources and ecosystems. I am concerned that the draft Environmental Impact Statement (for dockets CN-14-916 and PPL-15-137) overestimates an unrealistic degree of confidence in oil spill risk management. Pipelines are known to leak frequently, and there are no realistic safeguards to effectively seal the line from leaks that impact the pristine quality of our state's economically valuable watersheds. Therefore I oppose installation of another pipeline to replace the expected and necessary line 3 deactivation.

Respectfully,
Doug Mandy
403 Union St
Northfield, MN

Levi, Andrew (COMM)

From: Maria Surma Manka <mariasurmamanka@yahoo.com>
Sent: Friday, July 07, 2017 9:20 AM
To: MN_COMM_Pipeline Comments
Subject: Comment on Line 3 DEIS

Hello,

I'm writing to express my concerns about the Enbridge Line 3 pipeline that could run through Morrison County, where I live.

My biggest concern is that there is no assessment of the decline in oil demand and an assumption that demand is what Enbridge says it is. According to the U.S. EIA, crude oil imports peaked in 2005 and today imports are at mid-1990s levels. U.S. fuel demand was down 5% in 2015 compared to the 2007 peak, and in Minnesota the demand was down 19% compared to 2004. Higher efficiency cars, among other factors, are clearly making a difference.

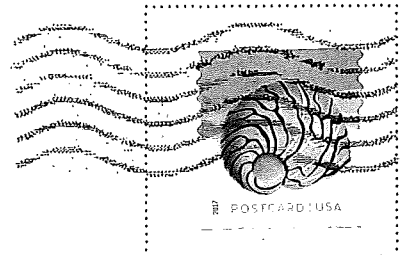
My other concern is that there is no serious discussion of electric car and renewable energy infrastructure. As more of our transportation options move toward electricity, fuel demand will continue to fall. This should at least be discussed and assessed in the DEIS.

Thank you,
Maria

Maria Surma Manka
3018 150th Ave
Bowlus, MN 56314



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



We currently have
many pipelines
crisscrossing the state, and
we don't need additional
disruption of our environment.
We need more respect
for the bad lands and the
worship of oil company
profits - people before
profits. Thank you!

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

SINCERELY,

Richard Mamm



Levi, Andrew (COMM)

From: Sherri@Mann.Org
Sent: Monday, July 10, 2017 9:08 PM
To: MN_COMM_Pipeline Comments
Subject: No more dirty energy

I am writing to add my voice to the majority group of Minnesotans who do not want the expansion and reroute get of pipeline 3 to carry dirty tar sands oil from Alberta, CA We do not want dirty tar sand oil traveling through our state. This is an extremely dirty form of energy. We can do so much better with solar and wind. Pipelines are notorious for breaking and over time we are bound to have spillage. The planned reroute will effect our watershed polluting a vital source of life. Water is vital to life, oil is only vital to lining the pocketbooks of a small few. Please do not expand this dirty pipeline.

Sherri Mann

18180 Olinda trail n

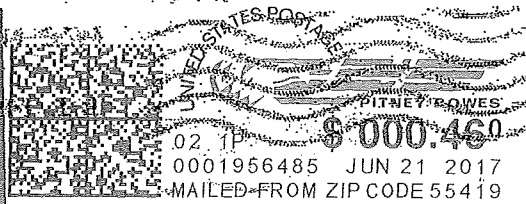
Marine on Saint Croix Croix MN 55407

Sent from my iPhone

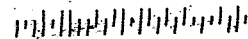
Line 3 Replacement Project DEIS

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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

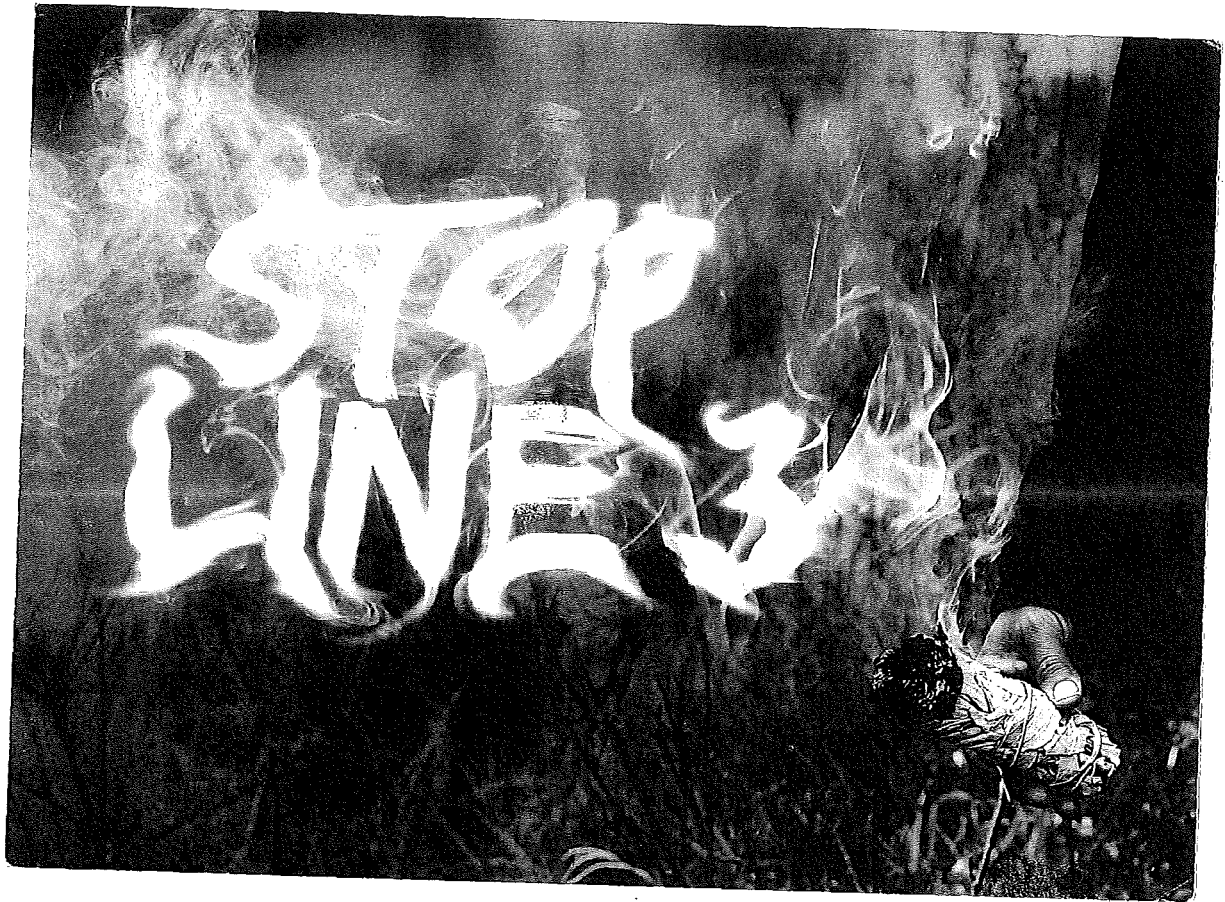


I SUPPORT THE LINE 3 REPLACEMENT PROJECT

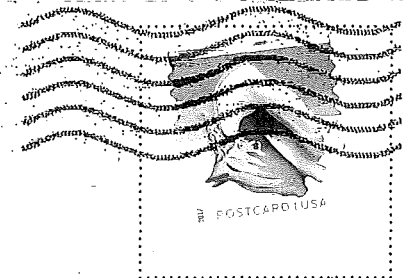
FULL NAME	PHONE NUMBER	EMAIL
KENT MANNING 218.259.1221		
ADDRESS		
710 NE 1 TH AVE.		
CITY, STATE, ZIP		
GRAND RAPIDS, MN 55744		

COMMENTS

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS



DEAR DEPARTMENT OF COMMERCE, MINNEAPOLIS MN 553
 PLEASE INCLUDE THIS COMMENT ON THE DEIS FOR
 LINE 3 IN DOCKETS CN-14-916 AND PPL-15-137: 07 JUL 2017 PM 4:1



Dear Jamie Macalister, Stop line 3!

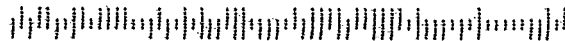
It is essential to the
 future biodiversity &
 environmental health of all
 our Minnesota land and air
 people to stop this project
 now! The livelihood of
 Spills is extremely high.
 The Draft Environmental Impact
 Statement finds that line 3
 is likely to have 14 pinhole leaks, 54 small
 spills, 4 medium, 13 large & 1 catastrophic!

SINCERELY,

Julie
 Julie

15 JUL 2017 601399

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



Levi, Andrew (COMM)

From: Matheny, Patrick Y. (MPC) <pymatheny@marathonpetroleum.com>
Sent: Friday, July 07, 2017 10:34 AM
To: MN_COMM_Pipeline Comments
Subject: Applications of Enbridge Energy, Limited Partnership for a Certificate of Need and Pipeline Route Permit for the Line 3 Replacement
Attachments: [Untitled].pdf

Minnesota Department of Commerce:

Attached please find Marathon Petroleum Company LP's comment letter for the above referenced proceeding (MPUC Docket Nos. PL-9/CN-14-916 and PPL-15-137; OAH Docket Nos. 65-2500-32764 and 65-2500-33377). The original of this letter will be sent via overnight courier.

Regards,
Patrick

Patrick Y. Matheny

Supervisor - Contracts & Compliance Analysis
Marathon Petroleum Company LP
539 South Main Street
Findlay, Ohio 45840
Office: (419) 421-4130
Mobile: (419) 615-3862
Fax: (419) 421-5727



C. M. (Mike) Palmer
 Senior Vice President
 Supply, Distribution & Planning

Marathon Petroleum Company LP

539 South Main Street
 Findlay, OH 45840
 Telephone 419/421-3269
 FAX 419/421-4232
 E-Mail: CMPalmer@MarathonPetroleum.com

July 7, 2017

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

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

MPUC Docket Nos. PL-9/CN-14-916 and PPL-15-137;
 OAH Docket Nos. 65-2500-32764 and 65-2500-33377

Dear Ms. MacAlister:

This letter is sent in support of Enbridge Energy, Limited Partnership's ("Enbridge") proposed Line 3 Replacement Project (the "Project").

Headquartered in Findlay, Ohio, Marathon Petroleum Corporation, together with its subsidiaries, including Marathon Petroleum Company LP, Speedway LLC and MPLX LP (collectively, "MPC"), is one of the largest refiners, marketers and transporters of petroleum product in the United States.

MPC is the nation's third-largest refiner and the largest refiner in the Midwest; MPC refineries have 1,817,000 barrels per calendar day (bpcd) of crude oil throughput capacity, of which 729,000 bpcd is processed at MPC's Midwest refineries. MPC's refining, marketing and transportation operations are concentrated primarily in the Midwest, Northeast, East Coast, Southeast and Gulf Coast regions of the U.S. These operations include a seven-plant refining network, a comprehensive terminal and transportation system, and extensive wholesale and retail marketing operations, with both the Marathon brand and MPC's wholly owned retail marketing subsidiary, Speedway LLC, the nation's second-largest chain of company-owned and operated retail gasoline and convenience stores. MPC-affiliated companies also own, lease, or have an ownership interest in

July 7, 2017
Page 2

products and crude oil pipelines totaling approximately 10,800 miles.

MPC appreciates the opportunity to comment on the draft environmental impact statement prepared by the Minnesota Department of Commerce for the Project (the "DEIS"). MPC is committed to obtaining increased access to secure, reliable sources of crude oil for its refineries. Pipeline transportation is safer, more reliable, more efficient and more economical than other modes of crude transportation.

MPC respectfully recommends that the alternatives proposed in the DEIS be rejected and that the Project as proposed by Enbridge be approved. In particular, MPC notes that the entirely different route identified in the DEIS as SA-04 ignores the existing Enbridge facilities in Clearbrook, Minnesota, and Superior, Wisconsin, and as such fails to provide the same service as the Project as proposed. This and the other alternatives in the DEIS, including no action, fail to meet the needs met by the Project.

Thank you for the opportunity to comment in this process.

Very truly yours,

A handwritten signature in black ink, appearing to read "C. M. Palmer". The signature is fluid and cursive, with the first letters of each name being capitalized and prominent.

C. Mike Palmer
Senior Vice President, Supply, Distribution & Planning

From: [Jon Marcaccini](#)
To: [MN COMM Pipeline Comments](#)
Subject: COMMENTS
Date: Tuesday, May 16, 2017 1:23:55 PM

Pipelines are very important to the future of this country, oil is still a thing we use and need daily. The arguments that Fossil fuels contribute to climate change is undeniable but it is what we use and curbing that will not make alternatives appear. The automobile was not invented because horses were hard to take care of. The light bulb was not invented because whale oil was scarce. When a better cheaper cleaner power source is invented oil use will dry up just like everything we once relied on when something better was invented. We will run cute little gas powered cars in the future like we might buy a vinyl record for the novelty of it.

Regarding wild rice don't even go there, most of our rice lakes sit unharvested because interest is just not there, it is not a food source for millions and the pipeline will not destroy it. Tossing that lame issue in the mix like wild rice is the corn crop of the United States.

No one wants anything in their back yard, I have a huge Natural gas pipeline a few hundred feet from my home, and it goes between two residential lakes. I would guess many of my neighbors don't even know it is there. I would much rather have it then 50 natural gas trucks on the road each day.

Levi, Andrew (COMM)

From: rmarcum@frontiernet.net
Sent: Friday, June 16, 2017 7:54 AM
To: MN_COMM_Pipeline Comments
Subject: line 3 replacement

Dear Sirs,

I was unable to attend the meeting held locally at the East Lake Community Center recently. I would however like to add my voice to those opposing the project.

I am an active member of my community, am chair of the town board and serve on several county and state committees.

I am not speaking for my township or any particular committee I serve on. I am offering my own opinion only.

I oppose the project as it crosses wetlands in my township. It encourages use of a dirty and limited source of energy in a time we should be focusing on clean alternatives. A line failure would be devastating to our area, and to those downstream (we drain ultimately into the Mississippi).

I stand in support of our Native American community and all people of good conscience who oppose this project.

Thank You,
Bob Marcum

218-768-2337

36136 Kestrel Ave.
McGregor, Mn. 55760

Levi, Andrew (COMM)

From: Renae Marquis <rbmarquis@hotmail.com>
Sent: Tuesday, June 20, 2017 10:43 PM
To: MN_COMM_Pipeline Comments
Subject: Draft Environmental Impact Statement for Line 3 Replacement CN-14-916 and PPL-15-137

Dear Ms. MacAlister,

We've lived in Minnesota and witnessed how Enbridge takes meticulous care of the needs of the pipeline and respecting the landowners and citizens of this state. The safety of the workers is also paramount in mind. Wherever Enbridge plans a route, it's the route best served for all. The track record of Enbridge's success over the years is obvious. We need this project to come to completion as soon as possible. No more stalling. if lines need replacing and fixing in routine maintenance, let the work begin. A leaky water faucet is not going to fix itself. Shingles torn off the roof in a hail storm will not fix itself, so why wait? Replacing and fixing is a part of every day life, even with pipelines. Waiting and stalling won't stop a pipeline from aging. All the criteria has been met, let Enbridge do it's job!

Sincerely,

Renae Marquis
11003 350th Ave NE
Goodridge, MN 56725
rbmarquis@hotmail.com

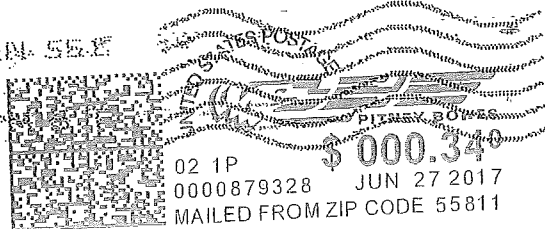
Line 3 Replacement Project DEIS

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

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

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

Docket numbers: CN-14-916, RPE-15-137-L



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
Arlen MacAlister	218-796-5676	arlenmac@66tel
ADDRESS		
11269 350 ave SE		
CITY, STATE, ZIP		
Trail, mn. 56684		

COMMENTS

Good for Minnesota

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
STARR MARSHALL (218) 851-5815		
ADDRESS		
322 16 th Street		
CITY, STATE, ZIP		
CLOQUET MN 55720		

COMMENTS

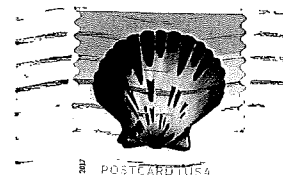
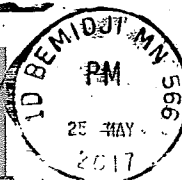
I support Line 3!

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

Line 3 Replacement Project DEIS

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

Docket numbers: CN-14-016; RPL-15-137

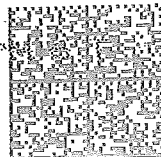


Jamie MacAllister
Environmental Review Manager
Department of Commerce,
85 7th Place East, Suite 500
St. Paul, Minnesota 55101-2198

Line 3 Replacement Project DEIS

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

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



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 <i>Phyllis Marshall</i>	PHONE NUMBER <i>215.726.1471</i>	EMAIL
ADDRESS <i>1607 Stanford Ave.</i>		
CITY, STATE, ZIP <i>Duluth, Mn. 55811</i>		

COMMENTS
The safety aspect of this kind of transportation is a good thing.

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

Levi, Andrew (COMM)

From: Dan Marshall <user@votervoice.net>
Sent: Sunday, July 09, 2017 6:14 PM
To: MN_COMM_Pipeline Comments
Subject: Enbridge Line 3 support

Dear Ms. MacAlister,

I support the construction of line 3 to transport valuable resources through Minnesota!

Programs like this, properly planned and executed, are safe and support our economy.

I encourage those concerned to provide swift action to approve the final stages of the pipeline.

Dan Marshall, Retired Air Force MSgt.
Project Engineer, Itasca Co resident.

Sincerely,

Dan Marshall
29332 Eden Loop Rd
Bovey, MN 55709
d.marshall57@yahoo.com

Jamie MacBlister
 Pipe line comments
 Mn Dept of Commerce
 85 - 7th Place East
 Suite 280
 St Paul Mn 55101



Mr David Martin
 11116 Maryland Ave. N.
 Champlin, MN 55316-3347

763 425 6143

RECEIVED

MAY 25 2017

MAILROOM

Mn Dept of Commerce

My name is Jane Martin.

I am writing about the pipe line.

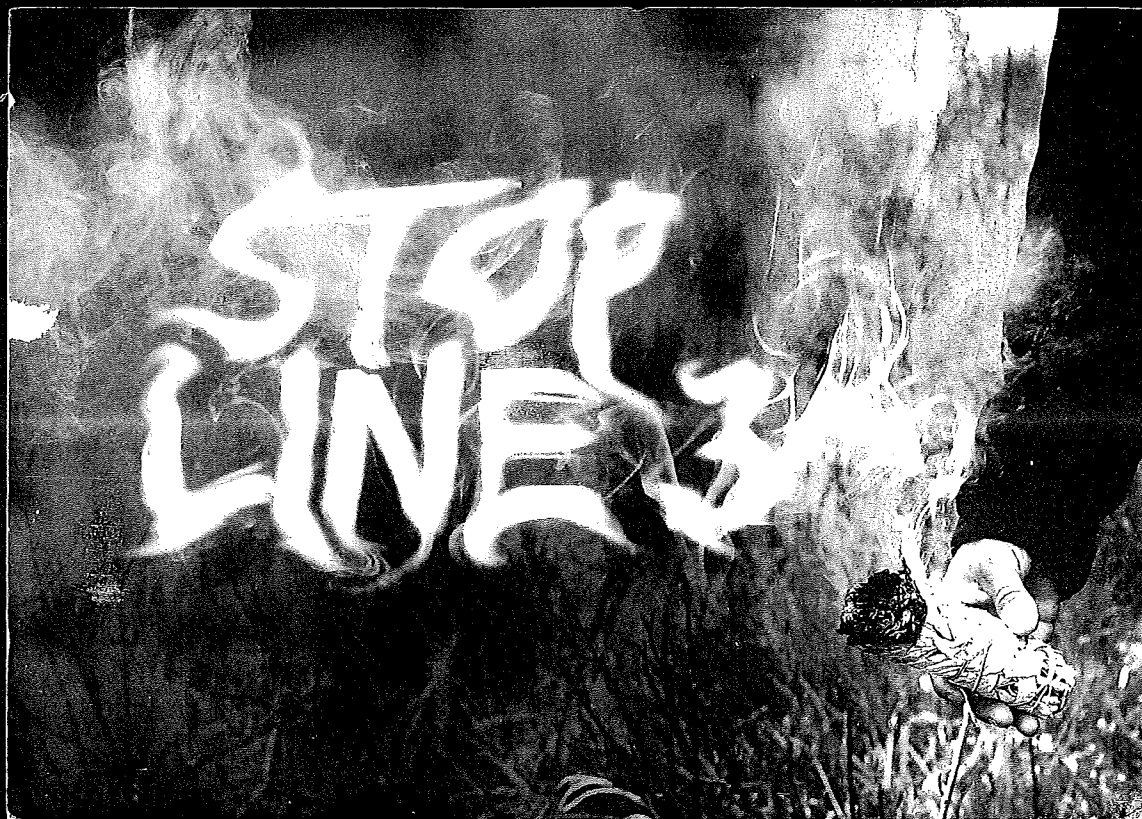
My concern/question is about the old line, which is planned to be left in place. My comment is that; that old pipe line should be removed especially if it is leaking/corroded or ready to.

The removal would put the metal to be recycled.

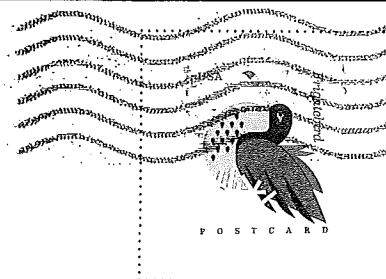
The public has no idea what would be left in it as residue, which over time would/could contaminate ground and/or surface water. If it is hazardous to remove that is even more reason to be taken out.

In the long run how much oil
would be transported with the
expected eventual "run out of oil"
in favor of other energy sources.

Sincerely
Hans Marten



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



I oppose Line 3.
All pipelines have a risk
of leaking & spilling. Enbridge
has 800 spills in 15 years.
It will violate treaty
rights & property rights
through eminent domain but
only for the benefit of
a private Canadian corporation.

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

SINCERELY,

Clifford Martin
1275 62nd St. W

Northfield, MN 55057

Levi, Andrew (COMM)

From: Pam Martin <reikiwithpam@gmail.com>
Sent: Saturday, July 08, 2017 10:28 PM
To: MN_COMM_Pipeline Comments
Subject: EIS #CN-14-916, #PPL-15-137

Dear Environmental Review Manager:

I believe there is missing data in the Line 3 DEIS. There is apparently no information from a dilbit study done by the National Academy of Sciences, which you can find here: <https://www.nap.edu/catalog/21834/spills-of-diluted-bitumen-from-pipelines-a-comparative-study-of>.

I would like this to be included in the final EIS, as I lived near the Kalamazoo River in Michigan in 2010 and saw the devastation an oil spill can have on a community and a river ecosystem. Enbridge tried to cover it up, lied about the extent of the spill and was unable to clean up the tarballs that formed in the river.

Also, 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.

Please do the right thing for our water, the environment and the citizens of Minnesota.

Thank you.

Pam Martin
 15398 Clearview Lane
 Brainerd, MN 56401

#CN-14-916, #PPL-15-137

Levi, Andrew (COMM)

From: Al Martin <almartin@brainerd.net>
Sent: Monday, July 10, 2017 2:38 PM
To: MN_COMM_Pipeline Comments
Subject: Public Comment: Line 3 Project CN-14-916 and PPL-15-137 Attn: Jamie Macalaster

A. J. Martin
 27518 County Road 3
 Merrifield, MN 56465

218-765-4321
 almartin@brainerd.net

July 9, 2017

Jamie Macalaster
 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

Dear Manager Macalaster,

Following are my comments on the Enbridge Line 3 project;

1. Abandoning the Old Line 3 in place should not be permitted. It's said it will be pressurized or whatever else is expected to be done, to keep it secured. It's 50 years old now and tired and worn out. By no longer carrying oil, Enbridge will no longer feel it a priority to keep maintained. What happens in another 10 years, when most people have forgotten it's even there? Another 20 years, or 50 years? At what point will the Old Line 3 be so rotten it can no longer be kept intact? Will it consist of unmaintained segments of rusted out pipe, causing continuous environmental harm?

It must be insisted the Old Line 3 be removed.

2. The existing lines in the existing route corridor of the current Line 3 have all been leaking and spilling to some extent for 50 years or more. Small leaks are seldom newsworthy, but the effects add up. When I stopped to refill my fuel efficient Toyota yesterday, I noticed the concrete area around the pumps was terribly stained with effects of many small spills, over a period of years; much less than 50 years, however.

New Line 3 should remain in it's existing corridor, where the grounds, trees, and waters have already been contaminated, rather than opening another corridor, where more ground, trees, and waters can be polluted and contaminated.

3. Enbridge must be required to post a "damage deposit", a cash bond with the State of Minnesota and the Minnesota Chippewa Tribes, sufficient to handle the largest possible spill and environmental disaster, and removal and disposal of all old, existing, and future lines. It's commonly done with anyone renting a house or apartment. There are, at a minimum, two reasons for this:

A. Enbridge is a foreign corporation, which makes it much harder to make them comply with our rules and laws, and much harder to make them pay for damages and collect the money. Example: Exxon Company in 1989 created the disaster in Alaska known as Exxon-Valdez. They were fined over \$500 million to pay for cleanup, and the last I know, were still dragging it out in court delays and hadn't paid their fine. It's reported only 10% of the spill had ever been cleaned up. Enbridge could easily create a similar situation in our beautiful pristine lakes and wetlands, ruining resources both spiritual and practical for Ojibwe people, and ruining practical resources for our dominant culture, including fishing, ricing, and tourism.

B. Enbridge is a corporation. Corporations dissolve and disappear in the middle of the night. So trying to make Enbridge pay any future damages would possibly be futile. Their principals take the money and run, to reform as new entities later, leaving others with the consequences. This is the purpose behind the idea of forming corporations.

This deposit money could be invested for them in safe US bonds, and when Enbridge finished and ended it's operations, the money would be returned to them with interest.

4. The oil has already been in the ground for millions of years. Slowing down extraction is no problem; the oil is not going anywhere. Doing anything slowly that's potentially dangerous, is doing it right. Doing it fast invites disaster.

Thank you for considering my comments to the Draft EIS public review process.

Sincerely,

Al Martin

CC: A copy of this letter was emailed to Pipeline.comments@state.mn.us



Virus-free. www.avast.com

A. J. Martin
27518 County Road 3
Merrifield, MN 56465

218-765-4321
almartin@brainerd.net

RECEIVED
JUL 13 2017
MAILROOM

July 9, 2017

Jamie Macalaster
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

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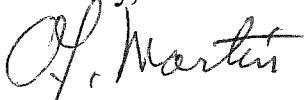
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Thank you for considering my comments to the Draft EIS public review process.

Sincerely,

A handwritten signature in cursive script, appearing to read "Al Martin".

Al Martin

CC: A copy of this letter was emailed to Pipeline.comments@state.mn.us

Levi, Andrew (COMM)

From: Rachel Martinez <rmnerdahl@gmail.com>
Sent: Monday, July 10, 2017 12:24 PM
To: MN_COMM_Pipeline Comments
Subject: Don't do it

It would be better if the project would clean up their old mess before thinking about making a new bigger mess. All 11 tribes are against this project. Minnesota should reject this proposal.

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

Levi, Andrew (COMM)

From: Brenda Martini <djbren0528@gmail.com>
Sent: Monday, July 10, 2017 10:31 PM
To: MN_COMM_Pipeline Comments
Subject: Line 3 Pipeline Comments

Hello,

I am a resident of Cloquet, Minnesota located in Carlton County. I have some major concerns with the plans of the Line 3 Pipeline as proposed by Enbridge.

Leaving the old pipe in the ground is unacceptable on all levels. This pipe is going to be left to rot. There is no guarantee that they can get all the sludge out of the old pipe. With that said, when the old pipe decays it will release who knows what sludge and gases into the ground to pollute groundwater that rural towns depend on to provide drinking water to their respective communities. Not only that, Northern Minnesota is known for Wild Rice beds that are found in nearly all of the wetlands here. Do we want to destroy a food source that Minnesotans know and love? Manoomin (Wild Rice) is harvested by the Ojibwe people and is also a source of revenue to those that harvest it. Wild Rice is such a staple in Northern Minnesota.

According to Minnesota Statute 1.148 Zizania Aquatica or Wild Rice is the official Minnesota State Grain. According to the Minnesota Secretary of State's web page, it received this designation in 1977.

Furthermore, the following statute applies:

84.091 AQUATIC VEGETATION IN PUBLIC WATERS.

Subdivision 1.Ownership.

The state is the owner of wild rice and other aquatic vegetation growing in public waters. A person may not acquire a property interest in wild rice or other aquatic vegetation or destroy wild rice or aquatic vegetation, except as authorized under this chapter or section 103G.615.

Section 103G.615 states the following:

103G.615 PERMITS TO HARVEST OR DESTROY AQUATIC PLANTS.

Subdivision 1.Issuance; validity.

(a) The commissioner may issue a state general permit to a governmental subdivision or to the general public to conduct one or more projects described in this subdivision. The commissioner may issue permits, with or without a fee, to:

(1) gather or harvest aquatic plants, or plant parts, other than wild rice from public waters;

- (2) transplant aquatic plants into public waters;
- (3) destroy harmful or undesirable aquatic vegetation or organisms in public waters under prescribed conditions to protect the waters, desirable species of fish, vegetation, other forms of aquatic life, and the public.
- (b) Application for a permit and a notification to request authorization to conduct a project under a general permit must be accompanied by a fee, if required.
- (c) An aquatic plant management permit is valid for one growing season and expires on December 31 of the year it is issued unless the commissioner stipulates a different expiration date in rule or in the permit.
- (d) A general permit may authorize a project for more than one growing season.

Subd. 2.Fees.

- (a) The commissioner shall establish a fee schedule for permits to control or harvest aquatic plants other than wild rice. The fees must be set by rule, and section 16A.1283 does not apply, but the rule must not take effect until 45 legislative days after it has been reported to the legislature. The fees shall not exceed \$2,500 per permit and shall be based upon the cost of receiving, processing, analyzing, and issuing the permit, and additional costs incurred after the application to inspect and monitor the activities authorized by the permit, and enforce aquatic plant management rules and permit requirements.
- (b) A fee for a permit for the control of rooted aquatic vegetation for each contiguous parcel of shoreline owned by an owner may be charged. This fee may not be charged for permits issued in connection with purple loosestrife control or lakewide Eurasian watermilfoil control programs.
- (c) A fee may not be charged to the state or a federal governmental agency applying for a permit.
- (d) A fee for a permit for the control of rooted aquatic vegetation in a public water basin that is 20 acres or less in size shall be one-half of the fee established under paragraph (a).
- (e) The money received for the permits under this subdivision shall be deposited in the treasury and credited to the water recreation account.
- (f) The fee for processing a notification to request authorization for work under a general permit is \$30, until the commissioner establishes a fee by rule as provided under this subdivision.

Subd. 3.Permit standards.

The commissioner shall, by rule, prescribe standards to issue and deny permits under this section. The standards must ensure that aquatic plant control is consistent with shoreland conservation ordinances, lake management plans and programs, and wild and scenic river plans.

Subd. 3a.Invasive aquatic plant management permit.

- (a) "Invasive aquatic plant management permit" means an aquatic plant management permit as defined in rules of the Department of Natural Resources that authorizes the selective control of invasive aquatic plants to cause a significant reduction in the abundance of the invasive aquatic plant.
- (b) The commissioner may waive the dated signature of approval requirement in rules of the Department of Natural Resources for invasive aquatic plant management permits if obtaining signatures would create an undue

burden on the permittee or if the commissioner determines that aquatic plant control is necessary to protect natural resources.

(c) If the signature requirement is waived under paragraph (b) because obtaining signatures would create an undue burden on the permittee, the commissioner shall require an alternate form of landowner notification, including news releases or public notices in a local newspaper, a public meeting, or a mailing to the most recent permanent address of affected landowners. The notification must be given annually and must include: the proposed date of treatment, the target species, the method of control or product being used, and instructions on how the landowner may request that control not occur adjacent to the landowner's property.

(d) The commissioner may allow dated signatures of approval obtained for an invasive aquatic plant management permit to satisfy rules of the Department of Natural Resources to remain valid for three years if property ownership remains unchanged.

Subd. 4. Enforcement authority and restoration requirements.

(a) **The commissioner may make findings and issue an order to a person to stop the illegal gathering, harvesting, planting or transplanting, or destroying of aquatic vegetation or organisms in public waters.**

(b) In the same or a separate findings and order, the commissioner may require restoration or replacement of any emergent or floating leaf aquatic vegetation lost as a result of the illegal activities, to the condition existing before the illegal activities were undertaken. An order for restoration or replacement must state with specificity the work that is necessary to comply with the order and must specify a date by which the work must be completed.

(c) The person or entity to whom the order is issued may request a review of the order by the commissioner within 30 days of receipt of written notice by filing a written request for review. If the written request is not submitted within 30 days, the restoration or replacement order becomes final. The commissioner shall review the request and supporting evidence and render a decision within 60 days of the request for review.

(d) If the person or entity wishes to appeal the decision of the commissioner after review under paragraph (c), a written request must be filed with the commissioner within 30 days for a contested case hearing under chapter 14. A bond, as provided in subdivision 5, must accompany the demand for a hearing. The bond and demand for hearing must be filed 30 days after the person is served with a copy of the decision of the commissioner on review.

(e) If the person or entity to whom the decision of the commissioner on review is addressed does not demand a contested case hearing under chapter 14 or demands a hearing but fails to file the required bond:

(1) the commissioner's order becomes final at the end of 30 days after the person is served with the decision of the commissioner on review; and

(2) the person may not appeal the order.

§

Subd. 5. Bond for demanding public hearing.

(a) A person or entity filing a demand for a public hearing, under subdivision 4, must execute and file a corporate surety bond or equivalent security to the state of Minnesota, to be approved by the commissioner and in an amount and form determined by the commissioner. The bond or security must be conditioned to pay the

costs of the hearing to the extent described in subdivision 6 if the commissioner's findings and order are affirmed without material modification.

(b) A bond or security is not required of a public authority that demands a public hearing.

(c) The commissioner may waive the requirement for a bond or other security.

Subd. 6. Hearing costs.

(a) Except as provided in paragraph (b), the costs of a hearing must be paid as prescribed by chapter 14 and the chief administrative law judge.

(b) If the commissioner's order is affirmed without material modification, the appellant must pay the following costs, up to \$750:

(1) costs of the stenographic record and transcript; and

(2) rental costs, if any, of the place where the hearing is held.

Subd. 7. Misdemeanor.

A violation of an order issued under this section is a misdemeanor."

According to Statute 84.091 above, the State declares ownership of Wild Rice plants. This makes the State responsible for protecting said property of the State.

Please pay close attention to Subdivision 4, Section A where the focus is on destroying aquatic plants. I bolded the pertinent points of the statute for my point. Leaving a decaying pipe in the ground has the potential to do just that. If you allow the permitting to happen or allow Enbridge to leave a rotting corpse of a pipe in the ground, it has the potential to destroy Wild Rice plants. The same Wild Rice plants that the State saw fit to put into Statute in 1977. This would make the State derelict in its duty to protect its own property according to Statute.

It is also not fair to leave the cleanup of the old pipe to the communities...namely the rural taxpayers. Enbridge is the owner of the pipe, therefore, it is their responsibility to clean it up. Landowners and rural communities do not have the massive and unlimited tax base to fund such an endeavor. Enbridge has argued that some sections of the pipe are dangerously close to other lines that are live. I can make a concession for those sections. But for sections such as the part that runs through the Fond du Lac Reservation, for example, Enbridge's map posted on their website shows that the current Line 3 is the only line and no others are anywhere close to it. Why should the FDL Reservation have to be the entity clean up Enbridge's mess? I say no. It's the same principle of what Reserve Mining did by dumping its taconite waste into Lake Superior in the 60s and 70s. The State of Minnesota sued Reserve Mining in the 1970s to get them to clean up their mess. Why should small towns in rural Minnesota be tasked with lengthy and expensive court battles when Enbridge should be compelled by the State to do it at the same time?

Another concern is the proposed replacement runs extremely close to Chub Lake in rural Carlton, Minnesota. This lake is a very popular lake that those in the Carlton/Cloquet/Wrenshall area uses very frequently. There is a public park, public access, and swimming hole. A pipeline will ruin this park and the serenity it provides to the community.

Ultimately, I'd like to see all uses of pipelines cease. We have to find a better way to provide energy. I concede that I drive a car that runs on gasoline...I'd love nothing more than to drive something that would run on something other than fossil fuels. Automakers have been slackers in this department. When they do bring something to market, only the rich people can buy it. Minnesota is leading the charge with its renewable energy industry. Why can't we put more focus on that instead of fossil fuels?

Please do not approve Enbridge's permits.

(I also hope you know that Enbridge has already been delivering new pipe by rail into Carlton then trucking the pipe to build this pipeline. There is a pile of pipe already in Kettle River on County Rd 6 and Automba Road. They are behaving like they already have permits in hand. I hope they haven't already started installing the pipe.)

Sincerely,

Brenda Martini

Levi, Andrew (COMM)

From: Paul Mason <gobzrk@yahoo.com>
Sent: Friday, June 16, 2017 10:44 PM
To: MN_COMM_Pipeline Comments
Subject: Comments about Line 3 replacement

I have some thoughts about the replacement of Enbridge's Line 3

- 1) Line 3 is 50 year and has deteriorated to the point that Enbridge has had to reduce operating pressure as a safety measure.
- 2) New pipeline construction builds in many features that help keep pipeline operations safe.
- 3) Construction of the new line will create a lot of good paying jobs, both during the construction and ongoing operations.
- 4) The ability of the oil industry to be able to carry their product to market is a safe, efficient manor is crucial.
- 5) If you had a 50 year old highway that was full of potholes and in such crappy condition that you had to reduce the speed limit to 35, would you then decide to just close the road and tell everyone "Too bad, you can't drive there anymore because we don't want to fix the road or build a new one". Wouldn't it make more sense to build a better road along a better route that will carry traffic safer and more efficiently? Oh, wait, those are called freeways. But when it comes to pipelines, people light their hair on fire and collectively loose their minds. Those people who complain about oil pipelines drive cars that run on fuel that gets to Minnesota in pipelines, they drive on roads made out of asphalt, a product of crude oil, practically every part in those cars or in their houses are made from oil derivatives. If these people are afraid spills and accidents, why are they not blocking tanker trains? They are far more dangerous and likely to spill and damage the environment.

Bottom line, America needs new pipelines and Minnesota needs Line 3.

Paul S. Mason

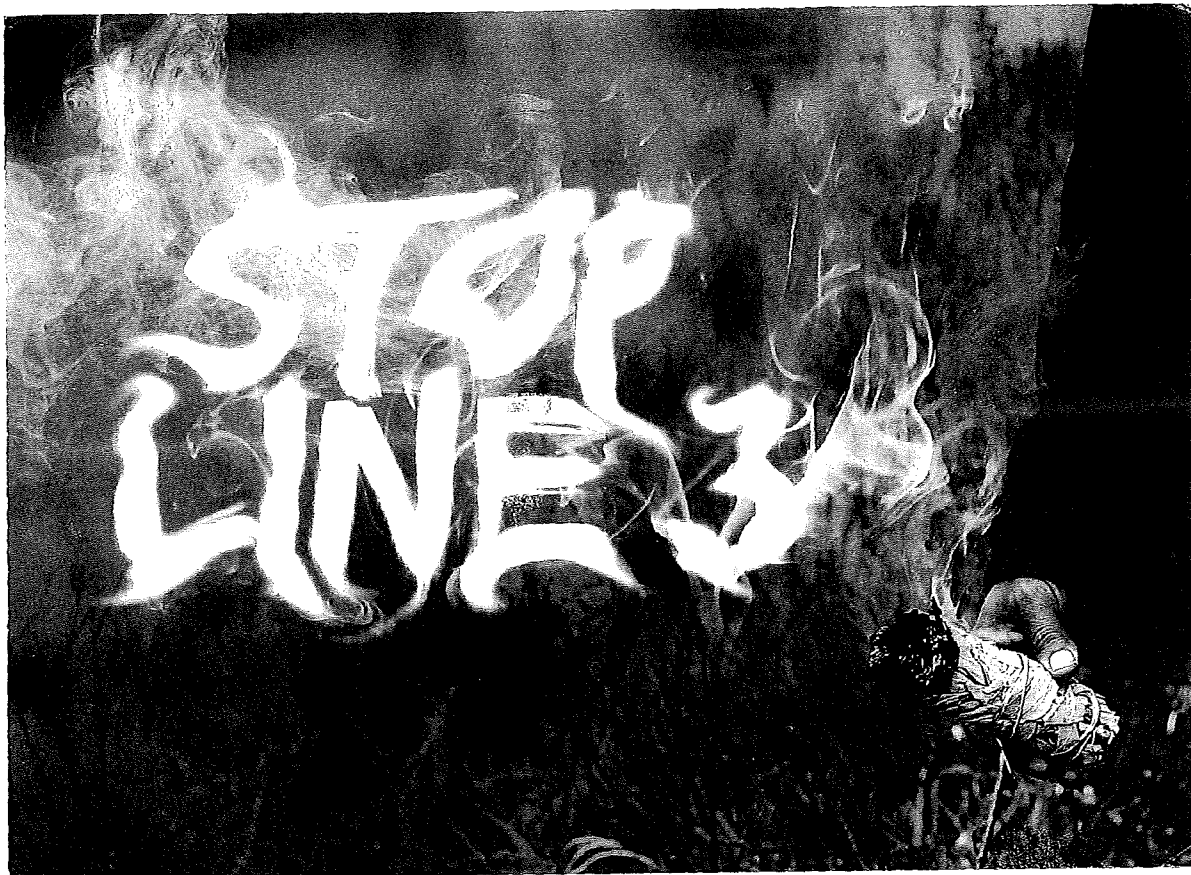
Levi, Andrew (COMM)

From: Debra Massey <deb.massey.825@gmail.com>
Sent: Monday, July 10, 2017 9:22 AM
To: MN_COMM_Pipeline Comments
Subject: docket numbers CN-14-916 and PPL-15-137

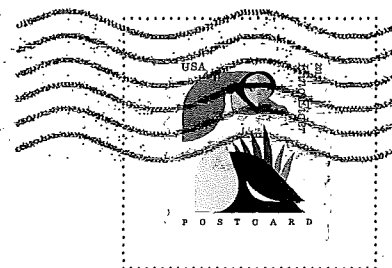
I have attended meetings concerning the pipeline and left feeling that more research must be done before the pipeline can be approved. As of now there are still too many unanswered questions regarding safe guarding our waters.

Please do not let the pipeline proceed.

Debra Massey
39446 Lodge Dr
Menahga MN 56464



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



*I'm very concerned
 about the abandonment
 of line 3. It runs along
 side a bog on my property.
 What measures are
 being taken to protect
 the land once the
 pipeline is abandoned?*

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

SINCERELY,

Kathy Matalamaki
 237 Bedford St SE
 Minneapolis, MN 55414

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
Jeff Matern	952-920-7343	moosematern@msu.com
ADDRESS		
4124 Utica Ave S		
CITY, STATE, ZIP		
St Louis Park Minn 55416-3211		

COMMENTS

We need work infrastructure must be improved.

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
Barb Mauna		
ADDRESS		
248 Canasia Rd.		
CITY, STATE, ZIP		
Esko MN 55733		

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.
- 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 Gerard F. Jenny Maun	PHONE NUMBER	EMAIL 218-428-0666
ADDRESS 248 CANOSA Rd		
CITY, STATE, ZIP Estco, MN 55733		

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.
- 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

DEAR DEPARTMENT OF COMMERCE
PLEASE INCLUDE THIS COMMENT ON THE DEIS FOR
LINE 3 IN DOCKETS CN-14-016 AND PPL-15-137:

James MacAlister

2010-01-20

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

SINCERELY,



Comment Form

Line 3 Project Draft EIS Public Meeting

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

Name: Sheila Maybanks
 Street Address: 201 Bayberry Avenue Court
 City: Stillwater State: MN Zip Code: 55082
 Phone or Email: 651-303-2594

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

I attended the Line 3 project hearing on 6/13 and had come prepared to address acceptable/non-acceptable risk. However during the hearing I was so struck by two main arguments against the study for Line 3 that I want to comment on them -

First, there were so many comments regarding the basic premise of Line 3 - carrying dirty oil - towards use in methods that are outmoded and dangerous. There were so many comments regarding alternative energies - solar + wind - that are far less socially + environmentally dangerous. Yes, we still need oil but not a new + untried pipeline. Those few - 6 I think - specks in favor of Line 3 could only list one benefit - jobs. Alternative energy is a much greater job builder.

Second, while I knew Line 3 would traverse tribal lands I did not know how devastating the line would be to wild rice lakes, native plants; I was not aware of the high rate of cancer among the tribal people in Canada whose land have been used by Enbridge. It is unbelievable that treaties with native people have been ignored and violated for years - Line 3 would be another violation.

Why is the PUC even considering giving Enbridge their preferred route through some of the cleanest lakes in Minnesota? Why would the Commission, or any of us, think it is a good idea to locate this potentially devastating environmental project, based on a fading energy model, through the heart of our state?

Please, PUC members, require more and more comprehensive EIS studies in the areas of social justice - specifically: risks to health from carcinogens, risks to traditional ways of life; and in the area of environmental justice - potential costs to forest, lakes, animals and plant life - and even more basic - what contribution will this dirty oil carried by Line 3 make towards climate change??

Thank you —
 Sheila Maybanks

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
John Mercer 612-791-9838		
ADDRESS		
7907 Highland Drive		
CITY, STATE, ZIP		
Wino Lakes mn 55014		

COMMENTS

I Support Line 3

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

From: [Heidi](#)
To: [MN COMM Pipeline Comments](#)
Subject: CN-14-916 and PPL-15-137
Date: Tuesday, May 30, 2017 9:45:57 PM

This pipeline is not necessary and will threaten the water and livelihood of the indigenous people's. I urge you to halt this pipeline and commit to sustainable forms of energy production. We have put it off for too long and now is the time to invest in clean energy solutions! It's about the welfare of our planet and the quality of life for ALL our children.

Sincerely,
Heidi Mayerhofer

Sent from my iPhone

Levi, Andrew (COMM)

From: Sarah Campbell <scampbell@mayflowermpls.org>
Sent: Wednesday, July 05, 2017 4:02 PM
To: MN_COMM_Pipeline Comments
Subject: Enbridge

To whom it may concern,

It is time for us to keep it in the ground and turn to renewable energy.

MN will become 50% energy renewable by 2030. We will be blanketing our land with solar and wind turbines.

Rev. Sarah Campbell, Team Lead Minister Mayflower UCC in Minneapolis

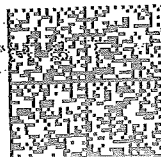
PS. I have a family cabin on Leech Lake. This summer I intend to organize my community, the high banks, to join actions with our friends from Onigum protesting Enbridge.

Rev. Sarah Campbell, Team Lead Minister
612-824-0762,112
Mayflower Community Congregational, UCC
Minneapolis
<http://www.mayflowermpls.org/worship/worship-leaders/>

Line 3 Replacement Project DEIS

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

Docket numbers: CN-14-916, PPE-15-337-1, 11



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\$ 000.340

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>Rion J McCall</i>	PHONE NUMBER <i>218-310-4813</i>	EMAIL <i>rionmccall@yahoo.com</i>
ADDRESS <i>2224 W. 24th St</i>		
CITY, STATE, ZIP <i>Duluth, MN 55811</i>		

COMMENTS
*The line needs to be replaced. It is getting old.
This job will keep me working for a long time.*

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

Levi, Andrew (COMM)

From: margo mcreary <mcc@earpop.com>
Sent: Monday, July 10, 2017 4:23 PM
To: MN_COMM_Pipeline Comments
Subject: To Jamie McAlister

Jamie McAlister, Environmental Review Manager, MN Dept. of Commerce

I would like to comment on the fact that the old leaking and undermined pipeline will stay in the ground without Embridge being responsible for removing it, which makes another swath of Minnesota land necessary for the proposed path to lay the #3 line. Embridge should be responsible as an Environmental Steward to remediate the old pipeline and polluted ground around it before they dig a new trench. Who will be cleaning up the old pipeline? As a citizen on Minnesota, I do not want future tax payers responsible while a private corporation takes profits and leaves a mess behind. That is an Environmental impact I am not willing to accept.

Thank you for a chance to comment, Margo McCreary, Minneapolis, MN (mcc@earpop.com)

Levi, Andrew (COMM)

From: margo mcreary <mcc@earpop.com>
Sent: Monday, July 10, 2017 4:20 PM
To: MN_COMM_Pipeline Comments
Subject: Embridge Pipeline 3

To Whom it May Concern (besides of millions of Minnesotans)

I would like to comment on the fact that the old leaking and undermined pipeline will stay in the ground without Embridge being responsible for removing it, which makes another swath of Minnesota land necessary for the proposed path to lay the #3 line. Embridge should be responsible as an Environmental Steward to remediate the old pipeline and polluted ground around it before they dig a new trench. Who will be cleaning up the old pipeline? As a citizen on Minnesota, I do not want future tax payers responsible while a private corporation takes profits and leaves a mess behind. That is an Environmental impact I am not willing to accept.

Thank you for a chance to comment, Margo McCreary, Minneapolis, MN (mcc@earpop.com)

Levi, Andrew (COMM)

From: Ray McGraw <ray.mcgraw1@gmail.com>
Sent: Friday, June 30, 2017 11:52 AM
To: MN_COMM_Pipeline Comments
Subject: Map

Dear Ms. MacAlister,

Send map of line

Sincerely,

Ray McGraw
6876 Old Whiskey Rd
Pequot Lakes, MN 56472
ray.mcgraw1@gmail.com

Line 3 Replacement Project DEIS

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

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

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

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
Matt Law McGregor	218-340-1425	
ADDRESS		
1608 Hushitt Ave. apt 1		
CITY, STATE, ZIP		
Superior, WI 54080		

COMMENTS

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

Levi, Andrew (COMM)

From: paulmch1952@gmail.com on behalf of Paul McHugh <paulmchughmn@gmail.com>
Sent: Thursday, July 06, 2017 6:30 PM
To: MN_COMM_Pipeline Comments
Subject: Line 3 Draft EIS Comment

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

Re: docket numbers CN-14-916 and PPL-15-137

Hello,

I'm a lifelong Minnesota resident who loves northern Minnesota for its relatively pristine natural environment, scenic beauty, and recreational resources.

I am therefore deeply concerned about Enbridge's proposed Line 3 pipeline, and want to express my concerns about the Draft EIS.

1) The Draft EIS offers no plan to dismantle the existing pipeline after Line 3 is built. This is unacceptable from an environmental safety standpoint. To leave an old, unused pipeline in Enbridge's care for the indefinite future means that our state would bear the risk of the release of environmental toxins indefinitely. Enbridge's history of spills in such places as Kalamazoo, MI does not inspire confidence. And even if it had a stellar record, no corporation can possibly permanently guarantee the environmental safety of such a facility. What happens in 50, 100, or 200 years when Enbridge no longer exists?

2) The Author(s) of the Draft EIS are not disclosed. This is unacceptable. Transparency of authorship is essential to allow potential conflicts of interest to be revealed and addressed.

3) The Draft EIS focuses its analysis of the effects of potential spills on soil types, ignoring downstream effects of spills and key factors such as groundwater sensitivity. This is unacceptable.

Thank you,
Paul McHugh
Minneapolis, MN

From: [Kristen McKee](#)
To: [MN COMM Pipeline Comments](#)
Subject: DEIS
Date: Wednesday, May 31, 2017 11:29:51 AM

Mr. MacAlister, and others on the review committee,

I would like to commend you on the extensive work that has gone into this impact statement, especially Chapter 9 as relates to Tribal Concerns. I really appreciate the depth of listening that is apparent by the questions asked and the responses recorded. I was particularly attentive to the following response from Mille Lacs Band member Terry Kemper:

"When Commerce explained the impacts of each route were being assessed, he responded that it could not be done, and the impact could not be isolated or measured—any impact is harmful and equally concerning."

Though I am not of Native American descent, I am closely tied to the Great Lakes area as the place of my birth. I feel a strong sense of respect and awe for that sacred place and am impelled toward right action when it comes to our interactions with the land and water there.

This is certainly a point when we have the capability, integrity and good sense to seek cleaner forms of energy, and direct our attention toward meeting the needs of all people and honoring the place where we live. We can do much better than a pipeline.

Thank you,

Kristen McKee

Levi, Andrew (COMM)

From: Terri McKeon <terri@mckeons.net>
Sent: Friday, July 07, 2017 11:23 AM
To: MN_COMM_Pipeline Comments
Subject: pipeline

My family has enjoyed 40 years of a clean pristine lake in northern Minnesota. We have a cabin on Roosevelt Lake near Outing. If you allow a pipeline to run under Washburn Lake (which is very close to us), we are risking a spill which will destroy our lakes area. Many property owners will lose a fortune not to mention our entire family would lose something we have always loved and enjoyed. I would hope that you don't give permission to the Canadian company that wants to risk our lakes and our way of life. Please!

Terri McKeon

952-933-2571 Home
612-865-3544 Mobile

Levi, Andrew (COMM)

From: apache@web.lmic.state.mn.us
Sent: Wednesday, July 05, 2017 5:05 PM
To: MN_COMM_Pipeline Comments
Subject: McLain Wed Jul 5 17:05:07 2017 PPL-15-137

This public comment has been sent via the form at: mn.gov/commerce/energyfacilities/publicComments.html

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

Project Name: Line 3 Pipeline Replacement

Docket number: PPL-15-137

User Name: Micheal & Virginia McLain

County: Crow Wing County

City: St. Louis Park

Email: ginnymike@q.com

Phone: 9529268653

Impact: We have a lake place on Roosevelt Lake which is in Crow Wing and Cass County. The Line 3 pipeline replacement proposes to go UNDER a portion of Washburn Lake in Cass County and passes within 900 feet of the head waters of Lake Roosevelt. Line 3 also passes close to the headwaters of the WhiteFish chain of lakes in Crow Wing County. While no one wants a pipeline near their property, this route that has potential for huge environment impact. Enbridge should be required to develop a different route through Crow Wing and Cass County

Mitigation:

Submission date: Wed Jul 5 17:05:07 2017

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

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

Andrew Koebrick
andrew.koebrick@state.mn.us

Levi, Andrew (COMM)

From: Betsey McLain. <schbets@gmail.com>
Sent: Friday, July 07, 2017 12:54 PM
To: MN_COMM_Pipeline Comments
Subject: Public Comment on the Proposed Line 3 Pipeline Project

I'm writing to oppose the building of the Line 3 Pipeline.

It serves only the profits of the companies involved, with no benefit to Minnesotans or Americans not directly involved in those companies.

The proposed pipeline runs through lands which are precious to Minnesotans for many reasons and will be detrimentally damaged by any type of oil spill: The White Earth community uses the land for harvesting wild rice and much more, plus, the area is celebrated for its natural beauty and so many Minnesotans love the northern parts of the state because it's still a relatively untouched area.

Besides forever destroying the land, building the pipeline (and any subsequent spill) will seriously harm Minnesota's economy. The tourism along the pipeline area will be crushed (something people living in the area depend on each year) and those who own property will see their property values drop.

Minnesotans cherish their clean lakes and gorgeous trees, and our culture thrives on the idea of "being up north" and "going to the lake." It's a deeply woven sentiment that no Minnesotan wants to see ruined by environmental damage.

The following points come from a letter written by Rev. Janet Spring, and also reflect my opinion on the pipeline:

- If you want to count the few permanent jobs created by the pipeline, you must subtract the many permanent jobs jeopardized or destroyed by it. If you want to count the temporary jobs created during construction, you must also count the social damages known to be caused by the man camps at the Bakken and elsewhere. This will cost Minnesota taxpayers money for increased social services and policing. Worse, lives of innocent local people will be damaged. Does Enbridge plan to pay for the additional cost of protecting local people? You should require it as a cost of doing business.**
- The Bakken oil fields are a temporary phenomenon. They are made possible only through hydraulic fracturing, an environmentally extravagant procedure which causes earthquakes,**

wastes and poisons water, and depletes wells rapidly. Do not invest in a near-permanent structure for a short-term energy source.

- Climate change is becoming more and more obvious. Witness our bitterly cold winter, the droughts and fires in some places, the floods in others, and a world-wide average temperature increasing. We should not be investing in fossil fuels. We should be investing in every method that avoids or reverses climate change. This would include conservation, wind, solar, and alternative agriculture that sequesters carbon and improves rather than degrading the soil.

We need to be the state that recognizes that Climate Change exists—something that can't be reversed. We need to be the state that thinks about the future and the consequences of this pipeline, and the needs and desires of the citizens of Minnesota.

Sincerely,

Elizabeth McLain

Levi, Andrew (COMM)

From: Laura McLain <user@votervoice.net>
Sent: Sunday, July 09, 2017 10:44 AM
To: MN_COMM_Pipeline Comments
Subject: Concern about oil pipeline

Dear Ms. MacAlister,

The proposed pipeline is of great concern to me. As many pipelines leak and damage the environment, it is very important to focus on a pathway that will allow for the least possible damage to Minnesota's environment. I don't feel the current path does that. If there are any leaks, which are likely, there could be long term damage to the state.

Sincerely,

Laura McLain
3316 35th Ave S
Minneapolis, MN 55406
lcmclain@yahoo.com

Levi, Andrew (COMM)

From: Arlan Medicine <dahkota2000@hotmail.com>
Sent: Saturday, July 01, 2017 2:20 AM
To: MN_COMM_Pipeline Comments
Subject: Line 3 Replacement Draft EIS

Dear Ms. MacAlister,

PUC Docket Numbers (13-474)

I am writing to oppose the Line 3 Replacement Draft EIS. Due to a number of reasons.

The desire to transport oil from the Bakken fields to the port in Superior for export is not in the best interest of Minnesota, here's why. It serves only the profits of the companies involved, with no benefit to Minnesotans or Americans not directly involved in those companies as well as puts millions of Americans drinking water downstream the great Mississippi River at risk.

Enbridge is not a trustworthy company. It has been involved in numerous pipeline spills, which have not been identified promptly and where cleanup has been pitifully inadequate. This history of theirs should be taken seriously, as you propose to put Minnesota's lands and waters at risk.

The pipeline runs through lands which are precious for many reasons: the White Earth community, which is rebuilding traditional ways such as harvesting wild rice and much more, will be severely damaged by even a small spill. If you insist on continuing this process, you should be advised to meet the White Earth Band of Ojibwe and include them as affected parties so that they can attend.

The lands of northern Minnesota are precious to many residents who are vested in their communities, environment & way of life as this Pipeline brings great harm to any community it crosses. In addition, there is a tourism industry based on these lands, which would be destroyed both during the replacement period and particularly by a spill or leakage.

I can only imagine there will only be few temporary jobs created by the replacement line but consideration must also be taken into account for the social damages known to be caused by the man camps at the Bakken and elsewhere. This will cost Minnesota taxpayers money for increased social services and policing.

The Bakken oil fields are a temporary phenomenon. They are made possible only through hydraulic fracturing, an environmentally extravagant procedure which causes earthquakes, wastes and poisons water, and depletes wells rapidly. Do not invest in a near-permanent structure for a short-term energy source, not to mention the long term impact of leaving the pipelines abandoned after the money is made by the large oil companies & leakage of abandoned lines are left on Minnesota properties causing harm to humans and animal habitats that have to live here once all the oil is depleted.

The placement of the current line is located just a few miles from the headwaters of the great Mississippi River that sustains drinkable water for millions of Americans that live down the River.

Climate change is becoming more and more obvious. Witness our bitterly cold winter, the droughts and fires in some places, the floods in others, and a world-wide average temperature increasing. We should not be investing in fossil fuels. We should be investing in every method that avoids or reverses climate change. This would include conservation, wind, solar, and alternative agriculture that sequesters carbon and improves rather than degrading the soil.

Has there been any environmental impact study completed, if so where is it?

I oppose the replacement of this replacement pipeline in any location, and its function in developing the Bakken fields is one reason I oppose it. We do not need the oil. We need to look at safer energy resources such as wind & solar alternatives & save & protect the lands, climate & environmental habitats for our children & their grandchildren not a toxic land base they can't use or polluted waters they can't drink.

Sincerely,

Arlan Medicine

Bemidji, MN 56601

Sincerely,

Arlan Medicine

6313 Palomino Ln NW

Bemidji, MN 56601

dahkota2000@hotmail.com

Levi, Andrew (COMM)

From: Brian Meier <brian.meier@enbridge.com>
Sent: Thursday, July 06, 2017 1:58 PM
To: MN_COMM_Pipeline Comments
Subject: Line 3 Replacement Project DEIS CN-14-916 and PPL-15-137

Dear Ms. MacAlister,

I live in MN and have spent time around pipelines throughout the state. I believe in keeping our environment healthy and believe the replacement L3 will enhance the protection of our state lands and our way of life. People, the environment, and safe pipelines have coexisting in our state for a long time and I advocate for upgrading those facilities to wisely continue that tradition. I also support leaving the existing L3 in place with the appropriate monitoring so as not to disrupt the landowners and ecosystems along the legacy route.

Thank You for your consideration,

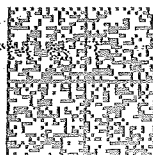
Sincerely,

Brian Meier
5597 W Arrowhead Rd
Hermantown, MN 55811
brian.meier@enbridge.com

Line 3 Replacement Project DEIS

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

Docket numbers: CN-14-9161, PPE-15-337-L



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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
Eva Meierhoff	218-310-0913	eva.meierhoff@gmail.com
ADDRESS		
2444 Nanticoke St.		
CITY, STATE, ZIP		
Duluth, MN 55811		

COMMENTS
Pipeline transport is a safer option than rail or OTR. Necessary to continue updating aging pipelines.

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

Line 3 Replacement Project DEIS

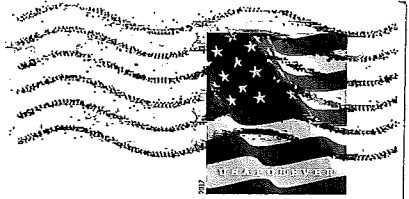
• The Draft Environmental Impact Statement (DEIS) is an in-depth analysis that took more than 15 months and 27 public meetings to scope and develop.

• 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
Joel Melander	218-785-3000	Hay 2 Auto @ yahoo
ADDRESS		
23559. US. 2		
CITY, STATE, ZIP		
Shew/ia mn. 56676		

COMMENTS

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

0433

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
SAMANTHA Meltun 3109940332		
ADDRESS		
105 S. 18th ave east		
CITY, STATE, ZIP		
DULUTH MN 55812		

COMMENTS

I Support Line 3 R

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS



Comment Form
Line 3 Project Draft EIS Public Meeting

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

Name: Samantha Melton

Street Address: 105 S. 18th Ave East

City: Duluth State: MN Zip Code: 55812

Phone or Email: _____

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

Support the Line 3 project!

Levi, Andrew (COMM)

From: Kari Tomperi <ktomperi@wcta.net>
Sent: Sunday, July 09, 2017 8:30 PM
To: MN_COMM_Pipeline Comments
Subject: CN-14-916 and PPL-15-137

The Menahga Conservation Club Menahga, MN has concerns that the first EIS in the state on pipelines is being fast tracked without proper time frames for a fair and in depth review of the EIS document itself. They would like to go on record as opposing the Line 3 Replacement as not a replacement but a new energy corridor through pristine untouched lands crossing rivers, lakes and wetlands never exposed to dangerous bitmus fracking chemicals. The EIS has been written without enough of the appropriate expertise of state agencies as the DNR and MPCA who have all voiced concerns about the effects of placing a 36" pipeline through some of nations cleanest and most abundant waterways. This water is the ultimate source for much of the Twin Cities drinking water. The Club advocates for proper safe placement and repair of existing pipelines before creating a high risk situation through pristine watersheds. The final concern is that the EIS is being used as a tool for a foreign corporation and not as intended to insure MN residents have a honest full Environmental Impact Statement that clearly addresses the concerns and safety of its citizens.

Sincerely,
David Tomperi
President
Menahga Conservation Club



Virus-free. www.avast.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: Scott Menter
Street Address: 428 Bear Ave S.
City: Vadnais Heights State: MN Zip Code: 55127
Phone or Email: 651-762-7811 scott.menter@comcast.net

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

I am opposed to the pipeline because the placement of the pipeline is dangerous. The pipeline is likely to leak before the end of its useful life. After the pipeline leaks, it is impossible to reverse the effects. Minnesota is a great state with wonderful resources that we must protect.

To allow the construction of the pipeline would be irresponsible and another win for the rich.

If we ruin the natural areas with a spill, the tranquility can never be regained. A short-term gain for the oil companies ~~will be~~ is short-sided because we will leave a damaged environment for future generations.

You have the power to stop the destruction caused by the pipeline. Please weigh the long-term benefits against short-term gains.

Thank You

Scott Menter



Comment Form

Line 3 Project Draft EIS Public Meeting

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

Name: Sue Menter
 Street Address: 428 Bear Ave S.
 City: Vadnais Heights State: MN Zip Code: 55127
 Phone or Email: Sue.menter@comcast.net

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

I am very concerned that MN is considering granting a foreign oil company to transport tar sands oil across the lake country in our state. This cannot be the "safest" route for the pipeline, but I suspect, likely, the cheapest. The numerous risks to our environment with this proposed plan far outweigh any perceived advantage of this plan.

Crossing near any waterway, especially in a location so near the Mississippi headwaters is unconscionable. It is certain that this pipeline will have oil releases to the environment. The damage to the surface + groundwater will be left to the MN taxpayers to pay for.

It also is unbelievable that this proposed plan will also "allow" for the existing, obsolete pipeline to remain in the ground, with no plan for removal by Enbridge. This also is a certain environmental disaster for the groundwater, soil, fauna, and citizens of these areas.

The only responsible way to avoid certain future pollution, that will rest with the state of MN taxpayers, will be to keep the existing pipeline in repair and plan for the removal of this pipeline in the near future. Oil is a thing of the past and soon

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

to be obsolete. Please don't allow this plan to proceed.

Levi, Andrew (COMM)

From: aimee merino <ammerino13@gmail.com>
Sent: Monday, July 03, 2017 11:47 PM
To: MN_COMM_Pipeline Comments
Subject: Enbridge pipeline

Hello,

I am writing to urge against the Enbridge pipeline. There are multiple reasons why this pipeline is a bad idea for Minnesota.

- 1) The risk of water contamination is high with an increase in surface water crossings from the old pipeline.
- 2) The company does not have a good plan to deal with the pipeline that will be abandoned after the new one is built. It will be a constant source of pollution and may suck water from aquifers. This is the same problem we will have in the future when this pipeline is abandoned.
- 3) Fossil fuels are a dying industry. The science is clear that we must stop climate change or the earth will become inhospitable to life as we know it. There is no way around this. As wind and solar energy grow, this pipeline will be abandoned. The company will have their profit and we, the people of Minnesota, will be stuck with the consequences.
- 4) This pipeline will not create a single full-time job. It will create construction jobs for 1-2 seasons. In contrast, wind and solar energy create life-long careers for Minnesotans. Construction of another pipeline will simply delay our state from progressing towards a green energy future and give our neighbors the opportunity to grow these businesses.
- 5) It is an affront to our Native American tribes to traverse their sovereign lands with another pipeline that they do not want and vigorously oppose.

Thank you for your attention in this matter,
Aimee Merino

Levi, Andrew (COMM)

From: Kevin Merschman <kevin@cityofbreezypointmn.us>
Sent: Tuesday, June 13, 2017 9:19 AM
To: MN_COMM_Pipeline Comments

To Whom It May Concern,

I own property in Clearwater County and Bull Moose and Barclay Townships of Cass County. Most of these 280 acres is wooded with my homestead in Barclay Township, downstream from the proposed crossing of the Pine River. I am a conservationist/hunter who enjoys creating habitat for wildlife.

I grew up in Clearwater County where it has been crisscrossed by pipelines for decades with most people oblivious to their existence. There are crossings of the Clearwater River and near Itasca which are only noticeable by those who see the clearing and pipes sticking up. Oil will be needed for the foreseeable future and is safest when transported underground. Any company that follows the laws and regulations should be able to conduct its business. Any protesters who violate the law should be arrested. "Leaders" of these protesters are promoting false information to make themselves relevant and thus economic gain. If they are so concerned about the environment they should be promoting by example the use of greener technology not driving a truck and horse trailer all over the state.

I do expect that government entities responsible to monitor these industries will be certain every effort is made to make pipelines as safe as possible and hold the company responsible if there are any incidents.

A suggestion should the company actually read this would be to plant for the pollinators (bees and butterflies) in the corridor cleared for this installation.

Respectfully,

Kevin Merschman
1221 – 21st Ave SW
Backus, MN 56435

From: [Mary-Louise](#)
To: [MN COMM Pipeline Comments](#)
Subject: (CN-14-916 and PPL-15-137)
Date: Wednesday, May 31, 2017 10:15:47 AM

Stop compromising the environment. Move to clean energy.

Sincerely,

--

Mary Louise Mesquita, PhD
617-281-4103

CONFIDENTIALITY NOTE: The information transmitted, including attachments, is intended only for the person(s) or entity to which it is addressed and may contain confidential and/or privileged material. Any review, re-transmission, dissemination or other use of, or taking of any action in reliance upon this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact the sender and destroy any copies of this information.

From: [adrienne.meyer](#)
To: [MN_COMM_Pipeline_Comments](#)
Subject: Endbridge"s Line 3 Piplene
Date: Tuesday, June 06, 2017 2:44:40 PM

Dear Jamie MacAlister,

The proposed Endridge Line 3 Pipeline route poses grave environmental risks. It is most cost effective of course for Endbridge to route the pipeline through such environmentally sensitive areas as the Mississippi headwaters, but it is not the ethical or responsible route. Endbridge needs to re-route the pipeline to an area with less lakes and not near the headwaters of the Mississippi. If they do not grave devastation to fragile ecosystems and drinking water could ensue. Please do not give a corporation a good deal and the people of Minnesota and awful deal.

Sincerely,
Adrienne Danielson

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
ROGER MEYER	763-753-6802	
ADDRESS		
912 225 TH LANE NW		
CITY, STATE, ZIP		
Bethel NW 55005		

COMMENTS

How CAN you Keep pipelines Safe if you
don't Replace them

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS



DEAR DEPARTMENT OF COMMERCE, MINNEAPOLIS MN 553
 PLEASE INCLUDE THIS COMMENT ON THE DEIS FOR
 LINE 3 IN DOCKETS CN-14-916 AND PPL-15-137
 JUL 11 2017 PM 5 L



Please, please tell me you care
 about water & about the
 people of our country.

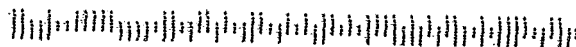
Do not allow new pipelines to
 disrupt & mutilate the lands
 of reservations & sacred sites
 & make Enbridge clean up
 existing lines.

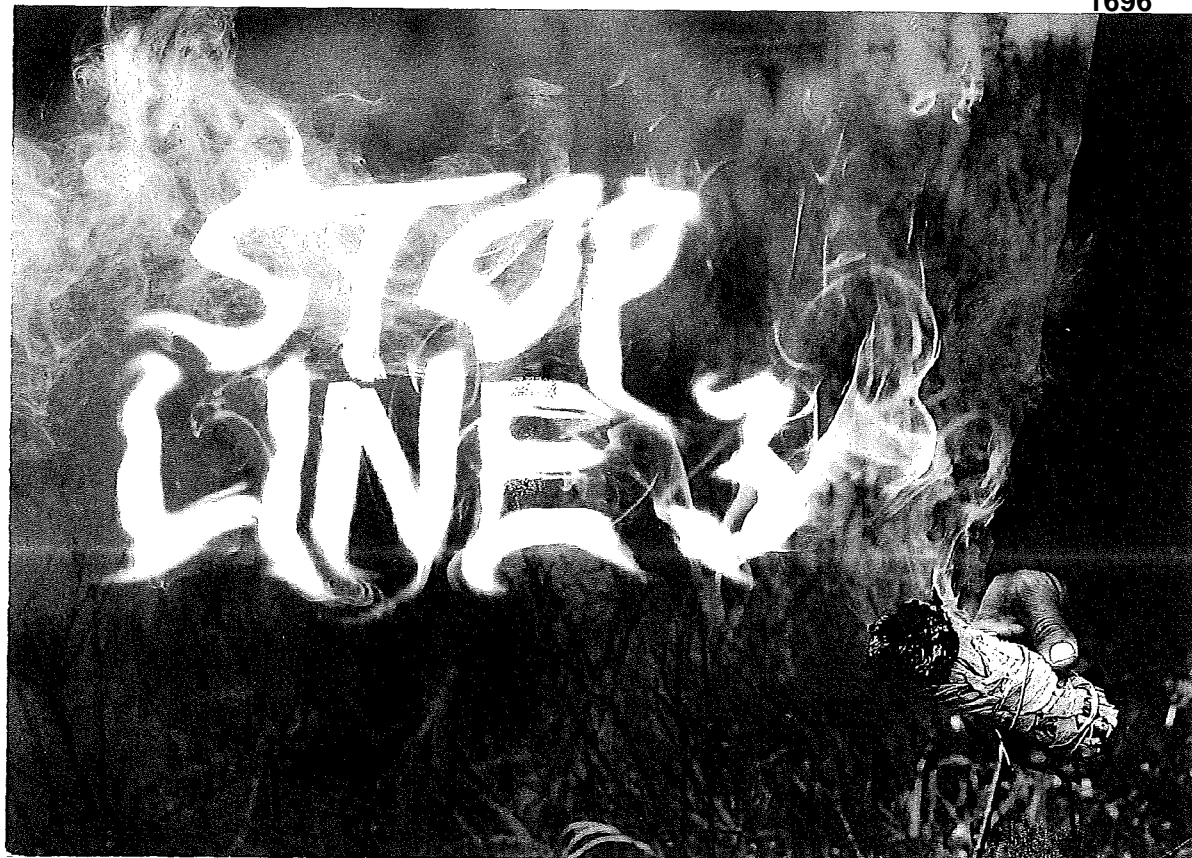
For the sake of our country.

SINCERELY,

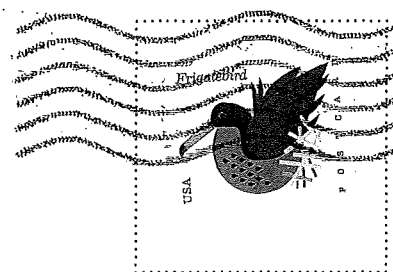
PS Meyer

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





DEAR DEPARTMENT OF COMMERCE: MINNEAPOLIS MN 553
 PLEASE INCLUDE THIS COMMENT ON THE DEIS FOR
 LINE 3 IN DOCKETS CN-14-916 AND PPL-15-137. JUL 2017 PM 7 L



Please, please tell me you
 care about water & about
 the people of our country.

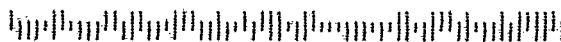
To not allow new pipelines to
 disrupt & mutilate the lands
 of Reservations & sacred
 sites, & make Enbridge
 clean up existing lines.

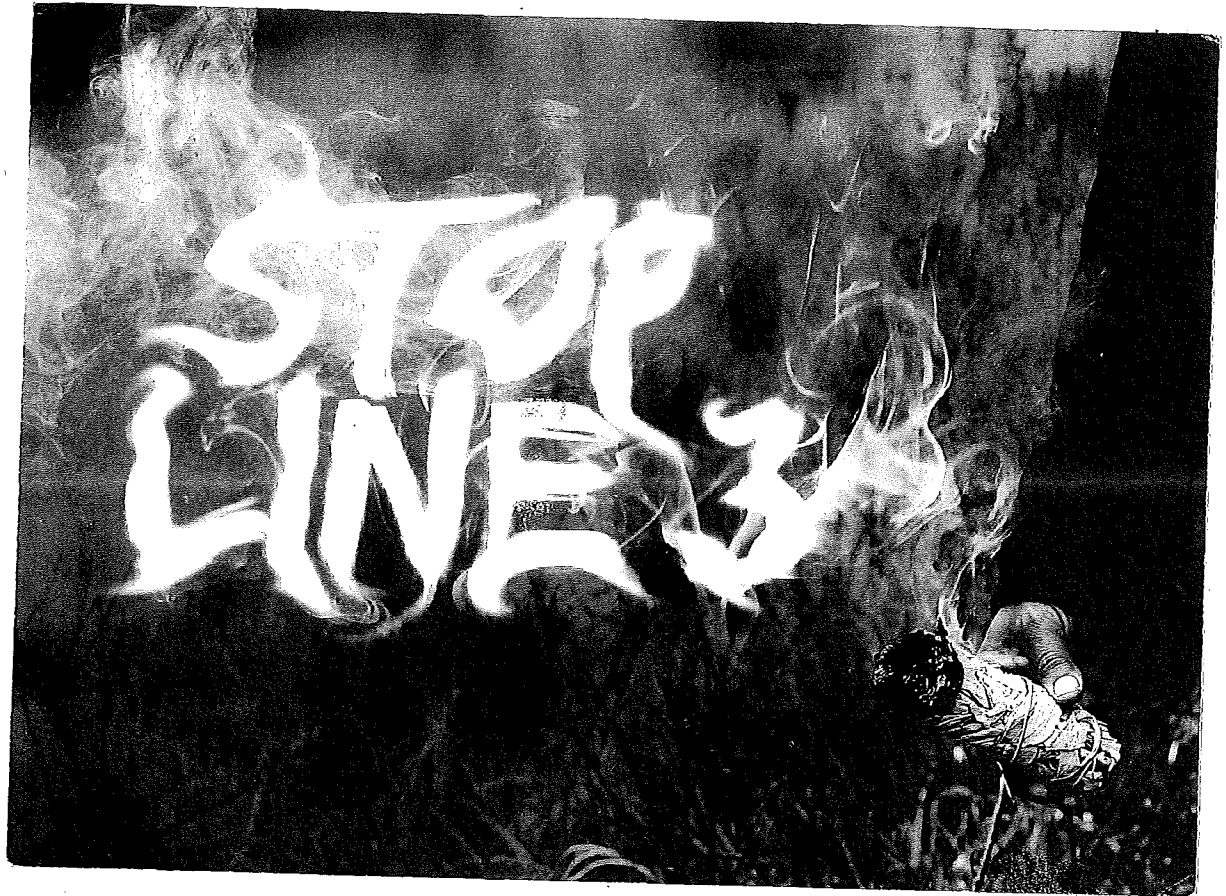
For the sake of our country.

SINCERELY,

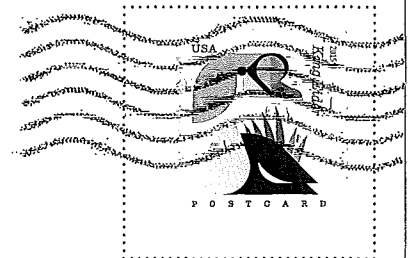
J. Macalister

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





DEAR DEPARTMENT OF COMMERCE, MINNEAPOLIS MN 551
 PLEASE INCLUDE THIS COMMENT ON THE DEIS FOR
 LINE 3 IN DOCKETS CN-14-916 AND PPL-15137 JUL 2017, FN 51



Please, please tell me you care
 about water & about the people
 of our country.

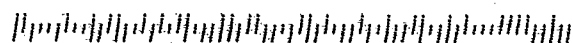
Do not allow new pipelines to
 disrupt & mutilate the lands of
 reservations & sacred sites, &
 make Enbridge clean up
 existing lines.

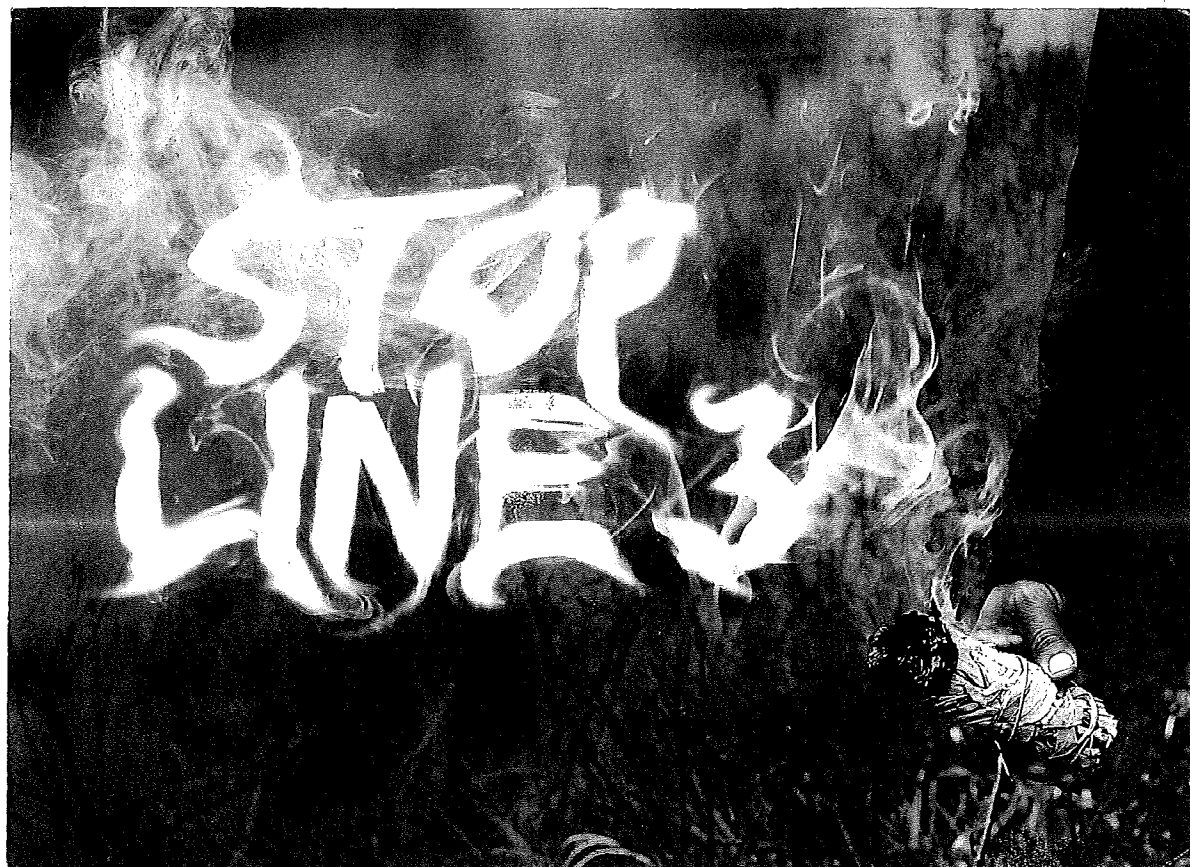
For the sake of our country.

SINCERELY,

JM Macalister

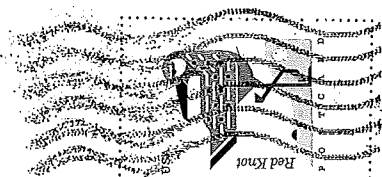
JAMIE MACALISTER
 ENVIRONMENTAL REVIEW MANAGER
 MN DEPARTMENT OF COMMERCE
 85 7TH PLACE EAST, SUITE 280
 ST. PAUL, MN 55101-2198





DEAR DEPARTMENT OF COMMERCE,
PLEASE INCLUDE THIS COMMENT ON THE DEIS FOR

LINE 3 IN DOCKETS CN-14-916 AND PPL-15-137 JUL 2017 PM 7.1



Please, please tell me you care
about water & about the
people of our country.

Do not allow new pipelines to
disrupt & mutilate the lands of
reservations & sacred sites,
& make Enbridge clean up
existing lines.

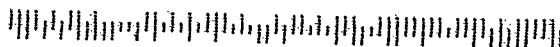
JAMIE MACALISTER
ENVIRONMENTAL REVIEW MANAGER
MN DEPARTMENT OF COMMERCE
85 7TH PLACE EAST, SUITE 280
ST. PAUL, MN 55101-2198

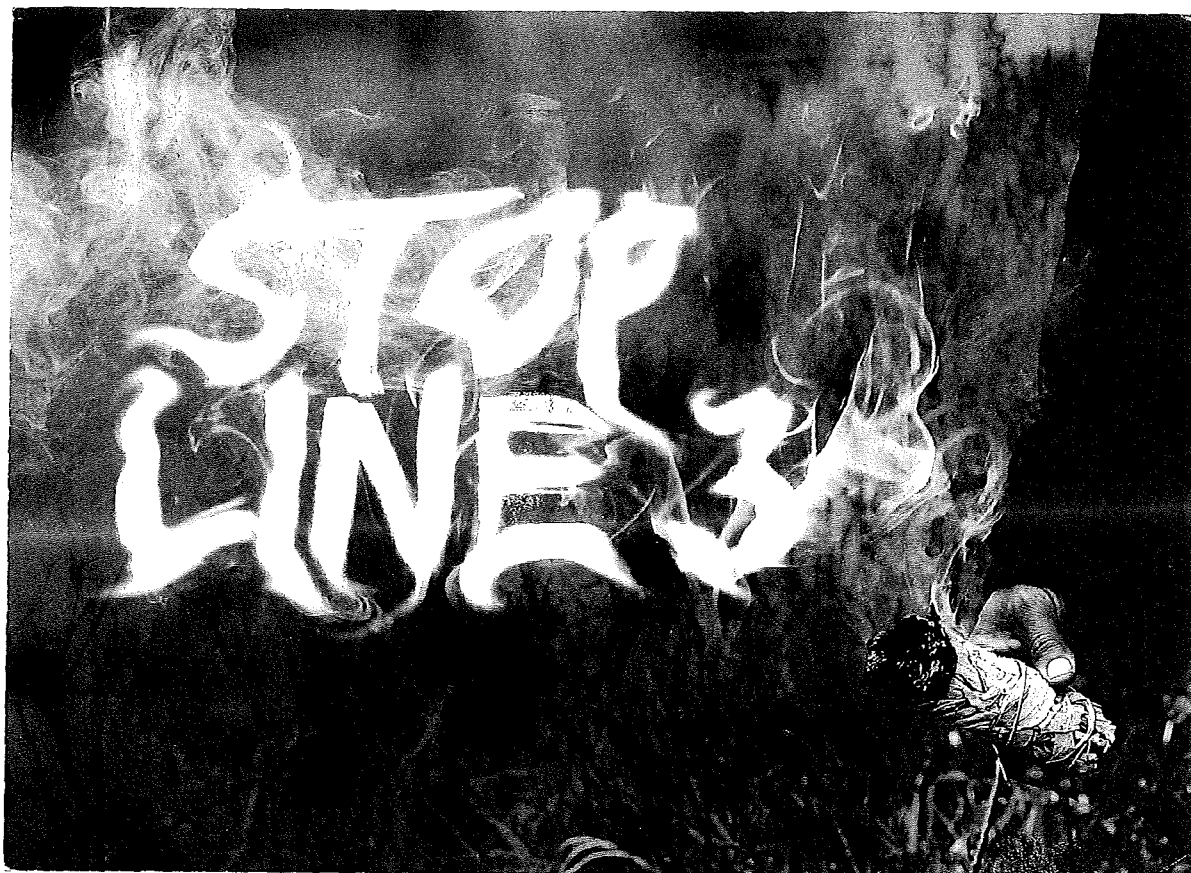
For the sake of our country.

SINCERELY,

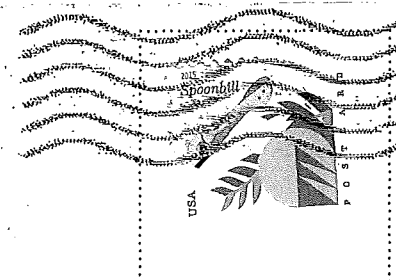
JM Macalister

55101-214355





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



Please, please tell me you care
 about water & about the people
 of our country.

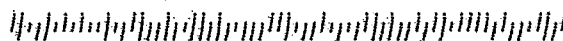
Do not allow new pipelines to
 disrupt & mutilate the lands of
 reservations & sacred sites, &
 make Enbridge clean up
 existing lines.

For the sake of our country.

SINCERELY,

B. Meyer

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



Line 3 Replacement Project DEIS

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

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

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

Docket numbers: CN-14-916, 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
<i>Justin Meyer</i>		
ADDRESS		
CITY, STATE, ZIP		
<i>Superior, WI</i>		

COMMENTS

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

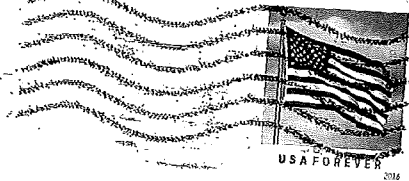
Line 3 Replacement Project DEIS

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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	PHONE NUMBER	EMAIL
Allen W Michael JR	715-399-0102	
ADDRESS		
2213 E Summit TRL		
CITY, STATE, ZIP		
Foxboro WI 54836		

COMMENTS

DECLARE THE DEIS ADEQUATE WITHIN 280 DAYS

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
Steven Micke	218-879-4663	steve@reliable
ADDRESS		mn.com
400 Ridgewood Dr		
CITY, STATE, ZIP		
Cloquet, MN, 55720		

COMMENTS

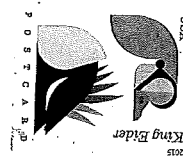
I am 100% in favor of
Line 3 Replacement

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	PHONE NUMBER	EMAIL
Andrew Mickle	218-591-0887	noogle20@a
ADDRESS		
400 Ridgewood Dr.		
CITY, STATE, ZIP		
Cloquet, MN. 55720		

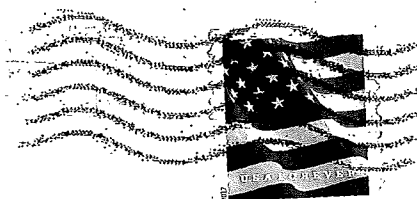
COMMENTS

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

Scott Miland

PHONE NUMBER

EMAIL

scottmiland@unitedpiping.us

ADDRESS

4510 Airport Rd.

CITY, STATE, ZIP

Duluth, MN, 55811

COMMENTS

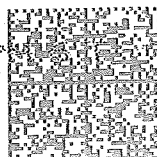
It's the safest method of
fuel transportation.

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-15-437



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
SCOTT MILAND	641 430-7476	scott.miland@unitedpipe.us
ADDRESS		
4510 Airport Rd		
CITY, STATE, ZIP		
Duluth, MN 55811		

COMMENTS

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

0437

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME

Ferdin Miller

PHONE NUMBER

6126667324

EMAIL

Fmiller@lcom

ADDRESS

1016 W Minnesota St

CITY, STATE, ZIP

Cannon Falls MN 55009

COMMENTS

We must build line 3

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

Levi, Andrew (COMM)

From: john miller <sjmiller@brainerd.net>
Sent: Thursday, June 29, 2017 4:56 PM
To: MN_COMM_Pipeline Comments
Subject: Comment CN-14-916 and PPL-15-137

Dear Ms. MacAlister,

We are landowners and homesteaders in Morrison County.

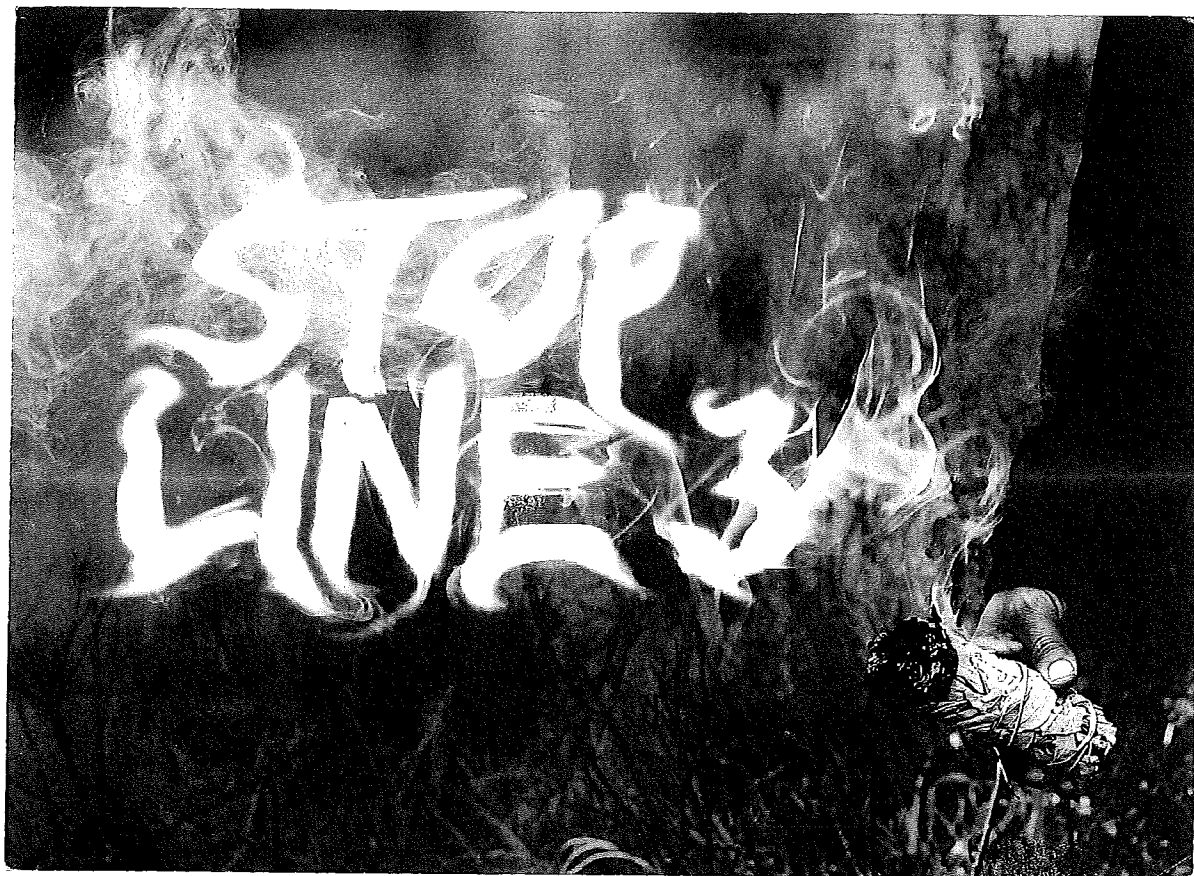
We support the Enbridge Line 3 replacement. We believe that good pipelines are the safest and most environmentally conscious way to transport oil and gas products. Rail and truck transportation above ground is increasing the risk of damage to humans, communities, and environment. Enbridge has had a good safety record in the past.

We do believe that it is incumbent upon any company, including Enbridge, at their expense to remove any pipelines that are no longer in use, and clean-up any damage or contamination to land and soil around the pipeline, returning it to pre-pipeline condition.

John & Sally Miller

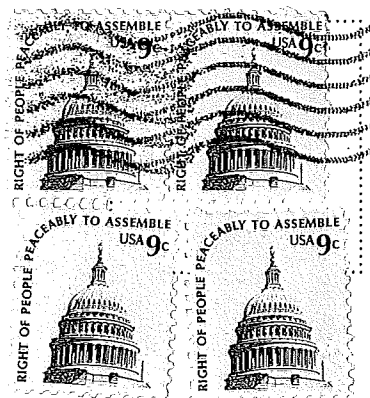
Sincerely,

john miller
34705 Hillcrest Rd
Motley, MN 56466
sjmiller@brainerd.net



DEAR DEPARTMENT OF COMMERCE, MINNEAPOLIS MN 554
 PLEASE INCLUDE THIS COMMENT ON THE DEIS FOR
 LINE 3 IN DOCKETS CN-14-916 AND PPL-15-137 JUL 2017 PM 7.1

*Wild rice is
 important to
 our identity as
 Minnesotans and
 deserves protection
 from pipelines.*



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

SINCERELY,

Hannah Metzger

Levi, Andrew (COMM)

From: Perry Aasness <paasness@agrigrowth.org>
Sent: Monday, July 10, 2017 7:47 AM
To: MN_COMM_Pipeline Comments
Subject: Comments from Mn AgriGrowth Council re: Line 3 replacement project
Attachments: Line 3 letter.pdf

Please find attached comments from the MN AgriGrowth Council to the MN Dept of Commerce regarding the Enbridge Line 3 replacement project.

Thank you.

Perry Aasness
Executive Director
Minnesota AgriGrowth Council
651-905-8900 (o)
651-235-8136 (c)
paasness@agrigrowth.org
www.agrigrowth.org



July 10, 2017

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

Dear Ms. MacAlister:

On behalf of the members of the Minnesota AgriGrowth Council (AgriGrowth), I'm writing to urge the Minnesota Department of Commerce to expeditiously approve the permitting necessary for the efficient replacement of Enbridge's Line 3 through northern Minnesota.

AgriGrowth is a nonprofit, nonpartisan member organization whose mission is to serve as an advocate and represent the most vital interests of Minnesota's diverse agriculture and food sector in order to foster long-term sustainability, competitiveness, and business growth. AgriGrowth's industry-wide perspective is essential in a state where the agriculture and food sector is the second largest economic driver.

In our view, the state regulatory process that oversees the permitting of Line 3 is broken and needs significant reform. There have been over 20 public hearings of issues involving the replacement of Line 3. The public has had ample input to the process, much more than is required by law.

The Line 3 regulatory process is just the latest example of how the state's regulatory process hinders economic development and job creation in Minnesota. Business and industry in Minnesota need certainty in the regulatory process in order to pursue large job-creating projects like the Line 3 replacement project. Public input is an important part of the process. Equally important to the process is clarity and certainty for project proposers that a path exists toward a timely decision by regulators, regardless of the final decision.

Please use your authority to advance the Line 3 replacement project toward a final decision. Thank you for the consideration of these comments.

Sincerely,



Perry Aasness
Executive Director
Minnesota AgriGrowth Council

Levi, Andrew (COMM)

From: Harry Melander <hmelander@MNBCTD.org>
Sent: Monday, July 10, 2017 11:48 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,

The Minnesota Building and Construction Trades Council is supporting the line 3 replacement project. We believe that the applicate has followed the procedures as described within the rules and should be allowed to move forward with this project that will benefit all Minnesotans.

We believe there has been adequate time for comments and request that the process move forward as originally outlined. This project not only provides needed repairs on an aging system but will put Minnesotans to work.

Sincerely,

Harry Melander President MB&CTC
353 7th St W
Saint Paul, MN 55102
hmelander@MNBCTD.org

Levi, Andrew (COMM)

From: Tom Nelson <nelso885@umn.edu>
Sent: Monday, July 10, 2017 10:04 AM
To: MN_COMM_Pipeline Comments
Subject: Public Comment on Unbridle Line 3
Attachments: Line3 Replacement Resolution 7-2017.pdf

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

Please find attached a letter of comment on the Draft Environmental Impact Statement (DEIS) for Enbridge Energy's proposed Line 3 Pipeline Project.

Reference to docket numbers CN-14-916 and PPL-15-137

Thank you,

Tom Nelson,
President, Minnesota Coalition of Lake Associations



Minnesota Coalition of Lake Associations
Resolution

Regarding
Enbridge Energy, Inc.
Line 3 Replacement Project

Public Comment on
Draft Environmental Impact Statement

In reference to PUC Dockets, with comments concerning both:

CN-14-916: Line 3 Certificate of Need

PPL-15-137: Line 3 Route Permit

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

Whereas, the macro-economic situation of oil production has not been adequately analyzed regarding costs and risks of transporting oil long distances from remote continental areas;

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

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

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

Whereas, additional utility corridors create the potential for further habitat fragmentation given the request of a 750 foot wide rout width that would likely be clear-cut;

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

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

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

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

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

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

Whereas, safety testing and safety preparations to protect the remote region through which the preferred route would travel cannot be adequate to the difficulty of the task;

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

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

Whereas, the abandonment of Line 3 and replacement in a new corridor sets a precedent for abandoning and replacing the entire set of aging oil pipelines in the present corridor;

Whereas, the preferred corridor has not been adequately analyzed for its cumulative environmental impact of additional oil pipelines in need of replacement if this route is established;

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

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

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

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

Whereas, the present DEIS provides only a cursory overview of the potential environmental impacts of pipeline abandonment;

Whereas, without further study, an established electric transmission corridor is not necessarily appropriate for the co-location of oil pipelines due to the potential for dangerous conditions during a oil cleanup operation, nor for restoring a damaged electrical line;

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

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

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

Whereas, the intended oil flowing in a new Line 3 would be for tar-sands oil bitumen, which additionally requires the use of toxic “dilbit” that would be piped back to the source at further risk;

Whereas, tar-sands oil bitumen contributes a particular threat to global climate change;

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

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

Whereas, the removal and restoration of the present Line 3 would create many additional jobs for Minnesotans;

Whereas, the property values and potential groundwater pollution of landowners and Tribes of an abandoned and historically anomalous oil pipeline has not been fully considered, nor have the landowners and Tribes been adequately consulted;

Whereas, the analysis in the DEIS of alternative means of transport by rail or truck are unrealistic, economically infeasible, and simplistic, serving to eliminate those possibilities, including the possibility of constructing no alternative at all;

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

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

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

- 1) urges the MN Dept of Commerce and Public Utilities Commission to withdraw from the approval process and restore it to Minnesota's Environmental Quality Board, Pollution Control Agency and Department of Natural Resources.
- 2) urges the PUC and DOC to take greater caution, transparency and independence from industry in assessing the need and determining the routing of the proposed Enbridge pipelines;
- 3) urges the PUC and DOC to seriously consider the true need for these pipelines through Minnesota, and the alternative routings that have been proposed by others;
- 4) urges the PUC and DOC to consider more rigorously the issues surrounding the proposed abandonment of the present Line 3.
- 5) urges the PUC and DOC to allow landowner and Tribes to decide if they would allow the old Line 3 to remain abandoned on their property;
- 6) urges the PUC and DOC to consider more rigorously the economic aspects and complexity of this proposal ranging from the immediate effects on individual landowners to the overall economic feasibility of the need for this remotely located resource, and the cost implications to county, state and national for disaster relief and cleanup; and

7) urges both the State and Federal governments to create greater regulation of the oil transport industry within their jurisdictions to ensure that the environmental and economic impacts of such projects are full vetted in all their aspects.

Submitted by the Board of Directors of the Minnesota Coalition of Lake Associations (MN COLA), this day, July 10, 2017.



Thomas K. Nelson,
President, Minnesota Coalition of Lake Associations

Motion by Joseph Schneider, Coalition of Minnehaha Creek Waters

Second by Kathy Jonsrud, Wright County COLA

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

Attest:

Joseph Shneider, Secretary, MN COLA

Levi, Andrew (COMM)

From: Amber Hanson <amber.hanson@fbmn.org>
Sent: Monday, July 10, 2017 12:03 PM
To: MN_COMM_Pipeline Comments
Subject: Draft Environmental Impact Statement (EIS) for the Proposed Line 3 Pipeline Project
Attachments: 7-10-17 Line 3 Comments.pdf

Please see comments on the Draft EIS for the Proposed Line 3 Pipeline Project from Minnesota Farm Bureau President Kevin Paap on behalf of the Minnesota Farm Bureau Federation.

Thank you,

Amber Hanson
Director of Public Policy
Minnesota Farm Bureau
Office: 651-768-2103
Cell: 507-272-6677

Disclaimer:

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July 10, 2017

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

Emailed to: Pipeline.Comments@state.mn.us

RE: Draft Environmental Impact Statement (EIS) for the Proposed Line 3 Pipeline Project

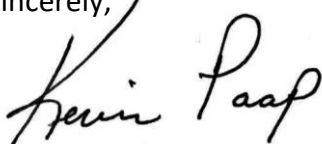
Dear Ms. MacAlister:

I am writing you today on behalf of the Minnesota Farm Bureau to urge the Department of Commerce to advance the regulatory review and ultimately permit the replacement of Enbridge's Line 3 through northern Minnesota.

Minnesota Farm Bureau supports the replacement of Enbridge's Line 3 in accordance with our policy that is set by our nearly 30,000 farm families. Minnesota Farm Bureau policy supports efficient permitting of pipelines to help alleviate rail delays of agricultural commodities. Too often, we hear of rail cars that are in scarce supply to move grain because they the trains are loaded with oil. Oil needs to get to market. Commodities need to get to market. Commodities can't be moved by pipeline, but oil can be transported safely and efficiently by pipeline.

The Minnesota Farm Bureau urges the Department of Commerce to advance the regulatory review of the Line 3 replacement project and permit its construction as proposed.

Sincerely,



Kevin Paap
President

Levi, Andrew (COMM)

From: MGFA <mgfa@usinternet.com>
Sent: Friday, July 07, 2017 4:19 PM
To: MN_COMM_Pipeline Comments
Subject: Line 3 Replacement Project Comments
Attachments: doc01682520170707162828.pdf

Importance: High

Dear Ms. MacAlister,

Please see the attached letter for comments from the Minnesota Grain and Feed Association.

Best Regards,

Bob Zelenka
Executive Director
Minnesota Grain and Feed Association
3470 Washington Drive, Suite 200
Eagan, MN 55122
Phone: 651-454-8212
FAX: 651-454-8312



July 7, 2017

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

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

Dear Ms. MacAlister:

I am writing today to offer an official comment from the Minnesota Grain and Feed Association (MGFA) in support of the regulatory approval of the permit to replace Enbridge's Line 3 in Northern Minnesota.

Our mission at the MGFA is to serve as a leader for the agribusiness industry with integrity, respect and innovation in its programs and services. The replacement and aging Line 3 with state-of-the-art safety technology is completely consistent with our mission as a trade group.

Our members rely heavily on rail transport to move their products to processors and to markets. Today, our rails that are increasingly congested with trains transporting oil. While the replacement of Line 3 won't entirely relieve the rail lines of oil train congestion, it will help to do so. We should take the measures necessary to move oil by pipeline, a safe and efficient means of transporting oil to its processors.

Furthermore, the proposed corridor through northern Minnesota should be approved. It has the support of many landowners and stakeholders along the line. It largely follows existing utility right-of-ways.

Please use your authority to responsibly advance the regulatory approval of the replacement of the Line 3 project, providing at least measure of relief to our congested rail system.

Sincerely,

Bob Zelenka
Executive Director

F A X**Minnesota Petroleum
Marketers Association**

3244 Rice Street
St. Paul, MN 55126-3047
(651) 484-7227 or (800) 864-3813

To: Jamie MacAlister
Fax number: 651-539-0109

From: Kevin J Thoma
Fax number: 651-484-9189

Date: 7/10/2017

Regarding:
Line 3

Number of pages including cover __2__

Comments: please see attached...

CONFIDENTIAL



MINNESOTA PETROLEUM MARKETERS ASSOCIATION

3244 RICE STREET
ST. PAUL, MN 55126-3000
651/484-7227
800/864-3813
FAX 651/484-9189

July 10, 2017

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

Dear Ms. MacAlister:

I am writing on behalf of the Minnesota Petroleum Marketers Association. The Association was formed in 1923 to provide services to the petroleum marketer, to help them at all levels of government, and to support fellow marketers. The Association has four main emphases - education, regulatory analysis and programs to help with compliance, legislative and regulatory monitoring, and services for the members.

We are writing today to urge the Minnesota Dept. of Commerce to expeditiously advance the regulatory oversight and ultimately approve construction of the Line 3 replacement project through northern Minnesota.

Line 3 represents an important piece of Minnesota's energy infrastructure. Enbridge Energy has responsibly identified the need to replace Line 3 and is asking permission to do so for good reasons related economic efficiency and safety. When done, the replacement of Line 3 with state-of-the-art petroleum transportation technology will benefit the entire state through the creation of high-paying construction jobs, on-going operations jobs and a safe petroleum pipeline transportation system for decades to come.

Minnesota's consumers deserve reliable transportation of petroleum products and the jobs and economic development that will result from the replacement of Line 3. We urge the Dept. of Commerce to move forward with the regulatory approve and permission of construction of the Line 3 replacement project as proposed.

Sincerely,

Kevin Thoma, Exec. Dir.
Minnesota Petroleum Marketing Assn.

DEAR DEPARTMENT OF COMMERCE.

PLEASE INCLUDE THIS COMMENT ON THE DEIS FOR

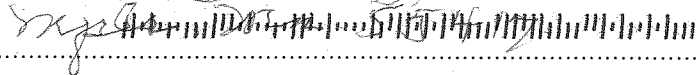
LINE 3 IN DOCKETS CN-14-916 AND PPL-15-137.

I am very concerned
abt. the spillover
in Line 3. Small
spills once every
11 months. These
are terrible statistics.
Even one spill is
too many.

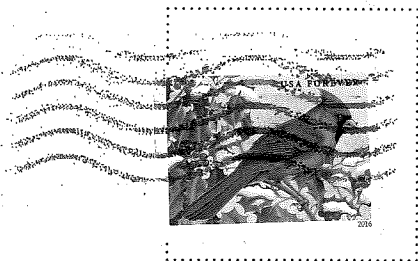
SINCERELY,

55101+2143

Jillanne Mitty
5533 Elliot St
Mpls



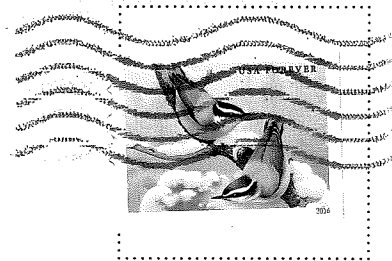
JAMIE MACALISTER
ENVIRONMENTAL REVIEW MANAGER
MN DEPARTMENT OF COMMERCE
85 7TH PLACE EAST, SUITE 280
ST. PAUL, MN 55101-2198



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

MINNEAPOLIS MN 553

20 JUL 2017 PM 5 1



stop the spill/
leakage, and
CLEAN UP.

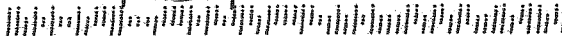
It's Dangerous!

CLEAN IT
UP

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

SINCERELY,

B. MITBY



From: [Victor Mitchell](#)
To: [MN_COMM Pipeline Comments](#)
Subject: Line 3 replacement comments
Date: Monday, June 12, 2017 6:03:41 PM

Hello,

Just a quick note for comments as to need for expeditious approval for the Line 3 replacement project by Enbridge pipeline co.

The pipeline replacement should be approved and moved forward as soon as possible to alleviate the railroads hauling oil thru parts of MN creating a real risk to the public, especially in the heavily populated areas like the Twin Cities Metro. The oil will be shipped one way or the other, the difference in shipping costs between rail and pipeline is small. The five percent or so of affected properties for the current plan that are fighting the pipeline need to be dealt with in an appropriate way so the regulating process can move forward. Nobody really wants a pipeline in their backyard, but as in other utility routing something on the order of eminent domain has to come into play. This five percent needs to face up to the risk afore mentioned of rail shipping of oil and the pipeline needs to move forward.

Incidentally, the same logic applies to the new pipeline up for approval, also way behind schedule.

Thanks for you attention.

Victor Mitchell
1414 Komoko Rd
Carlton MN 55718

Sent from my iPad

Levi, Andrew (COMM)

From: Lynn Sue Mizner <lynnsuem@gmail.com>
Sent: Monday, July 10, 2017 4:26 PM
To: MN_COMM_Pipeline Comments
Subject: My comments on Line 3 Replacement (CN-14-916 and PPL-15-137)
Attachments: Line 3 DEIS comments.docx

Attached. I think the DEIS inadequately addresses the potential impacts of abandonment and construction. Details in my attached comments.

Lynn Sue Mizner
Chengwatana Farm
47513 334th Pl.
Palisade MN 56469
(218) 232-4189

www.chengwatanafarm.com

To: pipeline.comments@state.mn.us

Dear Jamie MacAlister,

Please include my comments on the Line 3 DEIS in the official record for **Dockets CN-14-916 and PPL-15-137**.

I am from Palisade, Minnesota.

Abandonment of the existing Line 3 Pipeline concerns me because it does not take into consideration the rights and concerns of tribal and other communities along the existing corridor. People who live near the existing corridor do not want the pipeline abandoned. They want it removed and reclaimed.

Construction of a replacement Line 3 pipeline concerns me because the proposed route crosses many public waterways, wetlands, forest lands, open grassland habitats, and farm lands that are currently relatively clean and undeveloped. Wetland soils are very fragile and can take decades to recover if they are rutted or compacted. These lands are difficult to access in response to the inevitable leaks and spills that we all know will happen, and none of us along the proposed route want to be the next Kalamazoo, Michigan. Northern Minnesota's unique and sacred wild rice beds, fisheries, and pristine water sources should not be allowed to be damaged and/or threatened by heavy equipment, compaction, spilled fuel, lubricants, and crude oil. These sacred and irreplaceable resources are Minnesota's legacy to future generations. If (and I don't think this has been demonstrated) this pipeline is necessary, it should go through already degraded lands, such as the I94 corridor. Enbridge's monitoring plan doesn't satisfy me, because it underestimates what we all know to be longer response times than they have said. It also doesn't address extended power outages and natural or man-made disasters. Any response plan should have alternatives for those scenarios.

The DEIS concerns me because I don't think it adequately covers the effects pipeline construction will have on wetlands and waterways. I don't think it adequately considers the "no construction" option. I don't think the state agencies involved adequately carried out their mission of protecting Minnesota's natural resources, rare features, and sacred natural areas. It doesn't adequately address the significant environmental impacts of pipeline construction and maintenance, or the fact that this is rapidly becoming outdated energy technology. Solar, wind, biomass, and geothermal energy are worthy of investment of public monies. Outdated fossil fuel energy infrastructure is not, and poses unnecessary and unneeded risks to Minnesota's wild and scenic areas.

The DEIS doesn't cover the social impacts of oil pipelines on vulnerable populations either. Drugs, sex trafficking, and the loss of farm and recreational businesses are but a few of those effects we expect to see with pipeline construction.

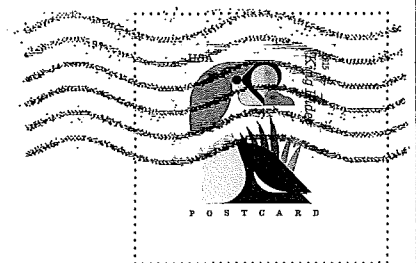
I want the Department of Commerce to deny the permit for the proposed Line 3, shut down the old line, remove it from the ground, and reclaim the land. No new crude oil/tar sands oil pipelines are needed in Minnesota.

Sincerely,

Lynn Mizner,
Chengwatana Farm
47513 334th Pl.,
Palisade, MN 56469



DEAR DEPARTMENT OF COMMERCE, SAINT PAUL MN 550
 PLEASE INCLUDE THIS COMMENT ON THE DEIS FOR
 LINE 3 IN DOCKETS CN-14-916 AND PPL-10-137 JUL 2017 PM 4 L



I appose Line 3 because
 indigenous lines matter and
 treaties should not be broken.
 Line 3 violates treaty rights of
 Anishinaabeg and will have
 devastating effects on the families that
 live near the pipeline. Life is more
 important than oil.

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

SINCERELY,

Diana Montero

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
Tom Montgomery	612 807 6848	
ADDRESS		
23010 Kiowa St. NW		
CITY, STATE, ZIP		
St. Francis, MN 55070		

COMMENTS

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

Levi, Andrew (COMM)

From: Jerry Montie <jerry.montie@gmail.com>
Sent: Monday, July 10, 2017 4:35 PM
To: MN_COMM_Pipeline Comments
Subject: Enbridge Pipeline comments

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

Dear MN Department of Commerce:

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

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

How can our state approve a project that is guaranteed to spill? Why should our state agree to allow further poisoning of communities and degradation of precious resources, with a company that has a history of major permit violations, and without meaningful accountability? There should be NO consideration of new construction while we await plans for cleaning up the contamination from the countless spills that have already occurred along Line 3.

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

Thank you for considering these important concerns.

Sincerely,

Gerald Montie,

2201 Jackson Circle
 Marine on St. Croix, MN 55047

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
Charlene Moore	630-399-8478	Charandbobmoore@gmail.com
ADDRESS		
PO Box 1136		
CITY, STATE, ZIP		
Walker, MN - 56484		

COMMENTS

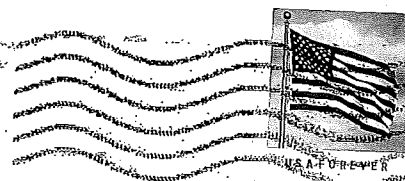
I support line 3 replacement

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

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME <i>Robert Moore</i>	PHONE NUMBER <i>218 547 2528</i>	EMAIL
ADDRESS <i>P.O. Box 1136</i>		
CITY, STATE, ZIP <i>Walker MN. 56484</i>		

COMMENTS

I Support line 3 replace

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

Line 3 Replacement Project DEIS

ST PAUL MN 551

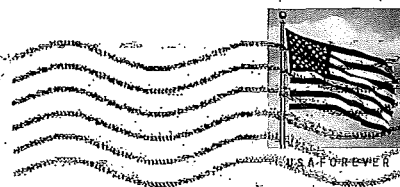
JUN 2017 PM 3 T

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

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

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

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

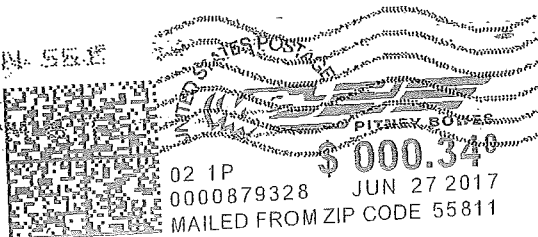


Jamie MacAlister
Environmental Review Manager
Department of Commerce,
85 7th Place East, Suite 500
St. Paul, Minnesota 55101-2198

Line 3 Replacement Project DEIS

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

Docket numbers: CN-14-9161 PPL-15-1374



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
Josh Moore	651-788-6323	Joshm32@gmail.com
ADDRESS		
21089 Ibis Avenue		
CITY, STATE, ZIP		
Lakeville MN 55044		

COMMENTS

I feel the pipeline is needed, I support your project.

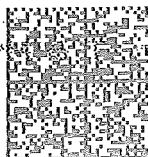
Line 3 replacement.

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, RPE-15-137



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

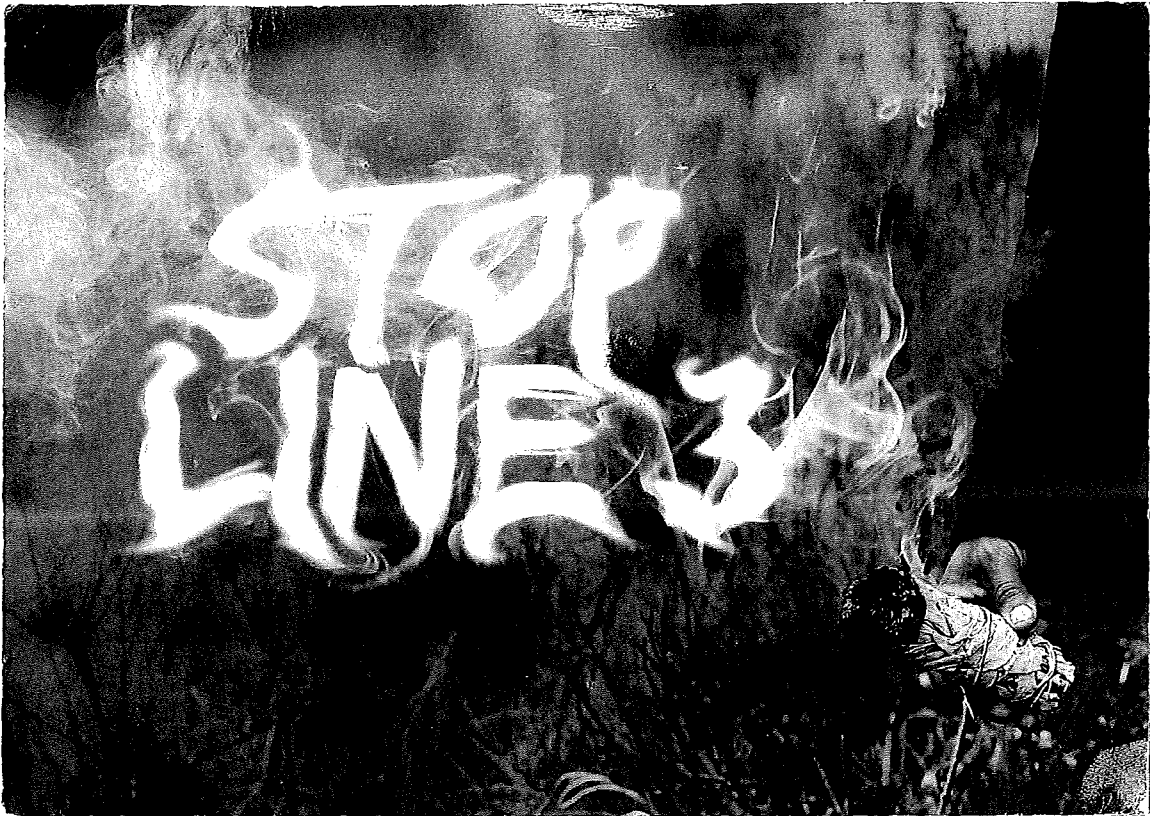
I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
Lindsey M. Moore	952-607-8780	Lindsey@yahoo.com
ADDRESS		
21089 Ibis Avenue / Fredrickson		
CITY, STATE, ZIP		
LAKEVILLE, MN 55044		

COMMENTS

We support Enbridge's Line 3 project following Koch pipeline system.

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS



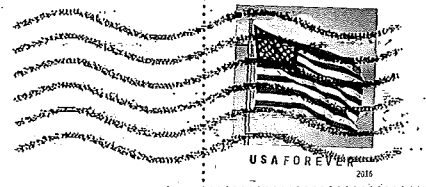
DEAR DEPARTMENT OF COMMERCE,
PLEASE INCLUDE THIS COMMENT ON THE DEIS FOR
LINE 3 IN DOCKETS CN-14-916 AND PPL-15-137.

23 JUN 2017 PM 1:17

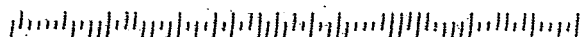
No line 3 pipeline in Minnesota!
This pipeline will not
create a SINGLE full time
job. Green energy is
much better for the
economy and creates life-long
careers. Enbridge should
not be allowed to make
money by polluting our
air and water!

SINCERELY,

Jamie Macalister
551-224-1113



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



Levi, Andrew (COMM)

From: Janet Kurtz <rmjkurtz@brainerd.net>
Sent: Monday, July 10, 2017 11:57 PM
To: MN_COMM_Pipeline Comments
Subject: Comments on the Line 3 DEIS
Attachments: Comments for Line 3 - 10 July 2017.docx

Attached are my comments regarding the Line 3 Project DEIS.

Thank you.

Robert Morgan
4864 Hay Creek Road
Fort Ripley, MN 56559



Virus-free. www.avast.com

Comments for Line 3 Replacement Project DEIS:

From – Robert Morgan
 4864 Hay Creek Road
 Fort Ripley, MN 56449
 218 829-1192
rmjkurtz@brainerd.net

My comments pertain to the Line 3 replacement project.

I have read in detail a lot of the 1800+ pages of the Line 3 DEIS, scanned the whole report, and studied the maps and charts in trying to assess this project. There is a lot of information there – some more relevant, some less, that strongly pertains to the upcoming decisions.

First I will say, I served in the US Air Force and was the systems analyst on a missile launch crew for the delivery of nuclear weapons. I have designed and constructed buildings. I have done scientific studies of natural ecosystems – my degree is in biology and earth science. I daily use technology and mostly realize its benefits and its dangers – so I choose to work within a culture that uses a lot of energy with a very limited understanding of how it affects our lives.

My first point is that the report seems to confirm that this new pipeline will leak at some time – therefore, do NOT authorize a new corridor for the contamination by petroleum [I see that the preferred route (APR) is already an electric transmission corridor – electric energy is a different kind of degradation than OIL.]. If a Certificate of Need is issued, [and I am unsure if it should be], then beyond minor reroutes, a new line should use present oil pipeline corridors.

In accepting that there will be spills, it is better to have the contamination in or near currently disturbed lands. How good is the technology - how well are the pumps and valves sited to limit the leaks. The past practices of Enbridge and other petroleum corporations indicate that placing pipeline is inherently difficult, so we don't want a line in remote areas such as the APR.

If we must have a new pipeline, it is more likely that it could be detected and responded to sooner at the current location of existing pipeline corridors. The word "safety" may be misused in stating that the pipe line should be away from population centers. Will the company will build the pipeline to the best safety standards in rural areas as they will when they build near the urban fringe at the refinery – or am I sensing a false premise in these actions?

Several tables [such as ES – 2, ES – 4...] in the DEIS gave comparisons of the APR for "potentially exposed resources" from leaks that had different criteria, rating of different section of line, unrealistically attempted to compare truck and rail spillage with pipeline leakage. This type of presentation is not realistic as this is a very unlikely scenario, so the information is not applicable and tends to confuse the issues.

The resource values are arbitrary; they need to be better defined and prioritized indicating why they are most or least significant.

If the anticipated life of the new line is only 30 years, explain why this is a reasonable investment of financial, natural, and human resources. Detail other oil pipelines around the country that have been built in the past 10 years [with 21st century technology] – and if possible, indicate the anticipated lifespan. Analyze the present global energy development process [that is responding to climate change] and justify why only a 30 year life is acceptable for constructing and maintaining this oil pipeline.

In section 2.7.1.1, the construction process indicates that Enbridge would provide EIs [environmental inspectors] to “monitor and document” compliance. The construction entity should make sure that they are following rules and regulations, but a state agency[as third party monitor] should be verifying full compliance, representing the citizens of this state, and have full authority to stop work if procedures are incorrect or illegal or will create a future condition that compromises the integrity of the pipeline and/or the surrounding resources.

In section 10.4.11 concerning drinking water source{DWS} that is within 2,500 feet of the centerline of APR or RAs, provide more detail on oil dispersal and groundwater flows that have been learned from other incidents of oil spills, leaks, and the hydrology that is characteristic along the potential routes. How do you determine the rating values for areas that have several soil types and have wells of varying depths?

There will be spills and leaks, so please provide more depth of information on the alternative routes: RA – 06, RA – 07, RA – 08, and RA - 03AM, so that a better analysis of how spills and leaks would be minimized, how they could be responded to, and what might be the probable long term damage to natural and human resources.

The End. Thank you.

Levi, Andrew (COMM)

From: Wendy Morical <wnm@docunetworks.com>
Sent: Monday, July 10, 2017 4:18 PM
To: MN_COMM_Pipeline Comments
Subject: Halt the pipelines

Please say **no** to Enbridge's proposed line 3. The large volume of oil which will pass through this pipeline endangers environmentally sensitive areas. It is important that we preserve these waters for those who currently utilize the waters as well as generations to come.

With regard to the pipeline going through sensitive lakes and wetlands which host native wild rice beds; if those waters are damaged as the result of a pipeline leak, those beds will be destroyed for eternity.

Please save this land and water for all generations to come.

Thank you!

Wendy Morical

3942 Enchanted Ln
Minnetrista, MN 55364

wnm@docunetworks.com

763-475-9600

I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
Gracey Morrell		
ADDRESS		
PO Box 146		
CITY, STATE, ZIP		
Walker, MN 56001		

COMMENTS

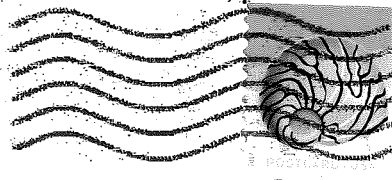
I support the line 3 replacement project

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

Line 3 Replacement Project DEIS

MINNEAPOLIS MN 553

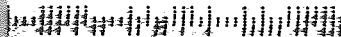
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- **The Draft Environmental Impact Statement (DEIS) is an in-depth analysis** that took more than 15 months and 27 public meetings to scope and develop.
- **Years of environmental study:** Enbridge conducted more than 1,200 meetings with local stakeholders 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.

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

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



I SUPPORT THE LINE 3 REPLACEMENT PROJECT

FULL NAME	PHONE NUMBER	EMAIL
Dana Morrill		
ADDRESS		
PO Box 146		
CITY, STATE, ZIP		
Hill Kier, MA 056484		

COMMENTS

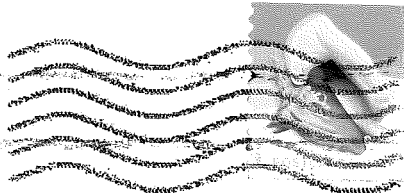
I support the line 3 replacement project

DECLARE THE EIS ADEQUATE WITHIN 280 DAYS

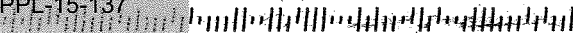
Line 3 Replacement Project DEIS

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

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



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



Levi, Andrew (COMM)

From: Mackenzie Mudgett <mack.mudgett@gmail.com>
Sent: Monday, July 10, 2017 11:44 PM
To: MN_COMM_Pipeline Comments
Subject: Comment on the Line 3 DEIS in Dockets CN-14-916 and PPL-15-137.

Attention: Jamie MacAlister, Environmental Review Manager Minnesota Department of Commerce

Chapter 9, section 9.4.1 of the EIS under 'Tribal Resources,' generally states that the "applicant's preferred route as well as any proposed alternative would result in a diminishment of Indian interests."

The Line 3 Pipeline concerns me because much is mentioned in Chapter 9 about the proposed pipeline's impact on environmental resources such as wild rice, traditional plants, etc., however, the impact the pipeline will have on unforeseen archaeological sites that the applicant has a high probability of encountering during ground disturbance is nonexistent in the EIS.

This is concerning considering MnDOT and its Cultural Resources Unit ensures its ground-disturbance activities "balance the state's transportation needs with historic preservation," using guidelines to evaluate "the historical significance of commonly encountered property types."

(<http://www.dot.state.mn.us/culturalresources/index.html>).

MnDOT uses specific stewardship guidelines that encompass both environmental and cultural impacts which ground-disturbance activities can have on tribal nations. If it is important for state agencies in Minnesota to adopt and follow stewardship guidelines concerning Tribal Nations, it is as equally important for non-state entities to thoroughly follow these same guidelines.

Unfortunately, there is no mention of the impact the applicant will have on historic preservation as it relates to archaeological property types across the proposed pipeline routes.

Assessing the potential of archeological property is vital to "avoid impacts on archaeological sites throughout Minnesota." MnDOT has developed a tool known as the 'Mn/Model' which "uses GIS-based statistical models that map the potential for pre-1837 surface archaeological sites in Minnesota."

(<http://www.dot.state.mn.us/mnmodel/index.html>)

Based on the "Mn/Model for archaeological site potential in Red Lake County (Elizabeth Hobbs, MnDOT)" and Figure 9-1 in the EIS titled "Route and Route Segment Alternatives with Tribal Treaty Boundaries" the applicant's preferred route will cross two bodies of water with a high probability of site potential. With Red Lake County being just the beginning of the pipeline's route, how many suspected sites of potential cultural significance that have yet to be evaluated and recorded will the applicant encounter throughout the entire project if we rely on MnDOT's Mn/Model? And why there is no mention in the EIS of the impact the applicant will have on historic preservation is deeply concerning.

Of greater concern is the applicant's history of negligible activity and decision-making when encountering archaeological property in other states. The applicant is an equity co-owner in the Dakota Access Pipeline. On September 3, 2016 in North Dakota, "Energy Transfer Inc., in partnership with the [applicant] Enbridge Corporation and Marathon Oil, bulldozed a two mile, 150 feet wide path through land currently being contested in Federal Court." Sacred places containing ancient burial sites, places of prayer and other significant cultural artifacts of the Standing Rock Sioux Tribe were destroyed by the applicant and its co-owner, Energy Transfer

Partners. (<http://m.huffpost.com/us/entry/11861618>)

The discovery of potentially-significant cultural artifacts is never uncommon. On May 26, 2017, MnDOT halted construction of the Highway 23 project in Duluth's Fond du Lac neighborhood after skeletal remains were discovered within the disturbed ground. MnDOT Commissioner Charles Zelle said of the discovery, "No question, disturbing the sacred ground, burial sites, was incredibly horrific."

Based on the applicant's history of poor engagement with tribal nations and negligent conduct when encountering unforeseen cultural resources, the applicant will have an overall negative impact on Tribal nations and its surrounding communities. Based on data produced by MnDOT of potentially-significant archeological sites in the state of Minnesota, it's clear that the applicant will damage the state's history and culture, and risk the integrity of the state's historic preservation efforts. The Commission should reject the approval of the applicant's certificate of need and the route permit (PL9/CN-14-916 - PL9/PPL-15-137).

Sincerely,

Mackenzie Gainey Mudgett
Biological Anthropologist and lifelong resident of Minnesota

From: [Cheryl Muellner](#)
To: [MN_COMM_Pipeline Comments](#)
Subject: NO to new Line 3 pipeline
Date: Wednesday, May 31, 2017 10:07:54 AM

Please say NO to a new Line 3 pipeline. Please clean-up the old pipeline. Please protect mother earth. Please respect treaties.

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

Thank you.

Sincerely,

Cheryl Muellner

Levi, Andrew (COMM)

From: Joanne Mulbah <joanmulbah@gmail.com>
Sent: Sunday, June 25, 2017 11:33 AM
To: MN_COMM_Pipeline Comments
Subject: No line 3

Dear Ms. MacAlister,

As a member of Leech Lake Reservation please no line 3. No replacement and take out the old line. Our resources are impacted negatively with line 3.

Sincerely,

Jl mulbah
15001 Keller Lake Dr
Burnsville, MN 55306
joanmulbah@gmail.com

From: [mlmunn](#)
To: [MN_COMM_Pipeline_Comments](#)
Subject: Comment: Docket numbers CN-14-916 and PPL-15-137
Date: Tuesday, May 16, 2017 8:12:05 AM

PROPOSED LINE 3 PIPELINE PROJECT
Docket numbers CN-14-916 and PPL-15-137

Dear Reader

Enbridge has no justification to move their pipeline corridor.

To expose new areas to potential spills is beyond absurd considering the environmental record of Enbridge.

There is no reason to spread the risk or the meager resources to respond to emergencies over a wider area since the abandoned pipeline will need continued monitoring. What right does the company have to abandon what is essentially a giant hazardous waste in place?

A power line corridor has no relationship to a power line corridor regardless of any vague definitions or legal generalizations; a power line corridor is a greenfield by comparison.

The preferred route is so blatantly anti-Native American, they could not have found a bigger signpost than their own maps - what is up with that? The route speaks to the company's motivations ancillary to the project: a cartographic representation that digitizes a thousand words. There appears no other justification to add so many miles and expense to a pipeline project just to avoid reservation lands.

Mary Munn
Holyoke Minnesota
Carlton County

Levi, Andrew (COMM)

From: Darlene Munneke <dmunneke@embarqmail.com>
Sent: Thursday, July 06, 2017 7:10 PM
To: MN_COMM_Pipeline Comments
Subject: Pipeline comments
Attachments: Letter to the Editor June 2017 - Enbridge.docx

Attached is my opinion regarding the Enbridge Energy's proposed Line 3 Project.

Bob Munneke
Aitkin MN

This email has been checked for viruses by Avast antivirus software.
<https://www.avast.com/antivirus>

At 5:58 p.m. on July 25, 2010, an alarm went off at Enbridge's pipeline control center in Edmonton Alberta, indicating a drop in pressure at the Marshall Michigan pump station on the 286 Mile pipeline. At some point during the evening, Enbridge Energy's 6B pipeline, a 30 inch steel pipeline, sustained a 6 foot rupture and began leaking crude oil into the Talmadge Creek near Marshall. Just before 9:30 p.m. Calhoun County 9th dispatcher began receiving calls from concerned residents who reported the smell of natural gas. The next day at 11:16 a.m. on July 26, 2010, it took a Consumer Energy employee to make contact with the Enbridge control center to alert them of oil spilling into Talmadge Creek, which feeds the Kalamazoo River. Almost one million gallons of crude oil ended up in the river which is the worst inland oil spill in the history of the United States.

It does not make sense for Enbridge to be permitted to construct an oil pipeline through some of the most pristine waters in the world.

On July 10, 2012 the National Transportation Safety Review Board released its final analysis of the spill. According to the report, Enbridge knew five years before the pipeline ruptured that there were cracks in the section of the pipeline that eventually leaked.

There will be some temporary jobs created during the construction phase of the proposed pipeline project, but we need to consider the impact of the pipeline on the economy of our area. A lot of our economy is sustained by jobs related to tourism, fishing, recreation, summer homes, boats, water activities. If oil gets in the water, this all goes away. Better to require Enbridge to change their proposed pipeline route and go west and south, missing the most vulnerable water areas.

A different route would permit the oil to be transported without so much danger of real harm to the environment.

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

Bob Munneke
PO Box 197
Aitkin MN 56431
218-927-3615
dmunneke@embarqmail.com

Levi, Andrew (COMM)

From: John Munson <munsongs@gmail.com>
Sent: Monday, July 10, 2017 4:28 PM
To: MN_COMM_Pipeline Comments
Subject: Regarding CN-14-916 and PPL-15-137

To whom it may concern

I wish to register my disapproval for renewing the Enbridge pipeline for the threat it poses to wetlands and native rice gathering in Northern Minnesota.

John Munson
Circle Pines, MN

Sent from my iPhone

Levi, Andrew (COMM)

From: John Munter <mumooatthefarm@yahoo.com>
Sent: Saturday, July 08, 2017 2:54 PM
To: MN_COMM_Pipeline Comments
Subject: Re CN-14-916 and PPL-15-137

From John Munter
 14860 Bruce Creek Rd
 Warba, MN 55793

The MPCA letter in the previous Sandpiper/Line 3 docket of Jan 23, 2015 makes a number of criticisms of the Enbridge Preferred Corridor ("SA-Applicant") which are not answered in the current DEIS. Here is a summary with letter details excepted following:

1. **THE 50 IMPAIRED WATERS OF THE APPLICANT PREFERRED CORRIDOR MAY NOT BE SO ON THE LOWER STANDARDS OF SA-03-04 AGRICULTURAL LAND.**
2. **SA-APPLICANT (PREFERRED CORRIDOR) HAS MANY AREAS OF LIMITED ACCESS, INCREASING THE RISK OF EXTENDED IMPACT TO SURFACE WATERS.**
3. **POTENTIAL DAMAGES DURING PIPELINE CONSTRUCTION AND TESTING ARE GREATER FOR SA-APPLICANT THAN OTHER ALTERNATIVES BECAUSE DURING THE ALBERTA CLIPPER/SOUTHERN LIGHTS DILUENT PROJECT, ENBRIDGE EXCEEDED AGREED-UPON MAXIMUM DISCHARGE RATES ON 15 OF ITS HYDROSTATIC TESTING DISCHARGE OPERATIONS. AT TWO OF THESE SITES (ADJACENT TO THE MISSISSIPPI RIVER AND ADJACENT TO THE CLEARWATER RIVER), THE EXCEEDANCES WERE ENOUGH TO CAUSE SIGNIFICANT EROSION AND SEDIMENT DISCHARGE TO SURFACE WATERS. THESE CASES WERE REFERRED TO THE U.S. ENVIRONMENTAL PROTECTION AGENCY AND EVENTUALLY SETTLED BY THE U.S. DEPARTMENT OF JUSTICE IN 2013 WITH ENBRIDGE PAYING A \$425,000 PENALTY.**
4. **THREATS TO GROUNDWATER AND POTENTIAL DRINKING WATER SUPPLIES FROM SA-APPLICANT ARE DIFFICULT TO ASSESS, BUT APPEAR TO POSE MORE SIGNIFICANT RISKS THAN THE SYSTEM ALTERNATIVES, INCLUDING SA-03. WHAT IS MOST IMPORTANT TO UNDERSTAND ABOUT THE SOILS ALONG THE SA-APPLICANT ROUTE IS THAT THE COMPLEXITY OF MORAINES IN THE AREA CREATES A SIGNIFICANT DEGREE OF LOCALIZED CHANGES IN GROUNDWATER MOVEMENT THAT ARE VERY DIFFICULT TO PREDICT, AS OPPOSED TO SOME OF THE FLATTER LANDS TO THE WEST AND SOUTH.**
5. **SA-APPLICANT THREATENS A GREATER PERCENTAGE OF WILD RICE AND NATIVE FORESTS THAN ANY OF THE PROPOSED ALTERNATIVES, INCLUDING SA-03. MPCA STAFF HAS IDENTIFIED 10 WILD RICE LOCATIONS ALONG THE SANDPIPER ROUTE FOR WHICH THERE IS NO ACCESS FROM PIPELINE TO THE LOCATION OF THE WILD RICE. BY COMPARISON, SA-03 HAS TWO SUCH AREAS.**
6. **SA-APPLICANT HAS A GREATER POTENTIAL FOR IMPACT ON ECOREGIONS THAN OTHER ALTERNATIVES, INCLUDING SA-03. AS ACCURATELY INDICATED IN THE DOC STUDY, THE MAJORITY OF SA-03 CROSSES LAND THAT HAS BEEN CONVERTED TO AGRICULTURE OR DEVELOPED....BY CONTRAST, THE SA-APPLICANT ROUTE CROSSES A SIGNIFICANT AMOUNT OF FORESTED LANDS AND WETLANDS...FORESTED AREAS, PARTICULARLY LARGER, UNFRAGMENTED EXPANSES OF FOREST, ARE NECESSARY FOR A NUMBER OF SPECIES OF WILDLIFE TO SURVIVE. IT IS IMPORTANT TO NOTE THAT ENBRIDGE HAS PROMISED TO SEPARATE TOPSOIL ONLY IF ASKED TO DO SO BY LANDOWNERS. IT IS EQUALLY IMPORTANT TO SEPARATE AND REPLACE TOPSOIL IN FORESTED, REMOTE ENVIRONMENTS TO MAINTAIN THE INTEGRITY**

OF THOSE SYSTEMS AND MITIGATE SOME OF THE POTENTIAL LONG-TERM IMPACTS OF PIPELINE CONSTRUCTION

7. **SA-APPLICANT HAS MORE LOCATIONS WITH POOR ACCESS IN THE EVENT OF A RELEASE THAN SA-03 OR OTHER ALTERNATIVES. MPCA STAFF IDENTIFIED 28 SITES ALONG THE SANDPIPER ROUTE FOR WHICH ACCESS WOULD BE DIFFICULT OR IMPOSSIBLE WITHIN 250 WATER BODIES. BY COMPARISON, SEVEN SUCH AREAS WERE LOCATED ON THE SA-03 ROUTE, AND NONE ON SA-04. ...ACCORDING TO THE AFOREMENTIONED EXPONENT RISK ASSESSMENT FOR THE KEYSTONE XL PIPELINE, A SMALL LEAK FROM A HOLE OF 1/32 INCH IN DIAMETER IN A PIPELINE COULD REMAIN UNDETECTED FOR SEVERAL MONTHS, EVEN WITH THE MOST UP-TO-DATE LEAK DETECTION TECHNOLOGY IN PLACE. THE SAME LEAK COULD RELEASE UP TO 28 BARRELS OF OIL PER DAY, AT 42 GALLONS PER BARREL. THUS, EVEN A VERY SMALL, VIRTUALLY UNDETECTABLE LEAK IN A REMOTE AREA, SUCH AS THOSE LOCATED ALONG MUCH OF THE PROPOSED SANDPIPER ROUTE, COULD CAUSE SIGNIFICANT ENVIRONMENTAL DAMAGE SUCH AS THAT DESCRIBED UNDER HEADING C.3 OF THIS LETTER WITHOUT BEING DETECTED IN REMOTE AREAS, AND LIMITED ACCESS MAY ALSO REDUCE THE CHANCE THAT A CITIZEN MAY OBSERVE AND REPORT A LEAK TOO SMALL FOR DETECTION BY TECHNOLOGY.**

The fuller MPCA text follows:

- 1) **Adverse impacts to high quality surface waters--waters that are listed as impaired along the SA-Applicant route are likely to be higher quality.... and might not be listed as impaired at all along the SA-03 route** For example, on its face, the DOC study may be misinterpreted as indicating that SA-03 is a worse alternative than SA-Applicant in affecting impaired waters. The DOC study concluded that there were 50 impaired waters crossed by the Sandpiper route, and 98 impaired waters crossed by SA-03 (DOC Study, 72, 90). Under the Clean Water Act ("CWA"), an impaired water is any water body (e.g., lakes, rivers, streams, wetlands) that is too polluted or otherwise degraded to meet the applicable water quality standards set by states, territories, or authorized tribes. Water quality and water quality standards will vary throughout the state depending on the region of the state in which the waters reside. "Impaired" waters are not the same across the state. For a water body to be deemed impaired in southern or western Minnesota (western corn belt plains or Red River valley ecoregions), it typically will have a greater degree of contamination or degradation than would be required for a water body in the central 8

hardwood forest ecoregion of Minnesota traversed by the applicant's preferred route (Sandpiper) to be deemed impaired. **Thus, waters that are listed as impaired along the SA-Applicant route are likely to be higher quality (having a lower contamination level) than a water listed as impaired in the southern part of the state, and might not be listed as impaired at all along the SA-03 route.** Waters in northern Minnesota are generally of better water quality or more pristine.

2. Significant Environmental Damage Would Occur From a Release at or near a Water Crossing Extending up to at least a Distance of 10 Miles from the Point of Release. SA-APPLICANT HAS MANY AREAS OF LIMITED ACCESS, INCREASING THE RISK OF EXTENDED IMPACT TO SURFACE WATERS.

3. POTENTIAL DAMAGES DURING PIPELINE CONSTRUCTION AND TESTING ARE GREATER FOR SA-APPLICANT THAN OTHER ALTERNATIVES.Damage to surface water resources during hydrostatic testing discharges has occurred recently in the state. During these tests, segments of pipeline are filled with a significant volume of pressurized water, often millions of gallons, to test the integrity of the pipe. The water is then released in a manner that should minimize environmental impact. **DURING THE ALBERTA CLIPPER/SOUTHERN LIGHTS DILUENT PROJECT, ENBRIDGE EXCEEDED AGREED-UPON MAXIMUM DISCHARGE RATES ON 15 OF ITS HYDROSTATIC TESTING DISCHARGE OPERATIONS.** At two of these sites (adjacent to the Mississippi River and adjacent to the Clearwater River), the exceedances were enough to cause significant erosion and sediment discharge to surface waters. These cases were referred to the U.S. Environmental Protection Agency and eventually settled by the U.S. Department of Justice in 2013 with ENBRIDGE PAYING A \$425,000 PENALTY. **DURING THESE HYDROSTATIC TESTING OPERATIONS, AS MUCH AS 4,000 GALLONS OF WATER PER MINUTE CAN BE DISCHARGED FROM VALVES....**

The placement of the new terminal construction west of the proposed Clearbrook location as suggested by MPCA in SA-03 will assure that future pipelines are located west and south of these pristine areas, thus avoiding the resources that the state is spending millions of dollars to protect. Meanwhile, the continued expansion of the Clearbrook facility that will coincide with construction in the SA-Applicant location will mean continued impact and potential impact to the highest value (pristine) waters in our state as a result of future pipeline construction.

4. THREATS TO GROUNDWATER AND POTENTIAL DRINKING WATER SUPPLIES FROM SA-APPLICANT ARE DIFFICULT TO ASSESS, BUT APPEAR TO POSE MORE SIGNIFICANT RISKS THAN THE SYSTEM ALTERNATIVES, INCLUDING SA-03. WHAT IS MOST IMPORTANT TO UNDERSTAND ABOUT THE SOILS ALONG THE SA-APPLICANT ROUTE IS THAT THE COMPLEXITY OF MORAINES IN THE AREA CREATES A SIGNIFICANT DEGREE OF LOCALIZED CHANGES IN GROUNDWATER MOVEMENT THAT ARE VERY DIFFICULT TO PREDICT, AS OPPOSED TO SOME OF THE FLATTER LANDS TO THE WEST AND SOUTH....The LIDAR data strongly suggests an increased potential for impacts to drinking water from SA-Applicant than from SA-03 and some

other system alternatives. However, more in-depth study will need to be done in the routing phase in order to make an informed comparison and either confirm or negate what the LIDAR data suggests as a factual conclusion.

5. SA-APPLICANT THREATENS A GREATER PERCENTAGE OF WILD RICE AND NATIVE FORESTS THAN ANY OF THE PROPOSED ALTERNATIVES, INCLUDING SA-03.

Wild rice, in addition to being an important economic consideration in Minnesota, is also an extremely important cultural resource, as well as an essential food source for humans and wildlife. It requires very specific conditions and good water quality, both of which are provided by north central Minnesota lakes. The Sandpiper pipeline would encroach on some of the richest wild rice territory in the state of Minnesota. Further, **MPCA STAFF HAS IDENTIFIED 10 WILD RICE LOCATIONS ALONG THE SANDPIPER ROUTE FOR WHICH THERE IS NO ACCESS FROM PIPELINE TO THE LOCATION OF THE WILD RICE. BY COMPARISON, SA-03 HAS TWO SUCH AREAS.** As shown in Figure 2, SA-Applicant (in green) would threaten significantly more of the state wild rice crop than any system alternative.

6. SA-APPLICANT HAS A GREATER POTENTIAL FOR IMPACT ON ECOREGIONS THAN OTHER ALTERNATIVES, INCLUDING SA-03.

As accurately indicated in the DOC study, the majority of SA-03 crosses land that has been converted to agriculture or developed....By contrast, the SA-Applicant route crosses a significant amount of forested lands and wetlands...**Forested areas, particularly larger, UNFRAGMENTED EXPANSES OF FOREST, ARE NECESSARY FOR A NUMBER OF SPECIES OF WILDLIFE TO SURVIVE.** Many species of song birds, for example, need deep woods for nesting to avoid “edge species,” or species that are more tolerant of human disturbance, because certain edge species such as cowbirds can parasitize their nests and cause mortality to their young. Other species, such as certain reptiles and amphibians, are very habitat specific and cannot easily disperse if that habitat is damaged, such as when a pipeline is placed through that habitat, altering vegetation, soils, and hydrology.

It is important to note that Enbridge has promised to separate topsoil only if asked to do so by landowners. It is equally important to separate and replace topsoil in forested, remote environments to maintain the integrity of those systems and mitigate some of the potential long-term impacts of pipeline construction...

7. SA-APPLICANT HAS MORE LOCATIONS WITH POOR ACCESS IN THE EVENT OF A RELEASE THAN SA-03 OR OTHER ALTERNATIVES.

As indicated in the June 24, 2014 letter by the MPCA (Document ID 20146-100780-01), access to potential leak sites in the State of Minnesota is of significantly greater concern along the SA-Applicant route than on any of the proposed system alternatives. **MPCA STAFF IDENTIFIED 28 SITES ALONG THE SANDPIPER ROUTE FOR WHICH ACCESS WOULD BE DIFFICULT OR IMPOSSIBLE WITHIN 250 FEET OF A 2000 FOOT DOWNSTREAM FLOW IF OIL WERE TO BE RELEASED IN CERTAIN WATER BODIES. BY COMPARISON, SEVEN SUCH AREAS WERE LOCATED ON THE SA-03 ROUTE, AND NONE ON SA-04.**

A primary rule of thumb when planning for response to an oil leak is that a release in soil is better than a release in water, and a release in stagnant water is better than a release in flowing water. ...**According to the aforementioned Exponent risk assessment for the Keystone XL pipeline, a small leak from a hole of 1/32 inch in diameter in a pipeline could remain undetected for several months, even with the most up-to-date leak detection technology in place. The same leak could release up to 28 barrels of oil per day, at 42 gallons per barrel. Thus, even a very small, virtually undetectable leak in a remote area, such as those located along much of the proposed Sandpiper route, could cause significant environmental damage such as that described under heading C.3 of this letter without being detected in remote areas, and limited access may also reduce the chance that a citizen may observe and report a leak too small for detection by technology.**

The creation of access in remote locations where none exists can create its own problems, including damage to habitat, creation of a source of long-term erosion, fragmentation, aesthetic issues, alteration of hydrology, and other issues. The best way to avoid these concerns is to avoid or reduce the number of crossings of flowing water bodies, or those where access is limited...

Levi, Andrew (COMM)

From: John Munter <mumooatthefarm@yahoo.com>
Sent: Saturday, July 08, 2017 3:51 PM
To: MN_COMM_Pipeline Comments
Subject: Re CN-14916 and PPL-15-137

From John Munter
14860 Bruce Creek Rd
Warba, MN 55793

Below are excerpts from the DNR letter to the Sandpiper/Line 3 docket from Jan 23, 2015. Amazing, the DNR did a "Full Length Comparison" of the Preferred Corridor versus SA-03 (which is now SA-04. They included WI and ND but not IL. Why could not the current DEIS do this? Is it only because SA-04 would be more appealing to site on? SA-03-4 has fewer wetland impacts, has fewer water crossings, and a greater number of crossings over impaired waters. Would it not be better to have a spill in an already impaired water than in a pristine one?

In the bullet points below the chart it is clear that DNR prefers SA-03-04 because of fewer all around impacts. In the fifth bullet point note that they say that "Minnesota Statutes 116D.04, Subdivision 6 prohibits State actions that are likely to cause pollution, impairment, or destruction of natural resources as long as there is a feasible and prudent alternative." This would seem to suggest by law that the state must choose SA-04 over the preferred corridor if it has less natural resource impact.

Full Length Comparison of SA-03 and SA-Applicant

While the high level of analysis presented in the Comparison of Environmental Effects of Reasonable Alternatives did not provide the DNR enough information for a full comparison of system alternative impacts, we believe it provides valuable screening information in combination with professional judgment for the DNR to provide input regarding SA-03 and SA-Applicant. After a review of the data and consideration of factors and context described above, it is the opinion of the DNR that route Sa-03 has fewer natural resource impacts when compared to SA-Applicant.

SA-Applicant features that would incur impacts greater than those identified for SA-03 are: forest and wetland acreage, river and stream segment crossings, and crossings of public lands. Cultivated lands and occurrence of already-impaired waters are greater along SA-03, indicating the developed state of lands along this route. The following table represents a preliminary comparison of natural resource impacts between SA-Applicant and SA-03, using information from the Comparison of Environmental Effects of Reasonable Alternatives. These are full route comparisons, encompassing the states of North Dakota, Minnesota, and Wisconsin.

**Full length System Alternative Analysis (ND, MN, WI):
Comparison of SA-Applicant and SA-03**

Feature	SA-Applicant	SA-03	Notes [The comment reflects the preferable option from a natural resource perspective]
Total miles	615 miles	700 miles	SA-App is shorter
Acres (from landcover)	769,145	862,053	SA-App covers fewer acres
Landcover (acres)			
Forest	144,315 (18.8%)	86,195 (10%)	SA-03 covers fewer forested acres, and less by percent. This represents a reduction in forest fragmentation.
Herbaceous/grassland	86,505 (11.2%)	90,945 (10.5%)	SA-App covers fewer grassland acres, and less by percent. This is a reduction in grassland impacts.
Cultivated	363,381 (47.20%)	512,407 (59.4%)	SA-03 covers more cultivated acres and more by percent. This represents re-working of already disturbed lands.
Wetlands	107,367 (13.9%)	90,832 (10.5%)	SA-03 covers fewer wetland acres and less by percent. This is a reduction of wetland impacts.
Water Resources			
River + stream crossings	2,049 segments	895 segments	SA-03 crosses fewer water segments
Crossings with water impairments	50	98	SA-03 has a greater number of crossings over impaired waters.

pg. 9

- Using the report in combination with DNR resources and professional judgment, with a limited amount of review time, the DNR is able to provide input regarding the least environmentally impacting System Alternatives.
- Within Minnesota, more southern routes (south of I-94 corridor) have less concentration of natural resources (regardless of length) within the 2-mile corridor. Therefore, there is a greater opportunity for avoidance of resources with the more southern System Alternatives. While the DNR lacks the expertise to undertake a market or economic analysis of the southern routes. From a natural resource perspective, the more southern routes appear to be feasible and prudent System Alternatives that merit consideration.
- MN Rules 7853.0130, Subpart B requires consideration of reasonable and prudent alternatives to proposed facilities as part of certificate of need decisions. Testimony of Adam J. Heinen submitted by the Minnesota Department of Commerce Division of Energy Resources (DER) January 6, 2015 and January 21, 2015 state that only System Alternative – 03 (SA-03) and System Alternative – Applicant (SA-Applicant) are reasonable based on the focus of the DER review. Note that Modified System Alternative – 03 is also discussed, but is understood to be addressed in the routing docket and will not be further discussed in this comment letter.
- The DNR conducted a focused review of SA-03 and SA-Applicant. When only comparing the two routes found reasonable by DER, SA-03 and SA-Applicant, SA-03 appears to impact less natural resources than SA-Applicant. SA-Applicant features that would incur impacts greater than those identified for SA-03 are: forest and wetland acreage, river and stream segment crossings, and crossings of public lands. Cultivated lands and occurrence of already-impaired waters are greater along SA-03, indicating the developed state of lands along this route. Our analysis is described further in the Supporting Information section of this letter.
- Minnesota Statutes 116D.04, Subdivision 6 prohibits state actions that are likely to cause pollution, impairment or destruction of natural resources as long as there is a feasible and prudent alternative. The statute also clarifies that economic considerations alone shall not justify such an action. As SA-Applicant and SA-03 are both considered reasonable, environmental impacts of routing from a natural resource perspective would be a key criterion in the decision regarding the most reasonable and prudent System Alternative.
- Testimony submitted by Adam J. Heinen with the DER January 21, 2015 suggests analysis of SA-03 and SA-Applicant in the routing docket. The routing docket would include a level of environmental data helpful in comparing these two routes, along with Route Alternatives already scoped into the routing process such as Modified SA-03. For example, a Comparative Environmental Analysis (CEA) would likely include an estimated alignment within a larger route. If further analysis is completed, the DNR requests the opportunity to provide input and review a draft of the environmental analysis document.

pg. 2

Levi, Andrew (COMM)

From: John Munter <mumooatthefarm@yahoo.com>
Sent: Sunday, July 09, 2017 10:17 AM
To: MN_COMM_Pipeline Comments
Subject: Re CN-14-916 and PPL-15-137

From John Munter
14860 Bruce Creek Rd
Warba, MN 55793

Willis Mattison's assertion of an environmental insurance need is right on. Not only might there be a delay in payment from litigation but there might be a collapse of the North American oil industry in the next sixty years where Enbridge is too bankrupt to fund clean-up from their last remaining pipelines. Enbridge was able to pay the clean-up costs for the Kalamazoo Spill because they have a lucrative business. This may not always be so and a company can easily let their subsidiary in the US go bankrupt while they continue on in Canada. Volvo and France have just announced goals to be 100% EV in a few years. A collapse of the oil industry is reasonably foreseeable in the extremity of our climate context. The ratings agency, Fitch, has suggested the plummeting cost of EV batteries could put the oil industry into a "death spiral" (<http://energypost.eu/electric-car-revolution-may-drive-oil-investor-death-spiral/>) It should be a part of the analysis because it will cost Enbridge more money for insurance and therefore an appropriate topic. There is no discussion in the DEIS. This is a normal discussion for the copper-nickel mining proposals in Northern Minnesota.

Levi, Andrew (COMM)

From: John Munter <mumooatthefarm@yahoo.com>
Sent: Saturday, July 08, 2017 1:03 PM
To: MN_COMM_Pipeline Comments
Subject: Re CN-14-916 and PPL-15-137

From John Munter
14860 Bruce Creek Rd
Warba, MN 55793

That the DEIS is not analyzing an 'Only MN Impacts' is a flaw. This is what MN decision-makers want to know. It is not done because it would preference SA-04 which has fewer impacts BECAUSE IT IS SHORTER for one reason over the Preferred Corridor which has more. As KTS points out on page 15 of the Final MPCA interagency comments of 2017: "The number of perennial lake/pond and perennial stream/river pipeline crossings in Minnesota are many more for the APR than for SA-04, and the total 'waterbody crossings' are about 10-12% more for MN for APR as well. That is an important fact to point out to MN stakeholders." Yup.

Levi, Andrew (COMM)

From: John Munter <mumooatthefarm@yahoo.com>
Sent: Saturday, July 08, 2017 2:08 PM
To: MN_COMM_Pipeline Comments
Subject: Re CN-14-916 and PPL-15-137

From John Munter
14860 Bruce Creek Rd
Warba, MN 55793

Paul Stolen has made a great point that economic and environmental data is still being gathered by the agencies that is highly relevant to the DEIS and to the FEIS which the public has no access to. Since this information is not in the DEIS, it will not be in the FEIS so that the public attending the next eleven Hearings around Minnesota will still have no access to it and only the lawyers in the contested case hearing will bat these aspects around. The DOC has had a second at-bat after the court ordered an EIS and all winter and they still haven't got the basics right. This is terrible public process for one under MEPA rules and requires the No Build response for a new submission by the proposer. This problem cannot be fixed without new rounds of hearings with the public given access to all the information.

Levi, Andrew (COMM)

From: John Munter <mumooatthefarm@yahoo.com>
Sent: Sunday, July 09, 2017 2:22 PM
To: MN_COMM_Pipeline Comments
Subject: Re CN-14-916 and PPL-15-137

From John Munter
 14860 Bruce Creek Rd
 Warba, MN 55793

WORLD OIL DEMAND

John Munter

Art Berman, the columnist guru of oil supply and demand, has long said he does not expect oil to reach 70-80\$ a barrel again because of the weak world economy not producing enough demand which requires inexpensive energy to thrive. (3)

Could Berman be wrong? The DEIS thinks so in relying upon The US Energy Information Agency (EIA) which probably relies upon the International Energy Agency (IEA) in thinking so in projecting \$80 per barrel oil in 2020 shooting up to \$140 a barrel and peaking in 2040 with vehicular oil use declining but other uses like petrochemicals, aviation, and trucks, making up the difference and more. These agencies, though, have no track record to base a two billion dollar investment and regular oil spills upon. Here is one comment on how the EIA's prediction ability has been (<http://scalinggreen.tigercomm.us/2016/03/8112/>):

**In 2005, EIA forecast that U.S. solar power capacity would hit about 1.2 GW in 2013. Where are we right now? According to [Greentech Media](#), the U.S. is closing in (if it already hasn't passed) the 10 GW mark in solar PV capacity right about now, and that's not even counting solar thermal power generating capacity (according to [this article](#), you can add another 1 GW or so of U.S. solar thermal power capacity). In sum, EIA forecast 1.2 GW of U.S. solar power capacity in 2013; the actual figure is around 11 GW – nearly 10 times higher than EIA forecast!*

**In 2005, EIA forecast that U.S. wind power capacity would reach about 9 gigawatts (GW) in 2013. Where, in fact, are we right now? According to the [American Wind Energy Association \(AWEA\)](#), installed U.S. wind power capacity at the end of 2012 was 60 GW. Quick math: EIA's forecast of 9 GW compared to an actual 60 GW? That's off by a factor of nearly 7!*

However, not only is Europe in the process of mandating every new house being built after 2019 having an electric vehicle recharging point built into it (4) but the two big oil increases they hang their hat on, though, are auto sales in China and India. (5) This is a problem!

Nissan is building an \$8000 electric vehicle in China where EV's could be mandated with air pollution, need to import oil, and top down economy control. (6) Deutsche Bank analyst, Michael Hsueh, in refuting the IEA's high projection of oil demand in China says China will be too poor in 2035 at \$10,000 USD income for one-third of its population to be auto owners. South Korea achieved that in 2003 at \$17,000 USD income (7)

Hsueh goes on to even say that world oil demand will begin dropping about 2024. (8) Meanwhile, the ratings agency Fitch suggests the plummeting cost of EV batteries could put the oil industry into a "death spiral". The World Energy Council has chimed in saying world peak demand could arrive in 2030 rather than 2040 with rapid technological advances. (9) Michael Liebreich of Bloomberg's New Energy Finance estimates the oil demand crash could come as early as 2023 to 2028 if current trends don't soften. (10) Even Shell's Chief Financial Officer, Simon Henry, is quoted as saying the peak oil demand could arrive "somewhere between 5 and 15 years hence". (11) The nearest-term date of peak world oil demand comes from Carbon Tracker and the Grantham Institute in a report published in February of 2017 which concludes it will arrive in 2020 but then plateau out during the 2020's. (12)

The IEA has long been criticized as biased in under-estimating renewable energy projections as well in rejecting the idea of peak energy, and favoring US oil points of view. (13) Their 2015 "India Energy Outlook" totally ignores EV's except under 'Transport' suggesting "electric scooters" may comprise two percent of the market by 2040! The more near term forecasts of the EIA have been closer but still well off the mark with the exception of their 2010 solar projection which was off by 19,000%! (<http://scalinggreen.tigercomm.us/2016/03/8112/>)

Jeff St. John in greentech media (<https://www.greentechmedia.com/articles/read/why-the-eias-energy-outlook-misses-the-real-value-of-green-energy>) points out some logical reasons why (<https://www.greentechmedia.com/articles/read/why-the-eias-energy-outlook-misses-the-real-value-of-green-energy>):

- EIA fails to keep up with industry data on the rapidly falling costs of renewable technologies.
- EIA historically underestimates continuing performance improvements in terms of increasing capacity factors, or the amount of "nameplate" capacity of renewables.
- EIA's cost multipliers assume that future renewable power installations will cost more than those already built.
- Data on solar power projects excludes those smaller than 1 megawatt in size (e.g., no data on the meteoric role of rooftop PV).

With polluted cities and oil comprising 60% of their trade deficit, Indian oil minister, Piyush Goyal, has set a goal of 100% electric vehicles by 2030 where they already sell EV sedans, SUV's, and hybrids. In January of 2016 the three biggest Indian auto makers signed a pact to each design critical parts for a new electric vehicle. India could mandate EV's too. (14)

Other oil uses could be dampened by economic recessions and depressions like the worldwide recession did in 2008 when oil demand fell six percent. The world economy is poor with China limping along after a market bubble pop and over-building. It wouldn't take much of a Trumpian trade war to upset the apple cart or pop the Derivatives Bubble which is ten times the size of the global economy in shades of 2008 to reduce trade and oil demand.

The EIA and IEA haven't been following Virgin Atlantic, either, which is planning to run planes on recycled waste gases from steel making that otherwise would be vented as carbon dioxide. It estimates there is enough waste steel plant gas to make ethanol to power one fifth of current air travel bringing emissions down 65%. Increasing aviation efficiency is constant too. Virgin just bought some new airbuses that are 30% more carbon efficient. (15)

Another factor is the Saudi's keeping oil prices in the Goldilocks range to make a profit but keeping North America out of the gold diggers range. Now they're purchasing refineries like 100% of Motiva in Port Arthur, the largest US refinery at 600,000 barrels a day, and may decide to refine their own oil rather than ours. (16)

There is no economic basis to justify a new pipeline. All the major oil companies are exiting Alberta for possibly more lucrative investments in the Permian between New Mexico and Texas. Possibly they are salivating over Trump opening up off-shore oil drilling or Russian ventures. Volvo has announced plans to be 100% EV in a few years. France has announced they will only sell EV in 2040.

If the social cost of the carbon-equivalent footprint is factored into the analysis then Line 3 is more expensive and polluting than Saudi oil. Robert Howarth from Cornell calculates that fracked gas is three times more carbon-equivalent intensive than coal with twice as big a footprint as a normal gas well. (17) Satellite measurements a few years ago show a 9% and 10% methane leakage rate over the Eagle Ford and the Bakken. (18) It is this fracked gas imported from the US to Canada that heats the three units of hot water needed to produce one unit of tar sands. This is not to mention all initial gases rising and vented in these in situ Alberta

mines and processing line leaks of methane. The carbon footprint of the gas used in diluent should also be factored in which the Line 67 EIS says dilbit is MORE carbon intensive than tar sands not LESS as the DEIS claims. In fact, since the US is mandated by out-dated law to calculate methane atmospheric effects on a 100 year time scale meaning they calculate methane as only 25-33 times the footprint of carbon dioxide rather than 86 times the footprint of carbon dioxide over a 20 year period then they are using out-dated science and Minnesota should do better. The footprint of the tar sands using these two factors—methane leakage and 20 year hang time—is probably much, much more polluting than anybody guesses. Enbridge needs to be completely transparent concerning the details of their clients’ emissions and carbon footprint, otherwise the obvious assumption is that their carbon footprint over Saudi oil is massive.

In lieu of answers we must just say ‘No Build’ to more fossil fuel infrastructure.

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- (1) <http://mn.gov/commerce/energyfacilities/documents/34079/10.%20CN%20Section%207%20-Forecast%20Data%204-15-15.pdf>
 - (2) <http://mn.gov/commerce/energyfacilities/documents/34079/13.%20CN%20Section%2010%20-%20Project%20Alternatives%20.pdf>
 - (3) <http://oilprice.com/Energy/Energy-General/Why-Oil-Prices-Might-Never-Recover.html>
 - (4) <https://thinkprogress.org/the-electric-vehicle-revolution-wont-be-stopped-but-a-trump-led-u-s-could-be-left-behind-59ecb56b03f5#.4xoi824or>
 - (5) <http://www.iea.org/newsroom/news/2016/november/world-energy-outlook-2016.html>
 - (6) [http://europe.autonews.com/article/20161103/ANE/161109945/renault-nissans-ghosn-eyes-\\$8000-ev-for-china](http://europe.autonews.com/article/20161103/ANE/161109945/renault-nissans-ghosn-eyes-$8000-ev-for-china)
 - (7) <http://www.newsmax.com/Finance/StreetTalk/Deutsche-Bank-China-oil-growth/2016/03/09/id/718312/>
 - (8) www.marketwatch.com/story/why-we-cant-count-on-china-to-save-the-oil-market-2016-03-10
 - (9) <https://www.bloomberg.com/news/articles/2016-10-18/batteries-may-trip-death-spiral-in-3-4-trillion-credit-market>
 - (10) <https://www.bloomberg.com/features/2016-ev-oil-crisis/>
 - (11) <https://www.bloomberg.com/news/articles/2016-11-02/europe-s-biggest-oil-company-thinks-demand-may-peak-in-5-years>
 - (12) http://www.carbontracker.org/wp-content/uploads/2017/02/Expect-the-Unexpected_CTI_Imperial.pdf,
“Expect the Unexpected: The Disruptive Power of Low-carbon Technology
 - (13) https://en.wikipedia.org/wiki/International_Energy_Agency , “CRITICS”
 - (14) <https://cleantechnica.com/2016/03/29/india-lets-make-all-vehicles-electric/>
 - (15) <https://www.virgin.com/richard-branson/low-carbon-fuel-breakthrough-virgin-atlantic>
 - (16) <http://money.cnn.com/2016/03/21/investing/saudi-arabia-largest-us-oil-refinery-port-arthur/>

(17) http://www.eeb.cornell.edu/howarth/summaries_CH4_2016.php

(18) <https://thinkprogress.org/methane-leaks-wipe-out-any-climate-benefit-of-fracking-satellite-observations-confirm-2ac26dd30381#.d5tw7m65a>

John Munter

14860 Bruce Creek Rd

Warba, MN 55793

Levi, Andrew (COMM)

From: John Munter <mumooatthefarm@yahoo.com>
Sent: Monday, July 10, 2017 7:39 PM
To: MN_COMM_Pipeline Comments
Subject: Re CN-14-916 and PPL-15-137

From John Munter
 14860 Bruce Creek Rd
 Warba, MN 55793

Insurance and Old Line 3 Removal

No Line 3 project should go forward without adequate environmental insurance. This point was underlined by the paradigm-shifting announcement of Desjardin, the largest association of credit unions in Canada, which just announced on July 8th that it is suspending making new loans to pipeline projects and may finalize that policy in September. (<https://www.yahoo.com/news/canadas-desjardins-may-stop-pipeline-loans-cites-environment-010624928--finance.html>) ING, the Dutch lender, has also refused to fund pipeline construction. Recently, AP7, the largest pension fund in Sweden sold its interest in Transcanada as well.

With all these shaky developments, the future of Enbridge as a solvent company able to fund clean-up of environmental messes on into the indefinite future cannot be taken for granted. They need insurance. We are clearly in a climate situation that will not go away and the tar sands and its pipelines are easy targets to pick on.

The shakiness of the tar sands pipeline business model also underscores the point that Enbridge should pull up its old pipe now since it might not be around later to do it. The only excuse they have is to argue the pipes are too close together but that assumption has been proven erroneous. The pipelines are a little like spaghetti and there are plenty of miles of pipes which are 20 to 40 feet apart which can easily be pulled up as the Grand Rapids City Council and the Shallow lake/Sand Lake Association near Warba are calling for so they do not become a burden to land owners and municipalities with rusting, exposed pipe and possible legacy contamination. The empty pipes are at least a depressing effect on property values and land owners in Minnesota should not have to put with this. Mines and gas stations after their active life is over can't get away with this and neither should a foreign corporation like Enbridge.

Levi, Andrew (COMM)

From: John Munter <mumooatthefarm@yahoo.com>
Sent: Monday, July 10, 2017 7:49 PM
To: MN_COMM_Pipeline Comments
Subject: Re: CN-14-916 and PPL-15-137

From John Munter
 14860 Bruce Creek Rd
 Warba, MN 55793

CN EIS MIA

MEPA on ES 3 says: "Where there is potential for significant environmental effects resulting from a major governmental action, the action shall be preceded by a detailed environmental impact statement".

The DEIS recognizes, next, that "governmental action" includes both the CN and route permit.

This means that the CN must be preceded by a "detailed environmental impact statement" as well as the route permit.

CN-14-916 is technically preceded by an EIS but there is no connection between the two of them. MEPA infers there has to be.

THERE IS NO ECONOMIC ANALYSIS IN THE DEIS INFORMING CN! Instead, "This (future) analysis, conducted by the parties in a contested case hearing, will aid the Commission in making this evaluation". So, the lawyers haggling will "aid" the Commission. But, this is not an EIS with citizen participation. This is lawyers arguing over what should have been a robust presentation of ALL the evidence and critique of ALL the criteria for the public to weigh in on.

But, not only is MN Admin Rules Chapter 7853 A) missing on the economic analysis, but B) on "prudent alternative" can be argued to have been brutalized in the abuse of SA-04, but C)"Consequences to Society of granting CN" is totally missing, and D) "fail to comply with relevant policies, rules, regulations..." is totally missing.

These above four criteria are prefaced on ES 1.3:"THE EIS EVALUATES IMPACTS AND ALTERNATIVES FOR CN DETERMINATION, UNDER MN ADMINISTRATIVE RULES CHAPTER

7853....." This should all be part of the EIS, not leaving economics for later and completely ignoring consequences to society and "policies, rules, and regulations.

7853 C, for example, in regard to "Consequences to Society" should be examining in the DEIS whether not serving the region's refineries might be a GOOD thing. Since it might mean:

1. Less air emissions around urban, polluted cities with EJ issues.
2. Would this raise the price of gasoline in PADD II? How much and for whom? Might this be a good thing in encouraging electric vehicles? Could this be mitigated for the poor if states choose with tax refunds? Compared to a 2.1 billion dollar project would a higher gas price be acceptable? Is a small gas hike better than negatively impacting all the communities in Northern Minnesota with acknowledged EJ, poverty, and environmental issues? Historically, have trains and trucks transported more tar sands in lieu of pipelines? (Assuming trucks and trains will is not an analysis but unfounded speculation.)
3. How much tar sands will actually be exported or go East out of PADD II anyway?
4. What will people do in Southern Canada if the lower percentage of lighter oils on the new Line 3 going on Line 5 cannot be refined into heating oil?

7853 D is totally absent in the DEIS in not examining possible violations of "policies, rules, and regulations" such as:

1. That which was brought forth by the DNR letter in the fifth bullet point of January 23, 2015 in the Sandpiper/Line 3 docket which makes an interesting point in regard to:

"Minnesota Statutes 116D.04, Subdivision 6 prohibits state actions that are likely to cause pollution, impairment, or destruction of natural resources as long as there is a feasible and prudent alternative. The statute also clarifies that economic considerations alone shall not justify such an action. As SA-Applicant and SA-03 are both considered reasonable, environmental impacts of routing from a natural resources perspective would be a key criteria in the decision regarding the most reasonable and prudent System Alternative."

Both the DNR letter and PCA letter on the same date into the Sandpiper/Line 3 docket make the argument that a Southern route is better from a natural resources perspective than the Preferred Corridor. Since the then SA-03-now SA-04 is deemed an acceptable route it would seem that Minnesota Statutes 116D.04, Subdivision 6 is contravened without the Southern route being chosen unless an extraordinary argument could be made for the lake country route.

2. Examining what tribal 'free and informed consent' from the United Nations Declaration of the Rights of Indigenous Peoples' means in regard to siting pipelines on ceded territories when there seems to be substantial opposition along with the acknowledged 'larger pattern of structural racism' and other health stressors.
3. Discussing whether a pipeline should be permitted while the connecting project of Line 5 does not have a lease from the Bad River Band in Wisconsin which can be viewed as an

EJ issue.

4. Discussing whether the connecting projects of the tar sands present cultural genocidal issues or genocidal issues without the Cree and Dene First Nations being able to hunt, fish, and gather without fear of cancer and while higher rates of unusual cancers have been documented in the Fort Chipewyan area.
5. Discuss why Minnesota Statute 216H.02 Greenhouse Gas Emissions Control, Subdivision 1, Greenhouse Gas Emission –Reduction Goal has not yet been applied to tar sands being transported through the State since the State is falling behind in meeting its reduction goals.

Levi, Andrew (COMM)

From: John Munter <mumooatthefarm@yahoo.com>
Sent: Monday, July 10, 2017 11:51 PM
To: MN_COMM_Pipeline Comments
Subject: Re CN-14-916 and PPL-15-137

From John Munter
 14860 Bruce Creek Rd
 Warba, MN 55793

Missing Studies:

With the Kalamazoo and Yellowstone River spills we need to have worst case modeling of the Mississippi River crossings, Red River, Straight River, and LaSalle Creek.

There should be a slope study done in regard to run-off and construction as well as spill spread potential.

Response time study

Discovery of spill time study

Invasive species study (not just a list from an encyclopedia)

wild rice watershed study

study of pipe distances for removal or for more detailed research

Survey consequent upon that of property owners attitudes towards removal

Connected projects study

EJ issues in connected actions like Detroit and Port Arthur TX refinery emissions and Alberta and Bad River Band in WI

Levi, Andrew (COMM)

From: janet murphy <raven8jm@yahoo.com>
Sent: Monday, July 10, 2017 6:13 PM
To: MN_COMM_Pipeline Comments
Subject: RE: Line 3 DEIS in Dockets CN-14-916 and PPL-15-137

Dear Jamie MacAlister,

RE: Line 3 DEIS in Dockets CN-14-916 and PPL-15-137.

The Line 3 Pipeline concerns me because it is not needed and if approved it will have adverse environmental impacts that cannot be fully mitigated.

DEIS concerns:

4.1 Description of Alternatives did not give clear or viable alternatives for green –clean energy, therefore the DEIS is not complete.

I strongly support and recommend that the Department of Commerce deny the permit for the proposed Line 3, shut down the old line, and remove it from the ground.

Sincerely,

Janet Murphy
Moorpark, California

Levi, Andrew (COMM)

From: Michalel Murray <mmurray2412@gmail.com>
Sent: Thursday, July 06, 2017 10:43 AM
To: MN_COMM_Pipeline Comments
Subject: Line 3 Replacement Project DEIS CN-14-916 and PPL-15-137

Dear Ms. MacAlister,

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

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

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

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

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

The prompt replacement of Line 3 is an essential project for Minnesotans that will ensure the safety and environmental protection of our important natural resources as well as the continued safe transportation of crude oil to refineries in Minnesota, the Midwest and beyond.

Sincerely,

Michalel Murray
7088 S Cleveland Rd
Lake Nebagamon, WI 54849
mmurray2412@gmail.com

Levi, Andrew (COMM)

From: Helena Myers <hdaymyers@gmail.com>
Sent: Friday, June 23, 2017 1:17 PM
To: MN_COMM_Pipeline Comments
Subject: proposed pipeline through St. Croix River watershed

To Jamie MacAlister,

Please protect this pristine area of MN and WI. An oil pipeline is pending disaster to this natural environment and our water. It is horrifying to think of oil spills which occur and destroy the water and water life for decades.

The proposed pipeline is not even good economics when we are developing alternative clean sources of power, i.e.. wind and solar.

This proposal is simply greed by investors.

STOP THIS PROPOSED OIL PIPELINE.

Sincerely,
Helena Myers
9 Butternut Falls Tr,N,
Marine on St. Croix, MN 55047

Levi, Andrew (COMM)

From: Dave Myers <David.Myers@enbridge.com>
Sent: Monday, June 26, 2017 8:18 AM
To: MN_COMM_Pipeline Comments
Subject: Line 3 DEIS

Hello,

My name is Dave Myers. I live in Cohasset, MN. I fully support Enbridge's line 3 replacement project. The DEIS is very thorough. We use petroleum projects in virtually every aspect of life. There is no reason not to allow this project to happen. New technology will allow the products to be transported in the most environmentally friendly and safest manner known. The overwhelming majority of people in our state are also in favor. Thank you for your time and effort put into the DEIS.

Dave Myers

Mechanical Technician, Deer River

ENBRIDGE

TEL: 218-246-8570 | CELL: 218-398-0308
 30879 Enbridge Ave, Deer River, MN 56636

enbridge.com

Integrity. Safety. Respect.

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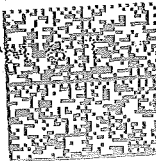
Line 3 Replacement Project DEIS

• 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-BPE-15-187-1, 11



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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
Miranda I Myers	218-999-7303	dam55721@yahoo.com
ADDRESS		
26580 Alandale Dr		
CITY, STATE, ZIP		
Cohasset, MN 55721		

COMMENTS

We use products from petroleum everyday.
I support the Line 3 replacement project; as I
trust the research and believe in its effort.

DECLARE THE EIS ADEQUATE WITHIN 180 DAYS