

Line 5 Virtual Public Scoping Meeting Transcript
September 1, 2022

Abbey Ness: [00:02:14] Good evening, everyone. We still have some folks calling in to the lines. We're going to give people just a few minutes to join the meeting before we get started.

[00:05:03] Welcome, everyone. Thank you for joining today's public meeting on the US Army Corps of Engineers Environmental Impact Statement or EIS on Enbridge's proposal to construct a tunnel to house the Line 5 pipeline under the Straits of Mackinac. Slide two, please.

[00:05:24] My name is Abbey Ness. I am a member of the contractor team for this project, and I will be your facilitator today. We have a lot of folks joining us on this call, so my role is to make sure that all of you have an equal opportunity to offer comments, and that the dialogue remains orderly and respectful.

[00:05:39] There are a few tech tips we'd like to cover before we get into the details of today's meeting. The meeting will be hosted on the Zoom platform with an attached call-in number. If you're joining us through the Zoom platform, you'll see a toolbar at the bottom of your screen that allows you to send a chat to the presenters, and raise your hand virtually.

[00:05:57] Please don't use that chat to submit a written public comment. There are other ways to do that, that we'll discuss later. But do feel free to send us a note if you encounter any tech issues during the call. For those of you who are on the phone and would like to see the slides that we're using, you can download those by going to the project website at www.line5.tunneleis.com, like the number five, tunneleis.com. I'm going to post the link in the chat to everyone now. But once again, that's www.line5.tunneleis.com, and then navigate to the public outreach page, and scroll to public meeting information.

[00:06:40] Everyone will be muted until it's time to hear public comments, which will happen after some initial presentations from USACE and the project team. And then at that time, we'll revisit instructions for how to raise your hand and speak.

[00:06:53] We currently have about 69 participants in the meeting. So thank you so much to all of you for joining us and for your interest in this project. As a participant, you will not be able to see the names of other participants on the call. But please know that we are recording this meeting and we'll be keeping track of who is speaking and recording all oral public comments for the administrative records for this project. With that, we'll move to slide three and I'll turn the meeting over to Lieutenant Colonel Brett Boyle.

Lt. Col. Brett Boyle: [00:07:25] Good evening. I'm Lieutenant Colonel Brett Boyle, the District Engineer and Commander of the US Army Corps of Engineers Detroit district. At this time, the regulatory staff who are with us for today's public meeting will introduce themselves. Slide four, please.

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- Kerrie Kuhne: [00:07:43] Good afternoon. My name is Kerrie Kuhne, and I am Chief of the Western Section of the Regulatory Branch.
- Katie Otanez: [00:07:54] Good evening, everyone. This is Katie Otanez. I'm a regulatory project manager in the Detroit District Regulatory Branch. Slide five, please.
- Abbey Ness: [00:08:05] Thanks Kerrie. Thanks Katie. Our agenda this evening begins with opening remarks by Lieutenant Colonel Boyle. And then Ms. Kuhne will give a brief presentation outlining the Corps of Engineers' permit review process, the NEPA process, the EIS scoping process and the timeline, and the proposed project. Then we'll provide details on how to comment at this evening's meeting, and we'll open the floor for public comments. Lieutenant Colonel Boyle, you may begin your opening remarks. Slide six, please.
- Lt. Col. Brett Boyle: [00:08:35] I'd like to welcome everyone, and thank you all for attending our virtual public scoping meeting regarding the US Army Corps of Engineers, Detroit District's environmental impact statement, or EIS on Enbridge Energy, Limited Partnership's proposal to construct a pipeline tunnel beneath the bed of the Straits of Mackinac. We're holding this meeting to gather input, which will help us define the scope of issues, impacts, and alternatives that will be considered in the Corps of Engineers' EIS.
- [00:09:06] The Corps of Engineers published the notice intent to prepare an EIS for this project in the federal register on August 15th, 2022. The EIS scoping period is the part of the process in which the agency gathers input from tribal nations, agencies, units of the government, interested organizations, and the general public to assist with defining the scope of impacts in alternatives to be analyzed in the EIS. The scoping period runs 60 days through October 14th, 2022. Public input is a critical part of the EIS process. And we welcome and appreciate your comments.
- [00:09:45] In today's meeting, we'll listen to public scoping input. We will not respond to questions or comments. The meeting is being recorded and transcribed, and it will be available on our Line 5 website at line5tunneleis.com. The transcript will become part of the administrative record, and all comments will be considered in the preparation of the EIS.
- [00:10:10] In addition to today's meeting, we are holding virtual public scoping meeting on October 6th, and an in-person public scoping meeting at the Little Bear Arena in St. Ignace, Michigan, on September 8th. We are also accepting written comments through October 14th, 2022. Information on these meetings, the proposed project, and how to submit comments is on the project website at line5tunneleis.com. We will post the web address in the chat box. Again, thank you, and we look forward to your input. Slide seven, please.
- Kerrie Kuhne: [00:10:53] Thank you, sir. In the next few slides, I'll give a very brief overview of the project and our review processes. This information will be very general, as

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the main purpose of tonight's meeting is to gather public input. We encourage you to visit the project website, if you'd like additional details.

[00:11:12] I'll start with an overview of the Corps of Engineers permit review. The Corps of Engineers is evaluating Enbridge's permit application under the authorities of Section 10 of the Rivers and Harbors Act of 1899, and Section 404 of the Clean Water Act in accordance with our regulations at 33 CFR, 320 to 332.

[00:11:34] As part of the Corps of Engineers' permit review, we conduct a public interest review, a Section 404(b)(1) guidelines compliance review, and ensure compliance with the National Environmental Policy Act or NEPA, Section 7 of the Endangered Species Act, and Section 106 of the National Historic Preservation Act, as well as other applicable legal requirements. In addition, the Corps of Engineers consults with tribal governments throughout its review. Slide eight, please,

[00:12:06] The National Environmental Policy Act, or NEPA, is a procedural act that requires federal agencies to assess the environmental effects of proposed actions prior to making decisions. An environmental impact statement is a document prepared in accordance with NEPA that is meant to disclose relevant information on the environmental impacts of a proposed action and reasonable alternatives.

[00:12:30] NEPA does not mandate a particular decision, but it does ensure that the public is engaged in the assessment, and that the agency's decisions are appropriately informed. NEPA also allows for engagement of cooperating agencies to assist the lead agency throughout the EIS process. For this several tribal governments and state and federal agencies have accepted cooperating agency roles, and will assist the Corps of Engineers in the preparation of the EIS. The Corps of Engineers will complete the NEPA process prior to making a permit decision, and will use the EIS to inform its permit decision on Enbridge's application. Slide nine, please.

[00:13:15] Scoping is the initial means for public engagement to assist federal agencies in defining the range of issues for in-depth analysis in an EIS, and for identifying alternatives to be analyzed in the EIS. Some of the specific questions that scoping comments help answer include: what are the potentially significant issues that should be analyzed in-depth in the EIS? What alternatives to the proposed project should be considered in the EIS? What screening criteria should be used to identify alternatives that are reasonable, which will be carried forward for analysis in the EIS? What information is available that interested parties can provide that may inform the EIS? And what additional information or analyses are needed?

[00:14:04] The Corps of Engineers published a notice of intent to prepare an EIS in the federal register on August 15th, 2022, and initiated a 60 day scoping, which will run through October 14th, 2022. We encourage all interested parties

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to provide comments during the scoping process. And we will also consider all comments previously received during our permit review, including comments on the May 2020 public notice and the December 2020 public hearing. Slide 10, please.

[00:14:43] As I mentioned, the notice of intent and scoping are early steps in the EIS process. After the close of the scoping, the Corps of Engineers will conduct a detailed analysis of impacts and alternatives to the project and will prepare a draft EIS. The draft EIS will be available for public review and comment and we will consider all comments in preparation of a final EIS. The final EIS Will also be available to the public.

[00:15:14] NEPA establishes a 30 day waiting after publication of the final EIS before an agency can complete its record of decision. The record of decision will be the Corps of Engineers permit decision document for Enbridge's application, and will state the Corps of Engineers' decision to either issue, issue with modifications or conditions, or deny a permit for the project. Slide 11, please.

[00:15:46] As I mentioned earlier, one component of the Corps of Engineers' permit review is compliance with Section 106 of the National Historic Preservation act, which requires federal agencies to take into account the effects of federal actions on historic properties. The Corps of Engineers is coordinating our Section 106 review with the NEPA process, and we are using the scoping process to seek input from interested parties on the identification of historic properties that may be affected by the proposed project, and the potential effects of the project on those historic properties.

[00:16:21] Individuals or organizations with demonstrated interest may request to be consulting parties in the Section 106 review. Consulting parties have a greater degree of involvement throughout the historic properties review. Requests to be consulting parties can be submitted in the same ways as scoping comments, and should detail the individual's or organization's particular interest in historic properties. The Corps of Engineers will decide whether to grant consulting party requests. Slide 12, please.

[00:16:58] As a brief overview of the proposed project, the applicant, Enbridge Energy, Limited Partnership, proposes to construct a 21-foot diameter tunnel, approximately 3.6 miles long in bedrock underneath the lake bed of the Straits of Mackinac. Enbridge proposes to construct the tunnel using a tunnel boring machine. Pre-cast concrete segmental lining would be installed as the tunnel is constructed. After the tunnel is completed, Enbridge proposes to install a new 30-inch diameter pipeline within the tunnel, which would transport light, crude oil and natural gas liquids to replace the existing Line 5 dual pipelines crossing the Straits of Mackinac.

[00:17:44] The new 30-inch pipeline would be connected to existing portions of the Line 5 pipeline. Upon completion, Enbridge proposes to decommission the

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existing submerged Line 5 dual pipelines crossing the Straits by purging, cleaning, and abandoning them in place. The tunnel would have the potential to house third party utilities, in addition to the Line 5 pipeline. Slide 13, please.

[00:18:14] The diagrams shown here on slide 13 show the proposed construction disturbance areas and the post construction layout of the project areas on the south and north sides of the Straits. Enbridge proposes to construct a shallow launch portal in the southern work area at McGulpin Point as the entry point for the tunnel boring machine. The exit point for the tunnel boring machine would be a circular shaft constructed in uplands in the northern work area, at Point La Barbe.

[00:18:51] The construction area within the proposed limits of disturbance would be covered in gravel fill. The limits of disturbance are shown in these figures outlined with a yellow line. Temporary construction facilities in uplands would include: storm water ponds, spoil storage and management areas, a construction water treatment plant materials, storage, and staging areas, office and parking facilities, and a power substation and generator.

[00:19:23] Permanent facilities constructed in uplands would include: storm water ponds, outfall structures, access drives, and a ventilation building at each end of the tunnel. Remaining areas within the limits of disturbance would be re-vegetated including the areas shaded in green on the figures shown here.

[00:19:45] The proposed project would involve the placement of fill into a total of approximately 0.13 acres of wetlands in the northern work area, including 0.1 acres of permanent impact and 0.03 acres of temporary impact. The purposes of the fill include: construction of two outfall structures near the shoreline, widening Boulevard Drive to the south and east of the northern work area for construction equipment access, and providing access to an upland materials staging area to the north of the north Straits facility.

[00:20:26] Two water intake structures for construction of the tunnel would be installed offshore on each side of the Straits. A discharge pipe would be connected to the southern intake, which would be used intermittently to discharge treated process water into the streets. The offshore intake structures and discharge pipe would be removed upon completion of tunnel construction.

[00:20:51] Enbridge proposes to relocate federally listed plant species from the limits of disturbance in the northern work area to identified plant enhancement areas, shown here in white with green outlines and hatching. Additional detail on the proposed project, including current project plans, can be found on the project website at line5tunneleis.com. Slide 14, please.

[00:21:23] There are three ways you can submit comments. You can visit the project website, where you can comment directly on the comment here page, again, that's line5tunneleis.com. You can also send comments by mail to the

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address here. Finally, you can comment verbally at any of our public meetings. Comments will be transcribed and included in the administrative record. The deadline for scoping comments is Friday, October 14th, 2022. With that, I'll turn it over to Abbey to give you details on how to comment at today's meeting. Slide 15, please.

Abbey Ness:

[00:22:05] Thanks, Kerrie. All right, so now that you've had a chance to hear an overview of the project and get a feel for the purpose of today's meeting, we want to pass the mic to you to get your input on potentially significant effects due the proposed project, areas for in-depth analysis within the draft EIS, the project purpose and need, any alternatives to the project, alternative screening type criteria, or any other relevant points for consideration in the draft EIS.

[00:22:34] To make sure that we have as many commenters as possible get the chance to speak today, we are going to limit each person's comments to three minutes. You can see a countdown timer at the top right of your screen there to show you how much time you have left during your three-minute period. So please be respectful of other people's time, and try to wrap up your comments when prompted.

[00:22:56] Just as a heads up, if you do go past that time limit in, we will have to cut your mic. But if everybody goes through the process of speaking, everyone on the line has the chance to give their comment, we will circle back to people who have already given a comment, so that they can comment again.

[00:23:17] We will be calling on people to provide public comments in the order in which they raise their hand virtually. If you're attending the meeting using the zoom platform, you can raise your hand by clicking that button that says, raise hand, and that looks like a hand. If you're joining us by phone, you can raise your hand by pressing star nine.

[00:22:36] We will call on you by your name or the last four digits of your phone number, if you're calling in, when it's your turn to speak. And then we'll send you a request to unmute yourself. You'll see a window pop up with a button that lets you unmute yourself, if you're on the platform. Or if you're on the phone, you'll hear an automated voice prompting you to unmute.

[00:23:57] Please first introduce yourself and spell your first and last name for us, so we can have that accurate in our project records. And then once you're done spelling your name, your three minutes will begin. We do ask that you speak slowly and clearly. This meeting is being recorded and it will be transcribed. So we want to make sure that we're capturing everything that you're saying accurately. When you're done speaking, please mute yourself by clicking that mute button again, or pressing star six on the phone.

[00:24: 26] I know this is a lot to think about. So we will also be helping mute on our end as well as we move to the next commenter. As a reminder, please don't

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use the chat to offer written scoping comments that can be done on the project website or by mail, as we discussed previously. But you may use the chat to let us know of any technical issues or questions you have.

[00:24:45] And just a reminder, again, this meeting is being recorded and all comments will be included in the project's administrative record. All right, so I see we have some folks signed up to offer public comments already. We will now begin the public comment period by starting with John S Sonin. And I'm going to go ahead and apologize for mispronouncing your names. Do my best here. We'll start with John S Sonin and then next in the queue is Julie Geisinger.

[00:25:13] So John, I'm allowing you to talk, if you could introduce yourself and spell out your first and last name for us, and then start your comment, that would be great.

John S Sonin: [00:25:22] All right. Good afternoon. Thank you for getting me unmuted. I hope you did. Am I wait? Yeah. Oh, yeah. Good.

Abbey Ness: [00:25:30] Loud and clear.

John S Sonin: [00:25:31] Good. All that's John, J-O-H-N. I don't like when pupil spell my name without the H, Sonin, S-O-N-I-N. I live in Douglas Island in Alaska, and I am calling to ask if you guys reconsider any confirmation you've given to this Mackinac Strait pipeline? I do realize that there's already one existing there that is getting, I'm sure, unable to not leak. And a replacement might be a good idea, but you're going to replace it with even more fossil destruction in fracked gas and whatever else. That is something we have to stop our energy from being used for.

[00:26:32] As a domestic kid in nature, I know firsthand impact of COVID has had, and everybody in my community. And all my friends and [inaudible 00:26:42] have made... Pardon me. Wait, I can't get this thing off... All right, here. Have made impossible decisions over the last few years. Often they've chosen to make between paying for medications and putting food on the table. That is not something to be rectified with more.

[00:27:11] Falsely in Alaska, I can assure you it's false assumption that more oil in the economy is going to make things richer for everybody. That's malarkey. The best way to make things richer for everybody is to increase the quality of their life through the necessities of Earth, wind, water, fresh waters is getting destroyed here. And that's really all due to the contrarianism, which is this or that, didacticism, win/lose. It's all about whether I win or lose, you verse me.

[00:27:54] This is not solution of the future. It's the melding, the unifying, the seeking of more perfect union as our constitution requests that is the path to the quality of life for everybody. Democracy is right now the only social ordering that can help us find a more perfect union. Right now, we have an historic

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moment to pass the... What do they call it? Well, the resource or the what's build back better's been coined as now. And we need to stick to that climate... It's the climate solution for us, a climate action for us all to make that first step to rectifying this distorted climate that is impacting-

Abbey Ness: [00:28:53] John, please, wrap up your comments here.

John S Sonin: [00:28:55] ... every body. I'm sorry. All right. It's I impacting everybody. So even up here in Alaska, I do not want any more oil under the Mackinac Straits for sure. Saw that for the first time was like six years old, Mackinac Bridge. And I am so impressed by the brilliance of life that I cannot see the damage perpetuated that fossil fuels are doing to all of us. Thanks.

Abbey Ness: [00:29:24] Thank you, John. All right, Julie Geisinger is up next and then that will be followed by Arthur Hirsch on deck.

Julie Geisinger: [00:29:37] Okay. Can you hear me?

Abbey Ness: [00:29:40] We can.

Julie Geisinger: [00:29:42] Okay, great. My name is Julie Geisinger, J-U-L-I-E G-E-I-S-I-N-G-E-R, from Birmingham, Michigan. And I'm here today as a concerned citizen who strongly opposes the proposed Line 5 tunnel. The 2022 Intergovernmental Panel on Climate Change report put out by the world's leading climate scientists recently stated, "It is unequivocal that human influences have warmed the atmosphere, ocean, and land."

[00:30:08] We know a big contributor of global warming is caused by carbon dioxide, a greenhouse gas that comes from the extraction and burning of fossil fuels like coal, oil, and natural gas. Take a look around global temperatures are rising. The oceans are warming. Snow cover is decreasing. Glaciers are retreating. Ice sheets are melting. Sea levels are rising. And extreme weather events are becoming all too frequent. The climate crisis is already here affecting humans and natural systems. The IPCC has warned the world that we're close to reaching and irreversible tipping point. The alarm bell should be going off.

[00:30:42] What can we do? Well, for one, we can drastically cut carbon emissions now. The idea of building new fossil fuel infrastructure, in this case, the tunnel, is completely irresponsible. We know the causal link between greenhouse gases and climate change. We have the power to do something. We must transition away from fossil fuels over the timeline that this project would be constructed. And this project would keep a dangerous outdated pipeline running for longer than necessary. It's my fervent hope that The US Army Corps of Engineers fully review the potential climate impacts of this project to ensure that it adheres to the goals of the US and global climate policy. Additionally, there are other areas that should be reviewed thoroughly during the scoping process. In essence of time, I won't elaborate on these in detail, but hope the

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Army Courts considers these, as they conduct a thorough and complete review of this proposed project, as part of its EIS under NEPA. These include comprehensive alternative analysis, cumulative impacts, geotechnical studies, potential archeological and cultural sites in the Straits of Mackinac, explosion risk during construction and operation, and the drilling slurry spill risk.

[00:31:46] To conclude, as conservation as Jane Goodall so profoundly said, you cannot get through a single day without having an impact on the world around you. What you do makes a difference, and you have to decide what kind of difference you want to make. The proposed tunnel is a dangerous proposition. It should not be built and Line 5 should be decommissioned. I thank you for your time today to voice my concerns about this, at this public meeting.

Abbey Ness: [00:32:11] Thank you, Julie. Next up we have Arthur Hirsch and that will be followed by G. Lindquist. Arthur, if you could introduce yourself and spell your first and last name for us, please.

Arthur Hirsch: [00:32:26] Sure. Yeah. My name is Arthur Hirsch, H-I-R-S-C-H and I am from the Climate Reality Project of the West Michigan Chapter. Okay?

Abbey Ness: [00:32:44] Thank you.

Arthur Hirsch: [00:32:45] Okay, so here we go. The motto of the State of Michigan is, if you seek a pleasant peninsula, look about you. And it is the mission of the Army Corps of Engineers to ensure that our vital water resources in Michigan are protected with the lowest possible risk possible. I live in Pentwater, Michigan, and I've lived on Lake Michigan all my life. I'm an Environmental Engineer, I graduated from Michigan State University and also the University of Colorado in the area of Engineering. I specialize in water quality and environmental impact issues over the past 30 years, in the areas of environmental impact studies, climate change and sustainability. The Line 5 tunnel construction and operation represents too big a risk to the Great Lakes in which millions depends upon for the drinking water, recreation, quality of life and economic livelihood.

[00:33:48] First of all, there's no demonstrated need for this proposed action. The proposed action does not satisfy a current or future energy need by the State of Michigan nor the United States of America Government. It only benefits Canada and the Enbridge Corporation in making short-term financial gain at the State of Michigan's risk. This Line 5 tunnel will be a stranded asset with high risk. The applicant knows that demand for fossil fuels is declining and the need for a 99-year lease with the State of Michigan is ridiculous. The State of Michigan will be left holding a lot of financial risk by owning and maintaining the tunnel, especially in case of an oil release, in which Enbridge will have no liability for cleanup and the cost will be picked up by the State of Michigan citizens. This is not a sustainable project for the State of Michigan. There is a real concern about the potential for methane-based explosions during a tunnel

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construction and operation that would lead to pipeline releases and human fatalities.

[00:35:03] This situation occurred in 1971 in Lake Huron in the Water Tunnel Project, which killed 22 workers and numerous injuries. The proposed action could transfer propane via a 30 inch pipeline to an enclosed tunnel system, along with utilities in an enclosed space area. This condition makes it right for an explosion and crude oil releases. Potentially over two millions of gallons of crude oil could be released during a breach in the tunnel, according to Michigan Technology University, who did a risk assessment on The Line 5. So thanks a lot for hearing my comments. I appreciate that, thank you.

Abbey Ness: [00:35:51] Thank you, Arthur. All right, next up is G. Lindquist, followed by Charles Yates Jr.

George Lindquist: [00:36:04] Yes, this is George Lindquist. G-E-O-R-G-E, L-I-N-D-Q-U-I-S-T. I'm speaking for U.P. Whitetails of Marquette County, Inc. I live in Northern Marquette County in Michigan's upper peninsula. We support this tunnel. The tunnel is the safest way to do this. There's no other good alternative. When you look at the different alternatives, as far as trucking fuel, boat, train, what have you, there clearly is no other better way than this pipeline. Tunnels can be made safe. We realize that there are numerous, numerous safeguards in all this. There has to be. I worked at the iron mines here in Marquette County for 30 some years in maintenance. And I realized over the years how the Mine Safety Health Act, which this would fall underneath, would cover so much to make this done safely. Man has been using tunnels for well, thousands of years for that matter.

[00:37:32] And this is clearly the safest way. We need to get this pipeline, the current pipeline shut down as soon as possible. This is the best way to get there. There's no other clear way. We're concerned about the tunnels falling in. How come we're not trying to shut down the Windsor Tunnel out of Detroit? How come they built the tunnel from France to England? What about this tunnel goes from New Jersey over to Long Island? Has been there for over a hundred years. Thousands of people ride the subway in that every day. There's no reason why this can't be built safely and the sooner it gets built, the sooner we can shut down the current pipeline and move on with things.

[00:38:23] Personally, I live off the grid up here. I have solar, I have wind, but I'll tell you what, there's no good alternative for heat. There's no good alternative for a combustion engine. And I rely on a propane generator, it's part of my power system. And guess what? So does every place else. So yeah, we can talk about wanting to get away from this or that and being a smaller footprint on our earth. This clearly is the best way to do it. It's right here. Build the tunnel as safe as possible, best materials, best technology, best oversight. Thank you.

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Abbey Ness: [00:39:16] Thank you, George. All right, our next commenter will be Charles Yates Jr. Followed by Tami Renkoski. Charles, if you could introduce yourself and spell your first and last name for us, please.

Charles Yates Jr.: [00:39:32] I'm Charles Yates Jr. That's C-H-A-R-L-E-S, last name Yates. Y-A-T-E-S. Good evening. I'm Charles Yates. I'm a business agent with Pipeliners Local Union 798. My jurisdiction covers five states, includes Michigan. I represent 6,650 members, many of whom live in Michigan and would be directly affected by this project, because they live, work and enjoy the waterways. My wife and I reside in Ohio and enjoy Michigan for fishing, boat tours and local restaurants overlooking the Great Lakes. I am in support of Enbridge Line 5 Straits Tunnel Project and believe it is in the public's best interest to approve this essential project. Much of the concern regarding the tunnel is centered on environmental impacts to the Great Lakes, should an oil spill occur. Enbridge has had zero incidents in the Straits for over 65 years and the tunnel design is a proactive plan to ensure continued energy supply in a safe manner, while preserving water quality and eliminating environmental effects.

[00:40:52] Enbridge consistently demonstrates its commitment to maintaining a high level of safety with 24/7 monitoring of the Straight crossing. Regular inspections with both ROVs and skilled divers. Enbridge evaluates the pipes interior, inch by inch every five years. In addition to these safety measures, Line 5 operates at less than 25% of its design capacity to minimize stress on pipe. Enbridge has also invested in Michigan's communities with donations to numerous nonprofit organizations. Millions of dollars in property tax payments for its energy infrastructure projects, which were then invested in schools, roads and bridges. And yes, Line 5 Tunnel will create good jobs for the local workforce, which includes Local 798 members.

[00:41:59] Wages and benefits that will turn right around and be spent in Michigan's neighborhoods across the state. It is unrealistic for us to neglect the current Line 5 and simply shut it down without a plan. Enbridge has a complete, a clear, responsible solution to truly protecting our waterways aquatic life and shorelines. The Line 5 Straits Tunnel Project would safely house a pipeline and other utilities necessary for the quality of life. I urge you, on behalf of my family and Pipeliners Local Union 798, to approve the Enbridge Line 5 Straits Tunnel. Thank you for allowing me to speak today.

Abbey Ness: [00:42:45] Thank you, Charles. All right, our next commenter will Tami Renkoski, followed by Diane Middleton. Sorry Tami, I think I accidentally muted you there. Are you able to speak?

Tami Renkoski: [00:43:15] Can you hear me?

Abbey Ness: [00:43:17] I can. Could you spell your first and last name for me, please?

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Tami Renkoski: [00:43:20] Yes. My name is Tami, T-A-M-I. Last name Renkoski, R-E-N-K-O-S-K-I and I have lived in a Great Lake State most of my life. I'm a retired Certified Industrial Hygienist and have spent most of my career working for Global Environmental Engineering firms on projects, such as this and similar in scope, different types of projects. With the world heading into the climate crisis now is the time to stop new fossil fuel infrastructure. We must say no, to the Enbridge Line 5 tunnel, unless we want to accelerate the climate crisis and impact the futures of our children and grandchildren and the health of the Great Lake States and the planet. Facts to support this alternative and impact on the climate include construction of the tunnel alone would result in 87,000 metric tons of carbon dioxide equivalent emissions. Science tells us we need to be at net zero, meaning no fossil fuel burning, no fossil fuel burning by 2050, if we are to stay below the 1.5 degrees Celsius temperature rise scientists are recommending.

[00:44:29] Operation of the tunnel would result in 520 metric tons of carbon dioxide equivalent annually. This is equivalent to 6 million cars on the road and 10 power plants. Operation would also result in \$1 billion in negative climate impacts annually. Burning of the fossil fuels transported by the pipeline would result in an estimated 27 million metric tons of CO2 annually. These are huge numbers. The Keystone XL pipeline was denied a permit because the climate impacts were unacceptable. We need to do the same for the Enbridge Line 5 Tunnel. The tunnel is incompatible with state and international climate goals, like IPCC, Paris Agreement and the Michigan Healthy Climate Plan. Michigan and the Great Lakes region are already experiencing climate change, such as induced higher temperatures, greater than average precipitation and more intense precipitation. Recall the recent flooding in Detroit and the dam failure in Midland.

[00:45:29] It is projected that climate change from greenhouse gas emissions will cause the following impacts, negative human health effects and increased fatalities, affecting fish and other wildlife, affecting food production and agriculture, the fishing industry, tourism, degradation of ecosystems, more frequent and severe storms, increased flooding, erosion and degradation of waterways, destruction of coastal habitats and more. Enbridge considers climate change impacts an extraneous issue and didn't even consider a no action alternative when they submitted their permit application. With the health and future of Michigan residents on the line, how can this be extraneous? How long until all the waters of our precious Great Lakes are covered in a rainbow sheen and our beaches and wildlife covered in black sludge?

[00:46:14] I'm asking the US Army Corps of Engineers to consider climate change and greenhouse gas emissions as a significant impact in the EIS and asking the EA PSC and USAs to deny the permit to construct the tunnel. We must not allow this tunnel to be constructed and we must shut down the entirety of Line 5, as it will put the future of our people and environment at an

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unacceptable risk. We need to stop new fossil fuel infrastructure now and transition our society to green energy now. Just say no to the Enbridge Line 5 Tunnel. Thank you so much.

Abbey Ness: [00:46:46] Thank you, Tami. Up next, we have Diane Middleton and on deck, we'll be Chris Ventura.

Diane Middleton: [00:46:59] This is Diane, can you hear me on your end?

Abbey Ness: [00:47:04] I can.

Diane Middleton: [00:47:06] Okay. Thank you. Good evening. And I certainly appreciate this opportunity. My name is Diane Middleton, D-I-A-N-E, M-I-D-D-L-E-T-O-N. I serve as Vice President of Advocacy for the Midland Business Alliance. The Midland Business Alliance is a combined Chamber of Commerce and Economic Development Organization. As such, we represent 3,000 businesses in the Midland community. We encourage the Corps of Engineer's approval of the permits for construction of the Great Lakes Tunnel. Midland is 184 miles south of the Straits of Mackinac and yet we see the construction of the Great Lakes Tunnel as critical. We're all aware of the economic impact of just the propane delivery to both the upper and lower peninsulas, no other delivery alternative that is as safe or efficient. And there's also the economic impact of the jobs that the construction itself will create and the tax revenue to the state from those jobs.

[00:48:23] While, of course the economic impact is important to the Midland Business Alliance, we are also vocal proponents for our natural resources. The Midland Business Alliance strongly believes our natural resources must be protected and believes that the rules and regulations that protect the environment need to be common sense oriented and based on sound science. Construction of the tunnel, which will be approximately 100 feet below the lake bed is the right step to protect our Great Lakes. Keep in mind that the risk of an environmental spill with the Great Lakes Tunnel is almost non-existent. Both the economy and environment are critical and protecting both can be done simultaneously.

[00:49:11] In May of 2020, Midland suffered a catastrophic dam failure event. We've seen firsthand the calamity that happens when infrastructure and natural resource considerations are not adequately balanced. The Great Lakes Tunnel represents the balance that we need. By moving forward with developing and permitting the Great Lakes Tunnel Enbridge is complying with provisions of agreements made with the State and per legislative action, PA359 of 2018. The Midland Business Alliance encourages your approval of Enbridge's application to build the Great Lakes Tunnel under the Straits of Mackinac [00:50:00] and replace The Line 5 pipeline. Again, I appreciate the opportunity to weigh in on behalf of the Midland Business Alliance. Thank you.

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Abbey Ness: [00:50:14] Thank you, Diane. Our next commenter will be Chris Ventura, followed by lawn Herman.

Chris Ventura: [00:50:27] Good evening. Chris, C-H-R-I-S. Ventura, V as in Victor, E-N-T-U-R-A. My name is Chris Ventura and I'm the Executive Director for Consumer Energy Alliance Midwest. Thank you for allowing CEA the opportunity to provide comments tonight on the proposed Line 5 Great Lakes Tunnel Project. CEA is a nation's leading consumer energy and environmental advocate, ensuring families, farmers, and local businesses have access to sustainably produced, affordable, reliable, and environmentally responsible energy, for more than 550,000 individual members represent a cross section of Michigan's economy. CEA encourages a development and transmission of all American energy resources, from oil and natural gas, nuclear, and renewable energy as key components to a balanced, all of the above sensible energy policy. A policy that will protect Michigan families and local businesses while promoting a stronger and healthier economy. One such project that would ensure Michigan's families and local businesses, as well as its environments are protected is the Line 5 Great Lakes Tunnel. Line 5 delivers the energy that fuels Michigan and the Midwest.

[00:51:41] Continuing to fuel Michigan's economy is a concern that was highlighted just a few days ago, when governor Whitmer signed an executive order removing impediments to gas delivery to ensure Michiganders receive the affordable gas they needed following a refinery incident in Indiana. This indirect accident shows the inherent vulnerabilities of the energy supply chain, which can only be made worse with direct action to close Line 5. As CEA's independent third-party analysis earlier this year showed, shutting down Line 5 would force Midwestern families and businesses to spend at least \$5.8 billion more every year on transportation fuels or \$29.2 billion more over five years, due to the resulting loss of production at area refineries. Regardless of the source of energy being developed or transported, CEA believes it is important to ensure that our environment is protected and pipelines in general are the safest and most environmentally responsible way to deliver energy. As with any critical infrastructure project, extensive surveys and comprehensive planning are used to minimize the environmental impact, especially the impact on waterways and the State of Michigan already determined that when compared to other alternatives, the tunnel further safeguards our Great Lakes.

[00:52:55] In tubing the pipeline more than 100 feet below the lake bed in a utility tunnel, removing it completely from the lake bed floor, is not only protecting the environment, but ensures Michiganders have access to the affordable, reliable energy the governor said she wants for her residents. Thank you again for the opportunity to comment. This project is necessary to maintain access to the essential energy our families and local businesses require in the most environmentally sustainable way possible. We urge the US Army Corps of Engineers to authorize the necessary permit to allow for the Line 5 Great Lakes Tunnel Project to move forward in a timely manner. Thank you.

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Abbey Ness: [00:53:31] Thank you, Chris. Our next commenter will be Lon Herman, I think is how you would say that. And then, on deck will be Caroline.

Lon Herman: [00:53:52] Yes. Can you hear me now?

Abbey Ness: [00:53:54] I can hear you.

Lon Herman: [00:53:55] Okay. Good. My name is Lon Herman, that's L-O-N, H-E-R-M-A-N. I live in Ferndale, Michigan, but my family owns a cottage on Lake Huron near Oscoda. My concern is that the Corps seriously takes into consideration the overall environmental impact. Scientists have been telling us of late, that the change in climate has been moving even faster than they had anticipated. [00:54:30] Building new infrastructure is exactly the wrong course. And while it may provide a few jobs for the moment, its overall effect will be ought to be increased global warming to destroy our environment. We have been told that the only safe way to deal with fossil fuel industry is to leave the oil in the ground, if we want to achieve the goals that were set in Paris. That's why I am urging the Corps of Engineers to deny the application, because if we want any kind of a future, we need to have all this infrastructure shut down. Building new infrastructure is not the way to go. Thank you.

Abbey Ness: [00:55:36] Thank you, Lon. Our next commenter will be Caroline, followed by Nichole Biber or Biber.

Caroline Liethen: [00:55:47] Good afternoon. I'm Caroline Liethen, spelled C-A-R-O-L-I-N-E. Last name, L-I-E-T-H-E-N. I'm the Director of Environmental and Regulatory Policy for the Michigan Manufacturers Association. And I appreciate the opportunity to comment on the scope of the Enbridge Line 5 Tunnel environmental impact statement. MMA membership accounts for approximately 1,700 small, medium and large manufacturers located throughout the state, representing Michigan's largest economic sector. Our members drive the state's economy and provide livelihoods for more than 635,000 Michigan citizens and their families. Through our work, MMA and its members, share a common goal to be good stewards of Michigan's resources and good neighbors to the communities in which we live. We have a vested interest in the outcome of the building of the Great Lakes Tunnel. Energy, including its supply, reliability and affordability underpins all aspects of manufacturing.

[00:56:51] Energy costs are one of the top expenditures of production for everything from automobiles and solar panels to personal protection equipment. Energy costs affect not just the manufacturing process, but also the transportation of raw materials to our manufacturing facilities and finished products to their markets within the State and beyond. Accordingly, energy costs are a major contributing factor to Michigan's ability to retain a strong globally competitive manufacturing sector and attract new investment by manufacturers looking to locate or expand here. The scope of the Corps environmental impact statement should focus on assessing tunnel alignments

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across the Straits. Independent experts working on behalf of the State have determined that the Tunnel Project is the best, most viable solution for meeting environmental protection, energy delivery, and economic prosperity solutions. Alternatives to replace Line 5' crossing of the Straits, such as installation of a new pipe on the lake bed would result in significant environmental impacts to the Great Lakes such as dredging or fill.

[00:57:57] Further non-pipeline alternatives are not feasible to connect Enbridge's existing Line 5 facilities on either side of the Straits. Infrastructure does not exist to support the necessary truck, rail or barge traffic to replace the job currently done by Line 5. These non-pipeline alternatives use fuel to move fuel and would have higher greenhouse gas emissions and likely result in a higher frequency of incidents on a per mile basis. The Tunnel Project is the right plan for the environment and Michigan. It will help ensure extra layers of safety and environmental protection in our waterways without compromising the delivery of the energy on which Michigan depends. Again, thank you for the opportunity to provide comment on this important project. I appreciate your consideration.

Abbey Ness: [00:58:47] Thank you, Caroline. Next commenter will be Nichole Biber, followed by Mary Rulo.

Nichole Biber: [00:58:58] Hello, it's Nichole Biber. Nichole, N-I-C-H-O-L-E. Oh, can you hear me? Sorry. Can you hear me now?

Abbey Ness: [00:59:08] Yep.

Nichole Biber: [00:59:09] Okay. Sorry. It's Nichole, N-I-C-H-O-L-E, Biber, B-I-B-E-R. I'm living in East Lansing, Michigan. My tribal homelands are up there by Cross Village in Heber Springs. I'm Little Traverse Bay Bands of Odawa So wow, where to start? So it's interesting to hear people who are pro-building of this tunnel question things like, why is it necessary? What's necessary? That's a pipe and the tunnels are somehow necessary. I read that as necessary to process, is what they're saying. Necessary to maintain a status quo of Enbridge putting out their propaganda and greenwashing. And speaking of greenwashing, let's have a listen to what consumer's energy and some of these other companies are saying, this idea that oil pipelines or a tunnel somehow protects the environment or sustains it, is twisted to say the least. Just because you think that you need to use the word environment, is just pretending to care.

[01:00:19] What's necessary is the water. [foreign language 01:00:23] Water is life. People saying, what is a safe alternative? What's safe? Ask what's in danger. This notion of the traditional cultural landscape, I imagine that probably means the bridge. Well, some of our tribal traditional sites were found that would just, of course, be dug up by this. For us, that traditional tribal landscape includes what's living, includes the living planet and the water. There's tribal consultation as a government-to-government obligation. Our treaties predate any between

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the United States and Canada. They're embedded in the Constitution. The notion of alternative, no action, as someone said earlier, is an alternative. The alternative to a pipe like this, of a tunnel like this, is to stop poisoning the water. Enbridge had many months to collaborate and develop a good faith plan to shut down safely, to put in things like plans to assure propane needs, and they didn't do it.

[01:01:26] They spent their money on propaganda and greenwashing and putting their money on the airwaves. Pipefitters, the Union jobs, you can work on water infrastructure. There's many lead pipes that need replacing. We want you to have your work. You can improve lives and have a larger ongoing field of work. Listening at the beginning to that detailing of the project parameters, it was an experience at a cellular level. I'm sure I'm not the only one. Each thing mentioned is like a punch to the heart, is how it felt. Because time and again, environmental impact, such a dry term. That means everything. If we are going to have our treaty rights, we need a living planet to practice our spirituality, to have fishing, to have hunting and gathering. That's significant. So tired of needing to tell my children that the reason all these things are under threat and we're terrified that this oil is going to get in the water is because someone makes money from it, because it might upset someone's profits. The environmental [inaudible 01:02:44] impact... Certainly. The environmental impact is the significant point [inaudible 01:02:51].

Abbey Ness: [01:02:54] Thank you, Nichole. Right? Mary Rouleau is next followed by Maya P. Aronoff.

Mary Rouleau: [01:03:06] Good evening. Mary Rouleau. M-A-R-Y R-O-U-L-E-A-U from Grosse Pointe Park. I respectfully ask that the EIS analysis include the following factors. Number one, comprehensive alternatives analysis. Independent studies have revealed at Line Five is not a necessary piece of infrastructure and that other options could be implemented in short order. Number two, cumulative impacts. Regardless of its scope, it must consider all indirect and cumulative impacts. Three, the inadequacy of geotechnical studies. Initial geotechnical studies performed on this site are inadequate, comprising roughly 1/10th of the industry recommended research for a tunnel of this scope. Number four, potential archeological and cultural site. The Army Corps must meaningfully consult the tribal nations, the State Historic Preservation Officer and the Advisory Council on Historic Preservation regarding potential adverse effects to the potential 10,000 year old indigenous cultural site that has been located at the bottom of the Straits near the proposed tunnel.

[01:04:21] Number five, explosion risk during construction and operation. Over the course of the NPSCs review of this proposal, expert testimony indicated a significant risk of explosion. Number six, climate impacts. Also in NPSC testimony, experts presented climate impact analysis of this proposal and indicated that this project would potentially add 27 million metric tons of carbon pollution annually. Please fully review the potential climate impacts of

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this proposal to ensure that it adheres to the goals of US and global climate policy. And number seven, drilling slurry. Bentonite drilling slurry is a potential hazardous waste. Bentonite, when released into surface water expands and can coat the gills of fish, resulting in large fish kills. Thank you.

Abbey Ness: [01:05:21] Thank you, Mary. Our next commenter is Maya Aronoff. Or Aronoff. Followed by Michael Alaimo. Alaimo. We'll find out. Maya?

Maya Aronoff: [01:05:37] Yes. Thank you. I just, I'm a master's student who's worked at environmental issues from a local to a national level, including in the Department of Energy. And I'm here to ask the Army Corps of Engineers to break up the Midwest's emotionally abusive relationship with Enbridge. Every time Enbridge says, "Trust us, we're safe. Do what we ask. Trust our data. Trust our promises." And every time, from the Kalamazoo oil spill to the very recent covered up frack outs and benzene spills on Line 3 construction in Minnesota, they show us who they truly are. And then they come back and say, "No, no, no we've changed. We've changed. We've changed again. Trust us."

[01:06:23] But they haven't changed, and that's why I believe this environmental review must include data and sources not directly from Enbridge. It must question Enbridge's account of impacts and events, and it must reject Enbridge's proposed Sophie's choice between maintaining the existing Line 5 tunnel past its deadline, which is a choice that they are making for their own profit. When in the interest of safety, they should and could be shutting down the existing Line 5 while we figure things out. And between constructing a new pipeline with numerous dangers, both during construction that need to be taken into consideration from the spillage of benzene's impacts on the tourism and fishing industries, to the inadequate geospatial analysis and the possibility of methane explosions during construction to the impacts on heritage sites, cultural sites, and sacred fishing grounds for our many indigenous communities. Those are not the only options, right?

[01:07:19] It's been demonstrated that there are rail and truck options to deliver propane to the UP, which is a very small fraction of what Line 5 is delivering, right? Line 5 is not necessary to deliver propane to the UP. The majority of Line 5's deliveries have nothing to do with the state of Michigan, right?

[01:07:36] And a lot of these analysis have been done, haven't considered those alternatives at all. Instead, they're only considering alternative oil pipelines, right, which is not a genuine alternative analysis. And I believe that the environmental Corps of Engineers also needs to consider the economic impacts, right? And our human impacts because our environment isn't just whether it's going to the water in an oil spill or a frack out during construction, our impacts are "what will happen if our fishing industry dies," right? "What will happen if our water is poisoned during climate change when water will become our most precious and expensive resource?"

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[01:08:10] Right now, the city of Jackson, Mississippi has no clean drinking water. Pakistan is one-third underwater, right? What are the genuine alternatives, not just this pipeline or that pipeline. And I believe our environmental impacts need to analyze those alternatives as well.

[01:08:26] Alternative sources of heat, alternative sources of energy. In addition to just this literal question of "do we continue to operate this old oil pipeline or do we install a new oil pipeline that commits ourselves to this self destruction for another a hundred years?" Enbridge is essentially killing us and asking us to pay for it as Michiganders and it's time to say, "Enough." There's a better way. We don't have to make these horrible choices that they force onto us anymore. You have the power to change the course of our state and really all of the people in the United States. And we're really counting on the federal government to have our back on this and make decisions in line with the justice authority and climate commitments that the President has set out.

Abbey Ness: [01:09:07] Thank you, Maya. Could you please spell your first and last name for us?

Maya Aronoff: [01:09:11] Sure. The first name is M-A-Y-A. The last name is A-R-O-N-O-F-F.

Abbey Ness: [01:09:19] Thank you. All right. Our next commenter will be Michael Alaimo, followed by Michael.

Michael Alaimo: [01:09:30] Thank you so much. You had it right the first time. It's Mike Alaimo, A-L-A-I-M-O, and I am the Director of Energy and Environmental Affairs for the Michigan Chamber of Commerce. Thanks for the opportunity to speak in support of constructing The Great Lakes Tunnel. My comments today will be focused on the baseline scoping we feel the Army Corps of Engineers should utilize in their environmental impact statement process. In this case, there's been contrasting arguments put forth regarding what should be used as the environmental situation prior to the proposed action. The situation as exists today, where oil and natural gas liquids daily flow through pipelines at the bottom of the Straits or an imagined present in which they do not. For instance, some have argued that the correct baseline would "entail allowing the existing pipelines to shut down and not building a tunnel or installing any replacement pipelines and assuming no oil or natural gas liquids are flowing through the Straits as a baseline condition."

[01:10:26] However, this argument is unfounded and not based on the economic, environmental or actual realities of facing regulatory agencies reviewing The Great Lakes Tunnel project. Placing Line 5 inside the tunnel reduces the risk of leaking products reaching the Great Lakes to practically zero. This is a notable reduction in environmental risk from the current dual pipeline configuration on the lakebed. One rationale for pretending away the conditions that exist today for the purposes of the core scoping analysis, the flow of

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petroleum products through pipelines located in the bottom lands of the Great Lakes is that the Governor ordered that the pipelines to cease operations.

[01:11:03] On November 30th, 2021, the Governor formerly abandoned efforts to obtain such a court order. This abandonment of enforcement efforts immediately followed a court ruling that federal law was likely to be determinative in regarding the legality of her action. Further rulings have since confirmed this, as a federal judge, just two weeks ago, dismissed a motion by Michigan Attorney General Dana Nessel to transfer the case from federal to state court, as "an attempt to gain an unfair advantage through the improper use of judicial machinery" with "procedural fencing and forum manipulation."

[01:11:37] All of this is to say that when evaluating the scope of the environmental impact statement, it is critical the Corps look at current reality and determine the potential environmental impact of the project compared to that reality. The record is undisputed on this point. That is why on January of 2021, the Michigan Department of Environment Great Lakes and Energy approved Enbridge Energy's application for certain permits required to build a utility tunnel under the Straits of Mackinac. By EGLE's own review, determined that the proposed project would result in minimal impact to wetlands. Estimating wetlands affected to be 0.13 acres, an area roughly 1/10th the size of a football field. Enbridge would be required to protect 1.3 acres of existing Great Lakes coastal wetlands, and purchase wetland credits from a state wetlands mitigation bank to address this impact.

[01:12:24] Prior to making its permitting decision, EGLE held four public information sessions, four public hearings and four tribal consultations. EGLE's decision-making also included input from the State Historic Preservation Office and a report from an independent civil engineering firm specializing in complex tunneling projects. EGLE also reviewed more than 2,600 comments from the public on the permitted applications and devoted more than 2,000 staff hours to its consideration. All that to say, we support the project and thank you so much for your consideration.

Abbey Ness: [01:12:56] Thank you, Michael. Our next commenter will be Michael Smith, followed by Joe Kramer. Michael Smith, I'm requesting that you unmute yourself if you can see a microphone button. There you are.

Michael Smith: [01:13:22] Thank you for the opportunity to speak this evening. Michael Smith, M-I-C-H-A-E-L S-M-I-T-H. Executive Director of the Upper Peninsula Construction Council. Speaking in support of The Great Lakes Tunnel project. This project will reduce to virtually zero the potential for an oil spill in the Great Lakes. It was determined by independent experts working on behalf of the state to be the best, most viable solution for meeting environmental protection, energy delivery and economic prosperity priorities. Will be owned and overseen over its lifespan by the independent Mackinac Straits Corridor Authority.

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[01:14:06] Once the tunnel is completed, will be built in compliance with all laws and regulations for protecting the environment. Will be paid for entirely by Enbridge, without taxpayer dollars as required under the agreements. Will provide next generation infrastructure for serving the utility needs of residents and businesses in both the upper and lower peninsula of Michigan and throughout the Great Lakes region, also employing many local, highly skilled construction workers.

[01:14:36] By the state's own admission, the reality is there is no viable alternatives to The Great Lakes Tunnel to house a replacement section of Enbridge Line 5. The tunnel is the best option from an environmental and safety perspective. Non-pipeline alternatives are not an option to connect Enbridge's existing Line 5 facility on either side of the Straits. The significant amounts of petroleum products reliably and safely transported by the dual pipelines cannot possibly be carried by trucks over the Mackinac bridge. Barge infrastructure at the straits does not exist and would adversely impact vessel traffic transiting the Straits. Rail infrastructure between Enbridge's existing Straits facilities does not exist.

[01:15:30] There is a reason more than 70% of Michiganders support The Great Lakes Tunnel project. It will provide additional connectivity between the peninsulas, safeguarding important utilities while protecting the waterways millions of US... many of us treasure and will give us much needed affordable, reliable energy. There is almost no impact to wetlands and no impact to the lake bottom. That is why the tunnel was chosen by the state of Michigan after numerous studies. This would be fast tracked and approved. Opponents are jeopardizing the tunnel project, and we will be left with dual pipelines, which are safe, but not as safe as a tunnel because of the secondary containment aspect the tunnel provides. Thank you.

Abbey Ness: [01:16:19] Thank you, Michael. Our next speaker, or commenter will be Joe Kramer, followed by Mike Buza.

Joe Kramer: [01:16:30] All right. Thank you, Abbey. I appreciate that. My name's Joe Kramer, K-R-A-M-E-R. I am a pipeline representative for the operators that are going to be building this project. There's several things that I'd like to make a comment on. I believe at the beginning of the presentation there, it showed, the Army Corps showed the minimum footprint, that Enbridge's plan to build this project, the pipeline itself, that supplies energy to the UP and the rest of Michigan goes beyond that to other surrounding states as well. I believe that it is a prime example of what's happened in Jackson, Mississippi, if you don't replace your old, aging infrastructure. I think that kind of applies here too, that we get this off the bottom of the lake and get it in a tunnel where it'll be a lot safer and will lower the impact of release into the lake through anchor strikes and whatnot. So I do approve. I hope that Corps of Engineer approves this and I do approve this project. Thank you.

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Abbey Ness: [01:17:45] Thank you, Joe. Our next speaker is Mike Buza followed by Mary Blanchard.

Michael Buza: [01:17:55] Hi, my name's Michael Buza, spelled M-I-C-H-A-E-L. Last name spelled Buza, B-U-Z-A. I am a member of the Sierra Club. I'm also the chair of the legislative committee for the Sierra club for the state of Michigan. Would like to make a few points. There has been some wonderful points made about the worldwide destruction that fossil fuel is affording us at this point in time. And a lot of it's going on in Michigan. We're going to be... And all of this is becoming a lot quick... is proceeding a lot more quickly than people want to admit. But if you look at the future and that's what we need to look at, because this tunnel's supposed to be here for decades. Car companies are planning to transition to all electrical cars within a very short period of time. Certainly less than a couple of decades.

[01:18:59] The IRA that the federal legislature just passed has committed billions to transition houses, to heat pumps and electrify all the houses within the homes. Governor Whitmer also has a healthy climate plan where she's planning to transition away from fossil fuel and to electrify our economy. Hundreds of international companies are planning to completely decarbonize their operations. The Paris Climate Accord has been signed by 197 countries that are planning to decarbonize their countries and this is all done by eliminating fossil fuels, not by building new fossil fuel infrastructure. Even Saudi Arabia is investing heavily in solar panels. And on top of that, renewable energy is the cheapest form of energy and it can be built, but we're running out of fossil fuels in the world. This is only a short-term solution and it shouldn't be built. What we should be building is we need to improve our electrical grid.

[01:20:19] MISO is the grid operator for Michigan and a good portion of the United States, 14 other states, need serious updating. Some parts of it is over a hundred years old and we're going to be putting extra strain on it. This is where we should be spending money, not on a backwards looking project. We should be updating seriously our outdated grid. We need to be investing in solar and wind energy. And this tunnel across the Straits has serious implications of, or possibilities of being an abandoned asset. I strongly [inaudible 01:21:12] to deny this permit based on the fact that we are destroying our world with fossil fuels and there is a better alternative. Thank you very much for allowing me to speak.

Abbey Ness: [01:21:26] Thank you, Mike. Just as a reminder, if you would like to speak, you can raise your hand to do so. Please do not unraise your hand and then raise again. That will put you at the back of the line. So if you want to keep your spot in line, just keep your hand raised and we will have a chance to get to you. If you've already spoken this evening, we ask that you go ahead and lower your hand. We're going to try to make sure that everyone gets the chance to speak at least once. And then we'll circle back to people who have already spoken so that they can supplement their original comments. Our next speaker is Mary Blanchard, followed by Katie Olsson.

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Mary Blanchard: [01:22:12] My name is Mary Blanchard. M-A-R-Y B-L-A-N-C-H-A-R-D Thank you to the Army Corps of Engineers in hearing and thoughtfully considering comments regarding the Enbridge Line 5 tunnel project. I ask that the Army Corps of Engineers deny the permit for Enbridge to attempt to construct this tunnel. Indigenous peoples have held these waters and lands sacred for generations and their treaty rights have been acknowledged in the court of law. My own family has a long history of work and relaxation around the waters of Lake Michigan. The sensitive and volatile environmental conditions in the Straits of Mackinac demonstrate that this is not an area that could withstand an error in judgment. A tunnel should not be attempted because Enbridge believes it could work. I have no doubt Enbridge could find and pay an expert to say the tunnel could be built successfully.

[01:23:18] The problem comes if Enbridge being trusted and believed. Enbridge's is record in Michigan and Erie across the nation speaks for itself. The answer must be no. The currents and converging systems of two lakes along with the precarious state of the current Line 5 pipelines must be considered in this massive tunnel containing violative gases inside pipelines through an environmental condition and should not be allowed. The Army Corps of Engineers must consider all aspects of environmental risk, including the consequences of long-term use of fossil fuels already proven to exacerbate climate change.

[01:24:04] Enbridge's own estimate of usage of the tunnel in as little as 20 years is proof that the risks far outweigh any benefit. Common sense dictates the protection of our water and the environment must be considered over the profit of a foreign company. Michigan has 21% of the world's fresh water and our grandchildren and their grandchildren deserve the same type of protection that we currently have for clean, fresh water. I'm asking the Army Corps of Engineers to protect our interests and their interests and deny the permit for the Enbridge tunnel. Thank you.

Abbey Ness: [01:24:48] Thank you, Mary. The next commenter will be Katie Olsson followed by Sean McBrearty.

Katie Olsson: [01:25:00] Hello, my name is Katie Olsson. K-A-T-I-E O-L-S-S-O-N. I do not have a prepared speech, so I probably will not sound as fluent as others, but the idea of running a new pipeline under the Straits of Mackinac is unconscionable. I can't believe the original pipeline got approved. As the last speaker just said, the Great Lakes are a source of 20% of the world's fresh water. To put that in any risk is completely irresponsible, now more than ever.

[01:25:47] I've heard a lot of discussion about how small the risk of a leak would be. It doesn't matter how small the risk is. Any risk is way too much. And as already addressed, we are weaning off of fossil fuels. I've heard a lot of discussion about this being the best alternative. We don't need another fossil fuel alternative. We need to rid ourselves of fossil fuels and we are ridding

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ourselves of fossil fuels, so this would be... This is a short-term solution. We will be off fossil fuels eventually and not too long. Way before the life of this pipeline is over.

[01:26:30] Someone mentioned that the cost of energy in Michigan would go up a lot without this tunnel, but the long-term costs are going to go up a lot with it. The faster we can transition to renewables, the better off we'll be and the less we will be paying for our energy.

[01:26:54] So there will not be any environmental disasters or economic disasters without the tunnel, and there certainly is great potential for huge disaster with the tunnel. Can you imagine what even a small leak would do to Michigan's economy? The beauty of this natural place of the Mackinac Straits and the Great Lakes is a huge draw of tourist dollars. So if that were damaged, obviously the much bigger concern is the environmental damage, but it would also cause tremendous economic damage. Michigan's tourist industry is a big, big part of the state's income, and that would be devastated by any sort of accident. And besides that, what good is a thriving economy if the world is uninhabitable, which is the direction we are headed. Finally, we can live without oil. We cannot live without water. We absolutely must shut down Pipeline 5 and reject the request to build a tunnel.

Abbey Ness: [01:28:17] Thank you, Katie. Our next speaker is Sean McBrearty, followed by Greg Faust.

Sean McBrearty: [01:28:30] Thank you very much. My name is Sean McBrearty, S-E-A-N M-C-B-R-E-A-R-T-Y. And I'm here tonight representing Oil and Water Don't Mix, and as the Policy and Legislative Director for Clean Water Action. I want to speak to a few points tonight and will include more in substantive written comments at later dates. Thanks to the Army Corps for having comment opportunities available. To begin with, Bad River Band versus Enbridge is an ongoing lawsuit and studies have been entered into the legal record showing that Line 5 is not essential infrastructure. Because of available capacity within the current pipeline system, Line 5 can be shut down with price impacts projected by Enbridge's own experts in court at roughly half a cent per gallon. Existing propane sources are also readily available to replace the MGLs currently transported via Line 5, and that's available in the bad river band studies as well.

[01:29:28] Thus, there's no need for this project and your alternatives assessment should be comprehensive, including the possibility of transport via existing infrastructure. Enbridge is also operating illegally right now through Bad River territory and they're operating without a valid easement in the state of Michigan. They could, therefore your analysis should include the possibility of no pipeline, no tunnel alternative, and that should be studied. Further, the so-called study that's been raised tonight by the Consumer's Energy Alliance is 14 pages long, it includes no expert review and directly contradicts Enbridge's own experts when speaking on the record in court where perjury would be issue.

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[01:30:08] Second, construction feasibility for the tunnel was not included in the EGLE or MPSC reviews of this project. Roughly 1/10th of the industry recommended geotechnical research was done, and that limited research shows methane in groundwater above reportable limits, which is an explosion risk during construction and shows porosity levels of the drilling material closer to that of sand than bedrock, meaning there will be a lot of water infiltration that Enbridge is currently not planning for. Further, the type of tunnel boring machine that they're planning on using is known to malfunction and get stuck during drilling. Common practice is to lift that out from the surface, fix it and put it back in. Something that is of course impossible in the Straits of Mackinac. There's no plan in place that has been provided for how to remove a stuck tunnel boring machine from the tunnel during construction.

[01:31:00] And lastly, I wanted to talk about tonight, the Army Corps must take a broad scope of review of the cumulative impacts of this project, including the climate impacts that have been talked about in some detail tonight and also including the proposed reroute of Line 5 through Northern Wisconsin. Not including the reroute of Line 5 through Northern Wisconsin would allow Enbridge to improperly segment permitting requests for multiple concurrent projects on one pipeline and could allow them to avoid a thorough review of cumulative impacts and potential environmental and climate damages of an unnecessary pipeline expansion through a critical and fragile ecosystem. Thank you very much. I will be sharing more in written comment.

- Abbey Ness: [01:31:48] Thank you, Sean. Our next commenter will be Greg Faust, followed by the user named Jay Head.
- Greg Faust: [01:32:00] Thank you. And good evening. I've heard a lot of comments for, a lot of comments against. Can you guys hear me?
- Abbey Ness: [01:32:13] We can. And would you mind-
- Greg Faust: [01:32:14] Okay.
- Abbey Ness: [01:32:15] ... spelling your first and last name for us?
- Greg Faust: [01:32:16] Oh, I'm sorry. Greg Faust. G-R-E-G F-A-U-S-T.
- Abbey Ness: [01:32:24] Thank you.
- Greg Faust: [01:32:25] I've heard a lot of comments for and against the building of the Line 5 tunnel. I am in full support of building the Line 5 tunnel. Part of the reason being is I've been a long line... I've lived my whole entire life in the UP. The UP has afforded me the opportunity to live how I choose to live, and with having them removing any hope of building this tunnel to get that pipeline off of the lake bed in the Straits would be detrimental to me. surviving the winters here in the Upper Peninsula. My energy costs, along with my neighbors, my friends, my

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family will go skyrocketing through the roof. It's already to a point where the people that live in the UP, in ways, we make a good living on some aspects. there's a lot of aspects that some people live below the poverty line. This would be really detrimental to them. It's just, it makes perfect sense to build this, get that line under the lakebed, get it flowing, allow the movement of propane, natural gas, oil through this line, and keep it going, to get good-paying jobs and good prices for propane and natural gas here in the UP. That's all I have. Thank you.

Abbey Ness: [01:34:06] Thank you, Greg. Our next commenter is J Head, followed by Iris.

Justin Head: [01:34:18] Can you hear me?

Abbey Ness: [01:34:20] I can.

Justin Head: [01:34:22] All right, great. My name's Justin Head, J-U-S-T-I-N, last name Head, H-E-A-D. I'm a business agent with Pipeliners Local 798. I'm speaking in support of the tunnel project. Not only is the plan better and safer than what is currently in place, Enbridge has continued to commit to using skilled labor to build the safest pipelines that you can possibly get, that provide good-paying jobs with insurance and pensions, and help put money back into local communities while on the job. Also, the new technology that Enbridge will implement for this project will far surpass in means of safety, any other means of transportation available, which the oil is going to come into the country one way or the other.

[01:35:10] Pipelines are the safest and greenest form of transportation for anything that you need to transport. Oftentimes now, there's new technology where you can move the product with green energy, which I think is great. As far as the effects of continuing to use fossil fuels, we need to take a bigger look, when selecting to deny or approve these permits, carbon sequestration utilization, and the availability of that technology. Many people look at it as a Band-Aid to the real problem that is fossil fuel, but the reality is we need a Band-Aid to continue our way of life as we know it until newer technology is available and reliable enough to keep the power on for our everyday lives, and I think I'll just leave it at that. Thank you for the time.

Abbey Ness: [01:36:03] Thank you, Justin. Our next commenter is Iris, followed by the user named Hydro.

Iris Potter: [01:36:21] Hello, can you hear me?

Abbey Ness: [01:36:23] Yes.

Iris Potter: [01:36:24] Oh. Thank you. Appreciate that. Good evening. Can you hear me? I am Iris Potter, I-R-I-S P-O-T-T-E-R, a founding member for Kalamazoo Remembers, our organization which formed after the 2010 disastrous Pembridge oil spill here. In 2017, we joined hundreds of groups and thousands

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of citizens who successfully advocated for and demonstrated opposition to Line 5 in the resolution. That stands. Pembridge has already been evicted from our Straits, with the easement revoked, and the Red River band of Lake Superior Chippewa also evicted. There are ongoing lawsuits too. Yes, Michiganders are grossly impacted, which you asked to understand in the CIS process. How can a tunnel idea even be considered, that includes more degradation to our overall environment, including water and our precious bedrock? It is more than an environmental risk. It is excessive impact to even put a drill and chemicals into the water and the rock. From the minute it hits water, environmental damage has begun, and it will never return to its current state, we know.

[01:37:33] Myself and many other Kalamazoo County residents were at the 6B spill here, and the impact was incredible, from this country's largest and costliest inland oil spill. I will never forget the toxicity and damage, including loss of lives. Enbridge can never be trusted to protect the environment, and it scares me every day. Kalamazoo Remembers strongly requests that the complete review include at least all of these, a comprehensive alternatives analysis, because independent studies have revealed that Line 5 is not necessary, and other options could be implemented in short order. Much of the oil is sent back to Canada. It is also critical to examine all direct, indirect, and cumulative impacts of the tunnel. Others have detailed this. Initial geotechnical studies performed on the site are inadequate, and there is the methane explosion risk.

[01:38:28] Extensive consult is needed with tribal nations, the state historic preservation officer, and the advisory counselor on historic preservation regarding highly potential adverse effects to the 10,000-year-old indigenous cultural site located at the bottom of the Straits, near the proposed tunnel, and found by native Americans. Treaty rights are central here.

[01:38:51] Also, take into strong consideration climate effects, because we are in a climate emergency, plus drilling slurry, which again specifically impacts tribal rights, their water rights, and all of ours. Yes, all of Michigan is impacted. Let us not allow Enbridge to do more damage to our environment than it already has, and put our great lakes, our livelihoods, wildlife, and wetlands at risk just because it has money. We believe you will conclude a tunnel idea is unsafe and wrong. Water is life. Thank you.

Abbey Ness: [01:39:29] Thank you, Iris. Our next commenter will be the user named Hydro, followed by Kathy A.

Robert Buechler: [01:29:42] Hello. My name is Robert Buechler, B-U-E-C-H-L-E-R. I'm a geologist and a hydro geologist, that's worked in the area for 33 years. I live 15 miles south of the Straits of Mackinac, so I'm quite concerned about this. I wrote a letter December 2020 to the court of engineers, and they confirmed that it's already part of the project administrative record, but I wanted to point out a couple of the concerns that I have, just for public knowledge.

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[01:40:26] Like I said, I've worked in the area for 33 years. I'm very well familiar with the limestone bedrock and the glacial deposits in Northern Lower Michigan and the Eastern Upper Peninsula. My first concern is about the limestone bedrock, in fact, that karst topography as President [inaudible 01:40:55] the Straits of Mackinac. The karst topography has sinkholes, caves, and voids in the bedrock that could potentially lead to problems in the construction of the tunnel, and operation, and lead to safety issues.

[01:41:10] This permit application was filed very hastily, and is missing some of the key elements required of permits in the past. I've seen much smaller projects receive considerably more scrutiny than this giant of a project that has so much potential for destruction, and it's so risky to our water resources in the Great Lakes. Lack of preliminary geologic data concerns me. I've seen the barges, drilling. I've reviewed the drilling logs, which has recorded broken bedrock, breccia, where the proposed tunnel is to be located. Breccia is broken rock that has been solidified or re-cemented somewhat, but can be brittle, and be a major barrier to construction and operation of the tunnel. Much more investigation needs to be completed before the tunnel application could be reviewed properly.

[01:42:07] I have a little list of my concerns. During the previous ice ages, the immense weight of the glacial overburden, one mile thick, fractured the bedrock down to 300 feet in places. These fractures in the bedrock created caves and voids, which could make tunneling difficult and dangerous. The fractured bedrock is prone to leakage and contamination transport. The fractures in lineaments are dissolved by groundwater, forming caves and voids in the limestone bedrock. As a result, sinkholes can form. These karst features can be found throughout Northern Lower Michigan and the Eastern Upper [inaudible 01:42:49] UP so I suspect karst topography could be present in the bedrock of the Straits of Mackinac as well. I knew a diver back in the '70s, a professional diver, who said there were caves in the Straits, underwater.

[01:43:07] I believe more preliminary geologic research needs to be undertaken to plot any lineaments or karst features that may be present that could impact the project. This application was filed in haste, to circumvent the incoming governor at the time, and ignores all the research and data required for a project of this scope. The extreme slope of the V-shaped tunnel concerns me too. It brings into question the planning of this proposed project. Structural integrity, design, and maintenance plans need to be presented.

[01:43:42] This project can be highly detrimental to the Great Lakes and the state of Michigan. We can't afford to push this through without the proper geologic and hydro geologic research, and data that has always been required in the past. Where is the required hydro geological investigation? At the time I wrote this, I said, "Where is the environmental impact statement?" Well, I'm glad that you're finally doing that. I commend the Corps of Engineers. I see well

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logs, but no cross-sectional interpretation in the permit application. I believe this project's been poorly-

Abbey Ness: [01:44:22] Robert, can you wrap up your comment?

Robert Buechler: [01:44:24] Okay, yes. I think this application should be denied or sent back for the many correction requests for further research to prove no impact. Thank you very much.

Abbey Ness: [01:44:38] Thank you, Robert. And just to clarify USACE can't confirm whether it received a specific comment, a specific individual comment as of this meeting, as a review of the administrative record would be needed, but any comments that have been received during previous comment periods on this application will be considered in the EIS, and will be part of the administrative record. Okay, our next commenter is Kathy A, followed by Susan Kircher. Kathy A, are you able to unmute?

Kathy Albert: [01:45:23] Yes, I just did it.

Abbey Ness: [01:45:24] There you go.

Kathy Albert: [01:45:26] Thank you. I had something get in the way of the unmute button. Hello. I am Kathy Albert. That's K-A-T-H-Y, last name A-L-B-E-R-T. I am a proud member of the Sierra Club since 1994, an active member who advocates vigorously for the Sierra Club's concerns, because they're mine, and they are the concerns of our human race, if we want to survive.

[01:46:00] First of all, I'd like to address the fact that I've been hearing throughout this meeting, people speak for or against this project in terms of short-term or long-term views, and I'm finding the people speaking in terms of long-term views are the folks who are concerned for our future and the future of our children. The people speaking in terms of short-term views are speaking on behalf of business, on behalf of present economy right now, that they don't seem to be able to see past the conditions that we have at the moment. However, if we don't see past the conditions we have at the moment, we won't have a future to live into. What we're doing right now, economically, business-wise, corporately, is unsustainable.

[01:46:59] There are various reasons why this project should not go through. One is violation of treaty rights, right off the bat. There's no acknowledgement of treaty rights on the behalf of Enbridge and the businesses that support it. There is no consideration that these treaty rights are primary, they come first. We have that agreement with our native peoples long before we've had any agreement with corporations.

[01:47:31] There's no US benefit to the product coming through this pipeline. It goes right back up into Canada, over to Montreal, and gets shipped out for

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international trade. The freshwater area of the Great Lakes is the most vulnerable freshwater region in the world, according to the Sierra Club. We cannot afford to compromise that, even to consider the possible compromise.

[01:48:03] So many people have spoken very eloquently about the climate issues. I don't need to go into that. I'd just like to say that I strongly support Julie Geisinger's comments. She came very, very soon in the comment period. And I found George Lindquist's comments about that failed to address the certain negative impact of our ongoing use of fossil fuels. Doesn't even pay any attention to the fact that we're dealing with fossil fuels, or to have any concern about that. I wonder what he'll say to his grandchildren, if he gets the chance.

Abbey Ness: [01:48:45] Kathy, please wrap up your comment.

Kathy Albert: [01:48:48] Thank you. Affordable, reliable, safe, all of those questions that were brought up by business. You want all those things, you want the most bang for your buck, you go green. Thank you. Bye-bye.

Abbey Ness: [01:49:02] Thank you, Kathy. Our next commenter is Susan Kircher, followed by Rachel Havrelock.

Susan Kircher: [01:49:17] Greetings, everybody. Thank you very much for this forum. My name is Susan Kircher, S-U-S-A-N K-I-R-C-H-E-R. I am against the project by Enbridge. I do not believe that we should continue building out oil and gas infrastructure when oil and gas is absolutely killing every man, woman, child, animal, and plant on the planet right now. And this is not some revelation I'm making at this moment. In 1970, Exxon's own scientists commissioned a study on what fossil fuels and the emissions were doing to our planet, and put out a report saying that we would be in the exact situation we are in now.

[01:50:24] I don't understand why the oil and gas executives have access to all the top scientists, very well educated administrators, and top executives, and all the information they have, speaking with each other, why they will not, excuse me, stop killing the planet with their product. They are essentially committing murder and suicide of every man, woman, and child on this planet, all the animals, and all the plants, by their incessant need to make money now, at the minute.

[01:51:11] Building out this infrastructure is going to require the taxpayers to pay for the stranded assets that they already had us pay for, whether in Canada or the US. We'll pay for it to get the job done. We'll pay for it as ratepayers. Then we'll pay again when the poor company will not be able to make any more money off of their asset. They're going to write it off as a tax write off. They won't pay their fair share of taxes, because they lost their ability to send their poisons through their lines. And then the taxpayers are going to be picking up the tab for them to get out of their stupid, ridiculous quest to bring more and more oil at a time when everybody on the Earth is in danger.

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[01:52:03] One gentleman said, "Yes, oil and gas is going to come over one way or another." Yeah, it can come over in the form of a gigantic oil spill. It has in the past, and it will in the future. Our way of life is not sustainable. Everybody gets in their car, drives wherever they want, buys whatever they want, does whatever they want, and we're dying trying to save that way of life. They're not living like that over in Afghanistan. They're not living like that over in Pakistan. They're the first ones that are going to pay the price for our stupidity. Thank you very much.

Abbey Ness: [01:52:43] Thank you, Susan. Our next commenter is Rachel Havrelock, followed by Dan Kroll.

Rachel Havrelock...: [01:52:54] Good evening. I'm Professor Rachel Havrelock, R-A-C-H-E-L H-A-V-R-E-L-O-C-K, from the freshwater lab at the University of Illinois at Chicago. I'd like to begin my statement by thanking the US Army Corps of Engineers for undertaking this EIS. As I'm sure many of us know, this was not Enbridge's will. Enbridge tried to fast track this permit, and asked for a mere assessment. In fact, we've seen fast tracking on the part of this Canadian corporation all the way through the process, under which Line 5 has undergone public scrutiny. They tried to push through their will to build this tunnel during the lame duck session of a former governor, a governmental agency was created to do Enbridge's will, and it defied the very charter of its creation that it be bipartisan at the outset. They have done the same thing with EGLE, and are trying again with the Michigan Public Service Commission.

[01:54:06] May I remind everyone that we are speaking here about public trust waters, one of the few things left on Earth that belongs to everyone living in the Watershed, to future generations, and to other species in our ecosystem. My specific request to the Army Corps as they conduct this EIS is to please consider climate change impacts in your studies. Enbridge has doubled its capacity through the Line 5 pipeline following its devastating rupture. It has also doubled its capacity through the Wisconsin Corridor containing five pipelines. This shows us that Enbridge knows that its days in the Straits of Mackinac are numbered, yet still wants to protect its bottom line of about \$2 million a day in profit, right? They are a foreign company, and they do what companies do, but we need to call on our federal as well as our state and our tribal agencies, to regulate the public's water.

[01:55:18] Again, I don't have time to share my research about pipe fitters, but let me say to everyone, Enbridge is not proposing long-term jobs. I have interviewed many employees. We are talking about temporary jobs, to which people travel across state and international borders. Where we do have a bright economic future around the Great Lakes is when we put freshwater at the center. The West, the Plains are undergoing devastating drought, and we have a responsibility to our citizens, as well as to those who might seek refuge in our water, to put what joins us first, to protect the waters of the Great Lakes, and to

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share in the prosperity, health, and sustainability that these remarkable waters offer us. Thank you so much.

Abbey Ness: [01:56:14] Thank you, Rachel. Our next commenter will be Dan Kroll, followed by James Harold Morgan.

Dan Kroll: [01:56:29] Good evening. My name's Dan Kroll. I'm a 24-year member of the Operating Engineers Local 324. For those who don't know who we are, we're an organization representing almost 15,000 heavy equipment operators, among others around the entire state of Michigan from Marquette to Monroe. That means our members are the ones repairing and rebuilding the roads and bridges throughout the state. We have power plants, windmills, airports, skyscrapers, and yes, we build pipelines. I'm also a lifetime resident of the Upper Peninsula. Operating Engineers 324 supports both Line 5 and the construction of the Great Lakes Tunnel project. When a project of this magnitude is considered, it is obvious that we would have a unique interest.

[01:57:16] The building of the tunnel will provide hundreds of workers an opportunity to work on one of the greatest projects of our time. The tunneling and the pipelining is skilled work, and to do it successfully requires the most well trained and professional workers. We know that the building of this tunnel and pipeline will employ some of the greatest tradespeople Michigan has to offer. Hundreds of skilled tradespeople from our communities will be working on this project, and if that was the only impact on it, it would be enough. We know putting the pipeline into the state-of-the-art concrete tunnel under the Straits is better for the lakes.

[01:57:55] But there's an unseen advantage here as well. Line 5 supports fuel, the fuel it takes to run equipment we use every day in rebuilding Michigan's roads and bridges. Several studies have already shown that an interruption of service from Line 5 would have serious economic impact on the cost of fuel in Michigan. It takes fuel to run dozers, excavators, cranes, trucks necessary to make roads safe for our families to drive on. In short, it requires fuel to employ not only operating engineers, but tens of thousands of skilled workers throughout the state. The higher fuel costs, the less work we can accomplish for our dollar, fewer roads paved, fewer bridges built after working, and fewer working people in Michigan employed.

[01:58:39] We need to find ways to get more done and offer more opportunities to the workers currently out there, but also to the next generation that are looking for their path to a good living and fair wage. The fuel that Line 5 delivers is essential to US and to our jobs. Building a tunnel that gets it here as safely as possible is the smart thing to do for our working families, for our businesses, and for our Great Lakes. This is a next-generation infrastructure serving the utility needs of residents and businesses in both the Upper and Lower Peninsulas of Michigan, throughout the Great Lakes Region. We are asking the Corps of US Army Corps of Engineers to approve the permits needed to move

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this safe, environmentally protective, necessary project forward. Thank you for your time.

Abbey Ness: [01:59:33] Thank you, Dan. Our next commenter is James Harold Morgan, followed by Aric. Before that comment though, I do want to say we have just a few folks left in the queue who have not commented already, so we will have time for people to comment a second time, but I would ask that if you have not yet commented and you would like to do so, now is your opportunity to go ahead and raise your hand. We will prioritize those folks who have not had the chance to speak yet. But if you have already submitted... or spoken already, said your comment, if you would like to speak again, there will be time to do so, depending on the number of people that want to speak again by the end of the meeting. Okay, clear as mud. Our next speaker is going to be James Harold Morgan, followed by Aric. James, I see that you're unmuted, but I can't hear you. Can you try speaking? James, I'm afraid that your audio is not working. I will go to someone else in the meantime, and circle back to you in a minute in the case that you can get it working. Aric, you are up.

Aric Ashby: [02:01:18] All right. Can you hear me?

Abbey Ness: [02:01:20] Yes, I can.

Aric Ashby: [02:01:22] All right. My name is Aric Ashby. I am a lifelong Michigander and lifelong member of Local 798, and I would like to voice my approval of Line 5 coming to Michigan. I do realize that Enbridge has had problems in the Great Lakes before, but in the research that I've done about it and what I've read, they seem more committed to safety than they ever have, and I feel like this project could bring so much more good than it ever could bad. People talk in terms of long-term ends and short-term ends, and short term, jobs are going to come to Michigan because of it, but also, a lot of long-term jobs are going to be coming as well, because pipelines are built in the short term, but they are maintained in the long term, and they provide such a service to the state of Michigan as a whole. Just in the reading about all the different gas refineries and things like that, that are fed and that feed this pipeline.

[02:02:25] Without this line, I feel like Michigan would take such a hit in the oil and gas department, and propane, things like that, that the negatives are truly outweighed by the positives, the positives, and jobs, and putting food in kids' mouths and on families' tables. I feel like to deny this line or to put it in limbo indefinitely would really be a hit on not just the people that build this with their blood, sweat, and tears, but also the people that use natural gas and propane in Michigan and neighboring areas. Some product is going to Canada, but a lot of it comes back into Michigan, and is consumed and used to heat houses in the wintertime. And it just... The economic impact does not seem to outweigh the economic impact on the people in the state of Michigan.

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[02:03:26] I mean, we used to have a great auto industry, and that went, I mean, almost completely away, and now the people depend on oil and gas, and like I said, not just to heat their house, but also to feed their kids. So I would just like to again voice my direct interest in this pipeline being built, and hope that the Army Corps of Engineers are swift and fair, and that's all I have. I can yield the rest of my time. And that's all I have. I can yield the rest of my time.

Abbey Ness: [02:04:04] Thank you, Aric. Could you please spell your first and last name for us?

Aric Ashby: [02:04:08] My name is Aric Ashby, it's A-R-I-C A-S-H-B-Y.

Abbey Ness: [02:04:15] Thank you. I'm going to circle back to James Harold Morgan.

James Harold Morgan: [02:04:25] Did I fix the problem?

Abbey Ness: [02:04:28] Yes, I can hear you.

James Harold Morgan: [02:04:31] Thank you. Yes, ma'am, my name's James H. Morgan. And I just want to say I'm a third generation, 798 pipeliner. And I just wanted to touch on a couple of things. I've heard people talking about how the oils going to be bad for us and everything else. I mean, I couldn't imagine this world today without oil. I mean, it's like someone said earlier, it is what drives us. It drives our cars, it's in everything that we own. I just think that, why not do it the safest way we can do it? Do it through a pipeline underneath the river. Sounds like a pretty good idea to me. I mean, better than taking a train or hauling it on a truck or anything else. But I don't know. I know that these temporary jobs have supported me and my family for I don't even know how long. I've been in this local for, I believe, 15 years now. And I've stayed as busy as I wanted to. But I just wanted to say, I'm in support with this project. And you have good day.

Abbey Ness: [02:05:50] Thank you, James. Could you spell your first and last name for us please?

James Harold Morgan: [02:05:54] Yes, ma'am. It's James, J-A-M-E-S, Morgan, M-O-R-G-A-N.

Abbey Ness: [02:06:02] Thank you. I'm so sorry, but I'm mistakenly lowered the wrong hand. So Don Steckman, if you could raise your hand again, please? Thank you. You are next up to speak, followed by Kathy. I'm sorry, followed by John Healy. Don, are you able to unmute yourself? There should be a microphone button that lets you unmute.

Don Steckman: [02:06:52] Can you hear me now?

Abbey Ness: [02:06:53] I can.

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Don Steckman: [02:06:55] Perfect. Sorry about that. My name is Don Steckman. That's D-O-N S-T-E-C-K-M-A-N. I live in [inaudible 02:07:03] Michigan in the UP. I don't know anything about geology or tunnel building, but there isn't much I don't know about the propane industry. I've worked in the propane industry at Ferrellgas for over 28 years, in locations all over the states of Michigan and Wisconsin. And I've lived in the UP most of my life. I keep hearing disinformation. And that's what it is, disinformation, about how shutting down Line 5 would not adversely impact the propane industry. I want to point out some facts about Line 5 in the propane industry. Shutting down Line 5 will close propane terminals in Superior, Wisconsin, Rapid River, Michigan and St. Clair, Michigan. This will remove almost 200 million gallons of propane from the Upper Midwest supply annually.

[02:07:53] This would negatively affect 150,000 propane customers in the states of Michigan, Wisconsin, and Minnesota. These customers are using propane to heat their homes, to heat water in their homes, and to live their lives. Ferrellgas purchases 15.9 million gallons of propane off of Line 5 every year. Ferrellgas has 19,875 customers that are serviced directly off of Enbridge Line 5. The supposed alternatives to Line 5 for propane do not exist. I repeat, they don't exist. The rail doesn't exist. The extra trucks do not exist. And they would take several years to build. I support Line 5 tunnel. I also love the Great Lakes, just like everyone else on this call. But I believe that replacing Line 5 in a tunnel is the safest way to ensure that we can have our fuel that we need to heat our homes and to keep our beautiful lakes clean. Thank you.

Abbey Ness: [02:08:57] Thank you, Don. John Healy will be our next commenter. And at this time, it appears that we have finished all of the comments from people who have not yet had a time to comment. John will be our last person to speak for the first time. If you have already spoken and would like to supplement your initial comment with an additional comment this evening, you're welcome to raise your hand and join the queue to do so. So John, I will turn it over to you. And then, next in the queue is Kathy A.

John Healy: [02:09:48] Are you there?

Abbey Ness: [02:09:50] I can hear you.

John Healy: [02:09:51] Hi, this is John Healy, welder member Local Union 798. J-O-H-N, Healy, H-E-A-L-Y. I'd just like to make a comment here on this project. I've heard some speaking on it before, and I've been to a few other meetings about this and try to keep up on it. It seems like speaking in the long terms in this country are about energy, it seems to me it to be hope as a tactic and the clean energy thing. I mean, is electricity clean energy? I mean, all these homes we're heating in Michigan, are we going to heat them with electricity? Do we have the infrastructure to do that? And do those families can afford the higher costs? I believe that the wind farming in this country is more detrimental to the environment than it's worth, than what we're producing out of it. And I believe

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that fossil fuels, I think they will run out of style. But that ain't happening any time soon.

[02:10:59] Well, I support this project, and I know that others in my trade support this project. And it does make sense to keep this energy flowing through a safely built new tunnel, rather than on a ship above it, like before this line was installed. It's just, we're in an environment now in this country where energy's bad. But I mean, we should be able to honestly look at it. And look at what happened to the Colonial Pipeline when that went down. Look at how impactful that was to us as a society. So it's important that we get these projects passed, built right, built safely with quality people, adhering to state laws, federal laws.

[02:12:58] And I too, like the rest of them, born and raised on these Great Lakes, down here at the bottom of Lake Huron. I love them the same as much as everyone else. So that's what I have to say and that's what I feel. I respect everyone else's opinion. I'm not on here to try to talk down to anyone else. I'm glad that they have an opinion, but I happen to have one myself, too. Thank you. And I can yield the rest of my time.

Abbey Ness: [02:12:29] Thank you, John. Just a reminder before our next comment, the chat feature is enabled solely to deal with any tech issues. It's not intended for any written scoping comments. So if you'd like to provide written scoping comments, you may do so through the project website or by mail, as indicated earlier in the presentation. And we will circle back to instructions for that at the end of tonight's meeting, as well. Our next commenter is Kathy A., followed by Tom.

Kathy Albert: [02:13:05] Hello? Can you hear me?

Abbey Ness: [02:13:07] Yes.

Kathy Albert: [02:13:08] Oh, good. This is Kathy Albert, again. K-A-T-H-Y A-L-B-E-R-T. I have spoken once already. Proud member of the Sierra Club, for what, 10, 20, almost 30 years. I'd like to address some ideas to the members of local unions who have been, to a person I think at least on this call, supporting the pipeline project. And what I hear all of you saying, is that your chief concern is being able to heat your homes, take care of your families, have good jobs. And all of those are very important. However, there are other ways of doing that I believe you have not seriously considered. All of us are used to having only oil and gas as our sources of energy, because that's all we've lived with.

[02:14:25] Yeah, that makes sense. But we are at a point in time where we must open up our minds to new possibilities. And I don't hear anybody who is supporting this project, talking about even entertaining the idea of doing something different. Now, you may think that doing something different is going to put your families at terrible risk. I don't think so. The people who belong to

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the local unions are very skilled laborers. You do all kinds of skilled work. And I greatly respect that. We all rely on you to keep our infrastructures going. But because you are skilled laborers, you have the ability. You are very, very smart. You have the ability to learn new skills. And the possibilities for the use of new skills are present like they never were before.

[02:15:37] You are being asked to take a leap of faith or die, to put it really bluntly. Your families will not survive another three generations if we don't get off fossil fuels. So seek out ways to learn how to do solar, how to do wind power. I don't understand the person who said wind power is harming the environment. I just don't get that. But anyway, I want to present these ideas to you, because I think they're vital. Not just to me, not just to the rest of the world, to you. And I do care about you. Thank you.

Abbey Ness: [02:15:21] Thank you, Kathy. Our next comment will be Tom, followed by the phone number ending 9873.

Tom Morgan: [02:16:37] Can you hear me?

Abbey Ness: [02:16:39] I can.

Tom Morgan: [02:16:41] My name's Tom Morgan. I am a member of Local 798. And I am in support of this line. I just want to touch on a few things. I think one thing we can all agree on, everybody in this room in this meeting today, we all are in support of keeping the waters clean. We are all in an environmentalist in ourself, in a certain aspect. When this line is complete, it's going to be done in the safest manner possible. It's going to be done with skilled labor, some of the most skilled welders in the United States of America, skilled operators, skilled laborers. And we need to band together and complete this line. There's people in the UP that are dependent on it. We can't just shut this line down. I know like the one lady just mentioned, there is other ways to run a house. Unfortunately, we're not there right now.

[02:17:31] We need to finish this line. You see what happened in Texas. The grid got overpowered, they lost electricity. People died. It was a very unfortunate situation. Electric cars. I live here in the state of Michigan, and our governor told us that we needed to not plug in our electric cars. We needed to turn our ACs off this summer. We just are not there today, in 2022. Now, maybe down the road, we will be. But right now, we're dependent on fossil fuels. And so, we need to band together. We need to complete Line 5, and we need to do it in the quickest, safest way possible. Thank you.

Abbey Ness: [02:18:07] Thank you, Tom. And could you spell your first and last name for us please?

Tom Morgan: [02:18:11] Yes, ma'am. That's Tom, T-O-M, Morgan, M-O-R-G-A-N.

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Abbey Ness: [02:18:17] Great, thank you. Our next speaker will be the number ending in 9873, followed by Nichole Biber. If you are the speaker calling in from 9873, you will probably need to press star six to unmute yourself.

Sandra Trauchan: [02:18:58] Can you hear me now?

Abbey Ness: [02:19:00] I can, yes.

Sandra Trauchan: [02:19:03] My name is Sandra Trauchan. That's S-A-N-D-R-A T-R-A-U-C-H-A-N. And I am in support of the construction of the tunnel. My husband and I have lived in Northern Michigan all of our lives. He is a 798 Union pipeline welder. He takes great pride in his union's care for the environment. The 798 pipeliners are very skilled and highly qualified. Affordable energy is critical for my family and other Michigan communities, especially during this inflationary time. The tunnel will create many needed jobs. I feel it would be irresponsible to shut down Line 5 without the new infrastructure of the tunnel in place. I encourage the Army Corps of Engineers to approve the permit to allow for timely construction of the tunnel. Thank you for your time.

Abbey Ness: [02:20:00] Thank you, Sandra. Our next speaker is Nichole Biber, followed by Katie Olson.

Nichole Biber: [inaudible 02:20:13], hi again. This is Nichole Biber, N-I-C-H-O-L-E B-I-B-E-R. Just listening all this time, I feel like sometimes we're losing sight, of that this is an environmental impact statement that we're talking about the Army Corps of Engineers is undergoing. But it is very illustrative that it keeps going back to the economy and to jobs. And I'm very much a supporter of unions. I would like to say, I can sympathize with the real, honest comments, of saying that you can't imagine a world without fuel. We're not there yet. Those things are very true. But we're to the point where, we're being asked to imagine a world without potentially fish. Imagine a world without drinkable water, as they're already experiencing in Mississippi. Now, we're long past time to begin figuring this out. It's alarming to know how much of a change is necessary.

[02:21:30] But we're at a point where we can make the choice for that change. We're very lucky here in Michigan. And I'll tell you, with our tribal teachings, we call it the Heart of the Great Turtle. This is the energy and the source of life for the continent. Now, if you think of that, and compare the beautiful summer we've had, probably most of us enjoyed the water, seen the glorious clouds, and know how fortunate we are, and how devastating it must be for those places where there's flooding, where there's wildfires, where people are dying because of the changes to the climate.

[02:22:25] We can make the choice still. Our workers can make the choice, be like, "Okay, it's not going to be the easy path, but we can say that we're undertaking this huge change." You can be a part of it, and that's going to be your legacy. It does need to change, and it's going to do it one way or another.

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Frankly, I think we'd rather die trying, than have it be decided for us because we've spoiled everything to the point of no return. So talking about banding together, that's what we're being asked to do. This environmental impact statement, even the parameters of the effects, already show it's a devastating impact. We've seen the changes of the world as tribal people. We want to see a change of renewal. It's already been apocalyptic for us, but we still have a chance all together to heal this, to restore it. I hope that's what we do. Deny this permit, please.

Abbey Ness: [02:23:31] Thank you, Nichole. Our next speaker will be Katie Olsson, followed by James Harold Morgan.

Katie Olsson: [02:23:52] Hello, this is Katie Olson, K-A-T-I-E O-L-S-S-O-N. I wanted to address something that Tom said, that we are not there yet, we don't have other ways, other than fossil fuel, to heat our homes and drive our cars, et cetera. We will never be, if we continue to build fossil fuel... Oh, shoot. Can you guys still hear me?

Abbey Ness: [02:24:23] We can, yes.

Katie Olsson: [02:24:24] Okay, sorry. It said I was on mute, but I don't think I really was. We will not get to a point where we're off fossil fuels, if we continue to build fossil fuel infrastructure. We are going to run out of fossil fuels. Put climate change aside, and that is a huge thing to put aside, but even if that was not an issue, we are going to run out of fossil fuels. So it is imperative that we establish other ways of getting energy. Someone else was talking about how it would take years to get anything in place to replace the tunnel. Well, I don't think the tunnel's going to be built in the next few months, either. So that time would be much better invested into transitioning into renewables. And again, I've heard a lot about, "This is going to be built in the safest way possible, with the most skilled laborers around." The safest way possible is still not safe enough.

[02:25:31] There is no safe way to have a bunch of oil running under the Great Lakes, running under 20% of the world's fresh water supply. There just is no safe way. Again, we can live without fuel. I'm sorry, we can live without oil. We cannot live without water. Mankind lived for thousands of years without fossil fuels, but we have never lived a day without water. And again, talk of the economy keeps coming up, which is frustrating to me because it's very shortsighted. But further, what's right for the environment is right for the economy. Again, these businesses are going to be stuck with stranded assets when fossil fuels are completely weaned off from, as is happening already. And the really right move for jobs for everyone's personal economy is transitioning to renewables. That is what is going to grow our economy. We need to get ahead of the curve on that. Thank you.

Abbey Ness: [02:26:56] Thank you, Katie. Our next commenter is James Harold Morgan. And at this point, we do not have anyone else in the queue. So if you have not yet

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commented a first or second time, now is a great chance for you to raise your hand before we move on to our closing comments. We do anticipate that there will be time after the closing comments for additional comments. So if you would like to contribute a third comment, or if you haven't yet spoken but would like to hold off and think a little bit before you do, there will be time to do that prior to the end of the meeting.

James Harold Morgan: [02:27:39] Hey, how you doing today?

Abbey Ness: [02:27:41] Good, thank you.

James Harold Morgan: [02:27:42] My name is James Morgan. I just wanted to touch back on a couple things. But I remember back in 2014, actually, we was working on this Line 5, but we had a propane shortage. And I remember it got pretty bad. I had a couple of buddies that was staying in campers, and they was trying to use propane. And man, it got so expensive for them and so cold, because they run out. And then, no stores would have it or anything else, because obviously a propane shortage. But I couldn't imagine the impact that it had on people that's dependent on propane is as much as we are. And I'm sure for a lot, it got a lot worse. But I couldn't imagine how people survived up there. I'm sorry. Denying this could be like the 2014 shortage, but permanent. And it got pretty bad out there. But as far as... I'm sorry, I got to go. Sorry about that.

Abbey Ness: [02:28:51] No problem. Oh, we have one more commenter, Christy McGillivray.

Christy McGillivray: [02:29:06] Hi there. Thank you. Yes, my name is Christy McGillivray, C-H-R-I-S-T-Y M-C-G-I-L-L-I-V-R-A-Y. And I am here with the Sierra Club. It took me a while to join tonight, because I've been dealing with power outages because of the extreme storms that have been coming through that are one of the outcomes of climate impacts. So apologies for being late, but the actual climate crisis that we're dealing with is contributing to it. I really appreciate the time to address the Army Corps. I encourage Army Corps to make sure that the scoping is as thorough as possible, and that the review includes a detailed look at least all the following, a comprehensive alternatives analysis that takes into account the fact that it should not be just a conversation about whether or not Line 5 continues to operate dangerously as is, or versus a tunnel.

[02:30:03] The no action alternative should account for the fact that Enbridge is operating Line 5 in Michigan illegally without a valid easement, and in Wisconsin. So please take that into account. Please take into account the cumulative impacts. Regardless of its scope, the EIS has to consider all of the indirect and cumulative impacts, and avoid segmentation of other pending proposals to modify Line 5. This should not be limited to just Northern Wisconsin, but take into account everything that has been discussed regarding the impacts of climate change so far. We should not be investing in any fossil fuel infrastructure that is going to keep us dependent on an industry that is literally destroying our ability to exist on planet Earth. As we've heard from geo-

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technical and hydrological experts, the geo-technical studies are wildly inadequate. The initial geo-technical studies performed only were comprised of 1/10 of the industry's recommended research for a tunnel of this scope.

[02:31:01] For anyone who's interested in some of the possible impacts of inadequate geo-technical studies, I encourage them to look up the tunnel explosion in Lake Huron that happened in the 70s, while they were working to construct a drinking water intake. Hitting a pocket of methane can be disastrous for anyone working on the tunnel. And of course, taking into account archeological and cultural sites. I mentioned the explosion risks, the climate impacts. And also, I believe the drilling slurry has been mentioned, too. We will be submitting, at Sierra Club, further comments as well, that address all of these. And I really appreciate the time in this meeting to address the Army Corps. And apologies for being late, my power was out.

Abbey Ness: [02:31:49] Thank you, Christy. Rachel Havrelock, you are up next.

Rachel Havrelock: [02:31:59] Hello, this is Rachel Havrelock, H-A-V-R-E-L-O-C-K. Just another reiteration to the Army Corps. It does echo the previous speakers. It's really a call to ask the Corps to investigate thoroughly and totally, taking cumulative impacts into account, thinking about climate change impacts on the Great Lakes, as well as on human communities. Thinking about the wetland destruction of boring the tunnel and what that means for water quality, as well as for the viability of the aquifers and groundwater on both sides of the Straits of Mackinaw. I do hope that the Army Corps looks at cultural impacts for indigenous communities, as well as urban and rural communities, and the rich archeology and history across the UP and the state of Michigan.

[02:33:02] It's also really wonderful that this comment period brought so many of us together to talk about the fate of the Great Lakes and our collective future. I want to say to all the union members out tonight, it's really great to hear from you. I myself come from a proud Michigan union family. And I was personally really brought into the issue through the rupture of Line 6B. I'm telling all of you this on a personal note. My father was a physician at the Battle Creek VA Hospital. And he told me, that following the 6B spill, he saw such rare and exotic, fast acting cancers, that he watched many patients. And the cause of death did not record this. Oil spills didn't make it into the VA medical records. But he saw tremendous suffering.

[02:33:59] And when we're talking about the impact of this oil on families, we also need to, as well as a call to the Army Corps, to speak to colleagues in public health. What have the spills to date done to Michigan children and Michigan bodies? And what would the potential collapse of the strait, through the tunnel boring, other exposure to harmful wastewater and gases do? Finally one more point, which is more collective in our conversation here to all the proud working people here. I have spent the year since the 6B rupture visiting Enbridge sites. And I wish I could say that this was an economic driver and a vast employer in

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Michigan. Many places, including the most sensitive water crossings, are left unmonitored. I have gone to places, refineries, pumping stations, even points of supposed monitoring. And I've either seen no one there, or I've seen a single car or person. This Canadian company is not the future of Michigan's economy. We can do that together with water at the center.

Abbey Ness: [02:35:24] Thank you, Rachel. Our next commenter will be the phone number ending in 3312.

Chelsea Fairbank: [02:35:40] Hello, thanks for taking my call. My name is Chelsea Fairbank, C-H-E-L-S-E-A F-A-I-R-B-A-N-K. I've been listening over the last two and a half hours. And what I've heard is a scope of different thinking around the present and the future needs. And one is that local energy and this lack of infrastructure to transition has created a lot of anxiety, understandably so, around communities in the [inaudible 02:36:19] and Michigan. And another viewpoint is looking at the broader impacts of fossil fuels with water health and the continuation of the health of the Great Lakes, which across these calls, many, many people have expressed a love for these waters and these fish and this way of being [inaudible 02:36:44]

[02:36:44] And so my question then for everyone is to think through, why hasn't Enbridge been a leader in developing an alternative infrastructure? Where they could have been over the last 20, 30 years when we've known that these increasing threats were upon us. So I want to honor the worry that I hear across the calls in many forms, whether it's immediate energy needs for heat, or it's thinking generationally about fish populations and water health across the world, especially in the Great Lakes, as we experience heightened levels of climate effects and the increasing need for our populations to be safe.

[02:37:37] And that means the fish populations, the human populations and everyone. So when we think about the need for more fossil fuel industry, I just want to point out, why hasn't Enbridge created an alternative infrastructure? Being the largest oil company in the world over the last 10 or 20 years, to safeguard and protect their workers and promote the safety that they would like to present themselves with. But instead we're faced with this situation where we don't have a viable infrastructure that would continue in these areas in a safe and sustainable way. Thanks for hearing my point. And thank you for everyone that has taken the time out of their day to call in and speak to the Army Corps of Engineers on this issue.

Abbey Ness: [02:38:35] Thank you, Chelsea. Our next commenter will be Joseph Torres followed by Bill.

Joseph Torres: [02:38:54] Yes. Am I on?

Abbey Ness: [02:38:56] I can hear you.

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Joseph Torres: [02:38:59] Hello? Yes. This is Joseph Torres. I'm a member of local union 798. I've been a member for 16 years. I've been in this industry since then. My concern is that, I think that we're not looking towards the future of this. We think about today and especially in Michigan with the heat and all that stuff, we really need to understand that with the shortage of this propane, it's going to affect tomorrow. And we're talking about this, the health of the water lines. Well, water's not going to heat the house up in the middle of wintertime. These lines go through extensive testing, x-ray, like I'm a welder out there and everything that's welded up is x-rayed, then pressure tested. We take every safety measure possible to make sure that these lines are put in safely. I'm sorry, I might be cutting out, got bad service.

[02:40:04] But anyways... I think that a lot of these people that are talking, they're not understanding what these lines and how it affects our daily living, if we don't put these in. And I heard somebody say, something about it's not going to be built tomorrow. Well, yeah. But, as soon as... You know the time that it's going to take [inaudible 02:40:36] building, we're not going to regret it later, if we don't build it now. Start building it now. It's one of those things where we don't want to put it off, put it off. And then the next thing you know, we realize that we should have did it. We should. And I hope the Army Corps engineers is not going to stall on this and grant these permits. It's not about today. It's about tomorrow. And I just hope that people understand that and the effects that it's going to have on us and the impact. And that's all I got to say.

Abbey Ness: [02:41:11] Thank you Joseph, could you spell your first and last name for us please?

Joseph Torres: [02:41:15] Yes. It's J-O-S-E-P-H T-O-R-R-E-S.

Abbey Ness: [02:41:22] Thank you. Our next commenter will be Bill.

Bill Latka: [02:41:32] Hi. Can you hear me?

Abbey Ness: [02:41:35] Yes.

Bill Latka: [02:41:36] Hi. Can you hear me?

Abbey Ness: [02:41:40] I can hear you, Bill.

Bill Latka: [02:41:41] Hi can you hear me? Oh, great. My name is Bill Latka B-I-L-L L-A-T-K-A. Thanks for hearing me. I am a huge union supporter. I work with union members all the time. I'm a member of a Guild myself, but I just want to say that union members have been lied to by Enbridge with promise of jobs. As the law, allowing the tunnel to be constructed was being debated several years ago by the Schneider administration in [inaudible 02:42:10] There were lawmakers that put forth an amendment requiring union members to construct it. The amendment was struck down. There is no guarantee that unions will be

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employed to construct this tunnel. Another thing the Army Corps needs to consider is, do we need this pipeline and tunnel to house it? Enbridge experts in the lawsuit brought by the Bad River Band regarding the Wisconsin reroute, said that the cost of gasoline would raise by one half cent per gallon without Line 5.

[02:42:43] That tells me that Enbridge knows, the experts say that we don't need this pipeline near the Midwest. There are plenty of other pipelines that can bring the fuel that come from line five. Another thing that folks need to know in the Army Corps, that you need to consider, that years ago, Enbridge announced a program called the Eastern Access Initiative. They reorganized their pipeline network to move fossil fuels from the landlocked Alberta tar sands for use on the east coast of Canada and for export. Line 9 is a pipeline that used to run from Montreal to Sarnia. They used to bring in fuel that was brought in from the Middle East and move it to Sarnia refineries. As part of the Eastern Access Initiative, that pipeline was reversed to move fossil fuels from Sarnia that arrive via Line 6B and Line 5. They are now moving oil and natural gas liquids from Sarnia to Montreal. 90 to 95% of the fossil fuels in Line 5, do not stay in Michigan, but continue to Canada and beyond. The US Army Corps knows that climate change is real and will change everything.

[02:44:05] Approving new fossil fuel infrastructure at a time of our climate emergency is irresponsible and frankly insane, no matter what anybody feels. And I heard a lot of folks say that they've done their research. Well, I don't know if you've done your research, because 95% of the world scientists say that climate change is happening. We have to drastically reduce our reliance on fossil fuels as quickly as possible. And building new fossil fuel infrastructure at this point in time is ridiculous. Just imagine in 10 years from now, when and if the tunnel is constructed and it is opened. Imagine that ribbon cutting ceremony in 10 years, everybody's going to jump in their electric cars to drive home. They won't need fossil fuels because for example, California just announced that they are not selling cars that will be using fossil fuels after 2035. So the transition is happening. It's already happening in a huge way. GM, every major car maker, GM, Ford Volvo, everybody said we are going to be ending our fossil fuel, or we're going to be focusing on building electric cars. We don't need the oil on Line 5.

Abbey Ness: [02:45:18] Sir, please wrap up your comment.

Bill Latka: [02:45:22] And that's all I have to say. Thanks very much.

Abbey Ness: [02:45:25] Thank you. If you have not yet had the chance to offer a first or second public comment, this is the last call to do so, before we head into our closing comments. There will be additional, a few additional minutes after the closing comments for people to offer additional comments as well. But I want to pause here just a moment to see if anybody else would like to offer a first or second public comment. All right, at this time I will turn it over to Lieutenant Colonel Brett Boyle for closing comments. And as a reminder, there will be

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additional time for people who want to offer a third comment or offer additional comments after his closing comments are concluded. Slide 16, please.

Lt. Col. Brett Boyle: [02:46:26] Thank you all for attending our public meeting. We appreciate the opportunity to hear your comments on the proposed project to assist us in defining the scope of the EIS. If you have any additional comments, you may submit them in writing by October 14th, 2022. We will also hold an in-person public meeting on Thursday, September 8th, 2022 at the Little Bear Arena in St Ignace, Michigan. And a virtual public meeting on Thursday, October 6th, 2022 at our website line5tunneleis.com that... Sorry, the website has all of the additional detail on those meetings and how to submit comments. We will consider all comments received verbally today and at our upcoming public meetings, all written comments submitted during the comment period and all comments previously received during our review of this application, in preparation of the draft EIS. Thank you for attending today's meeting.

Abbey Ness: [02:47:32] Thank you at this time, we'll turn back to our attendees. And if there are any additional public comments, we'll take the time to do that now. I see Kathy A in the queue. Kathy, I'm going to unmute you now.

Kathy Albert: [02:47:47] Okay. Thank you. And thank you for giving me another chance to speak. This is my third time. I'm Kathy, Kathy Albert, K-A-T-H-Y A-L-B-E-R-T, proud member of the Sierra Club. And I realized from listening to other folks speak, that I'd wanted to address the Army Corps directly. I've been addressing other folks here and stating my views, but I'd like to address you at the Army Corps of engineers directly. And just tell you, thank you so much for giving all of us this opportunity to speak what is in our minds and hearts around Line 5. And to also encourage you, as I've heard other speakers do, to remember this is an environmental impact statement, and that must be the main focus of what you do.

[02:49:00] As such, I know that you are much more versed in the various aspects of environmental impact than I am. However, and many, many people here have spoken to those specific aspects. Please keep them all in mind. I appreciate that you're taking your time and reviewing all of this. I trust that will lead to a very good decision on your part. I think that's all I have to say, except once again, please, don't let this disastrous project go through. I have faith that the people who are very worried about their livelihoods, if the line shuts down will not be as severely impacted as they think, number one. And two will have plenty of opportunities to find other means, which is really essential. We're talking about not just the people who live in Michigan. We're talking about the entire world and the impacts on our country, our entire country and our entire world. Thank you very much.

Abbey Ness: [02:50:32] Thank you, Kathy. At this point, we do not have anyone else in the queue, but the USACE and project team will stay on the line until 8:00 PM in

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case anyone would like to offer additional comments. Thank you all for attending today's meeting.

[02:54:40] For those of you still on the line, we do have a few more minutes. If anyone would like to offer another public comment.

[02:55:36] We will have a hard stop at 8:00 PM. So you have about seven minutes left, if you'd like to make an additional comment. And you can do that as a reminder, if you haven't commented so far, you can do that by raising your hand virtually. If you're on the zoom platform that is done by clicking the hand icon. If you're on the phone, you can raise your hand by clicking star nine.

Lt. Col. Brett Boyle: [03:02:17] I have the time now is 8:00 PM. I wanted to thank everybody again for offering all of their comments for us to consider as we scope the EIS. The meeting is now closed. Thank you.

ENDS [03:02:42]