

Line 5 Virtual Public Scoping Meeting Transcript
October 6, 2022

Jennifer Howland: [00:07:10] Welcome, and thank you for joining today's public meeting on the U.S. 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.

[00:07:34] My name is Jennifer Howland. I'm 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. 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.

[00:07:51] There are a few tech tips to cover before we get into the details of today's meeting. Today's meeting is hosted on the Zoom platform, with an attached call-in number. If you are joining us through the Zoom platform, you will see a toolbar at the bottom of your screen that allows you to send a chat to the presenters and raise your hand virtually. Please do not use the chat to submit a public comment. There are other ways to do that, that we will discuss later. But do feel free to send us a note if you encounter any tech issues during the call.

[00:08:21] Everyone will be muted until it is time to hear public comments, which will happen after some initial presentations from the U.S. Army Corps of Engineers, and the project team. So, at that time, we will revisit instructions for how to raise your hand and speak.

[00:08:35] We currently have 155 participants in the meeting. 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 noting all oral public comments for the administrative record for the project. Slide three, please.

[00:09:00] If you would like to fill out a comment on the project website, either today or by the end of the public comment period, which is October 14th, you can do so by clicking the comment here button, in the menu at the top of the page. That will take you to a comment form to fill out. Every public comment will be included in the administrative record for the project. With that, we'll move to slide four, and I'll turn the meeting over to Lieutenant Colonel Brett Boyle.

Lt. Col. Brett Boyle: [00:09:38] Good afternoon. I'm Lieutenant Colonel Brett Boyle, the district engineer and commander of the U.S. 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 five, please.

Charles Simon: [00:09:54] Good afternoon, I'm Charles Simon, chief of the Detroit District regulatory branch.

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- Kerrie Kuhne: [00:10:02] Good afternoon, I'm Kerrie Kuhne. I'm chief of the permit evaluation, western section in the Detroit District regulatory branch.
- Katie Otanez: [00:10:13] Good afternoon, I'm Katie Otanez, regulatory project manager in the Detroit District regulatory branch. Slide six, please.
- Jennifer Howland: [00:10:22] Our agenda today begins with opening remarks by Lieutenant Colonel Boyle, and Ms. Otanez will give a brief presentation outlining the Corps of Engineers permit review, the NEPA process, the EIS scoping process and timeline, and the proposed project. Then we'll provide details on how to comment at today's meeting, and will open the floor for public comment. Lieutenant Colonel Boyle, you may begin your opening remarks. Slide seven, please.
- Lt. Col. Brett Boyle: [00:10:48] I'd like to welcome everyone, and thank you all for attending our virtual public scoping meeting regarding the U.S. 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.
- [00:11:07] We are holding this meeting to gather input which helps us define the scope of issues, impacts and alternatives that will be considered in the Corps of Engineers EIS. The Corps of Engineers published the notice of 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 and alternatives to be analyzed in the EIS.
- [00:11:47] 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. In today's meeting, we will listen to public scoping input. We will not respond to questions or comments. The meeting's being recorded and transcribed, and it will be available on our Line 5 website, at line5tunneleis.com. The transcript will become a part of the administrative record, and all comments will be considered in the preparation of the EIS. 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 six, please. Or slide eight, please.
- Katie Otanez: [00:12:52] Thank you, sir. In the next few slides, I'll give you a very brief overview of the project and our review process. This information will be very general, as the main purpose of today's meeting is to gather public input. We encourage you to visit the project website if you'd like additional detail. I'll start with an overview of the Corps of Engineers permit review.

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[00:13:14] 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. As part of the Corps of Engineers permit review, we conduct a public interest review, section 404 B1 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.

[00:14:00] Slide nine, please. 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. 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.

[00:14:38] NEPA also allows for engagement of cooperating agencies to assist the lead agency throughout the EIS process. For this EIS, 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 10, please.

[00:15:10] 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?

[00:15:58] 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 period, which will run through October 14th, 2022. We encourage all interested parties 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 11, please.

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[00:16:32] As I mentioned, the notice of intent and scoping period are early steps in the EIS process. After the close of the scoping period, 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. NEPA establishes a 30-day waiting period 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 12.

[00:17:28] 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 a NEPA process, and we are using the scoping process to seek input from interested parties on the identification of historic properties that may be effected by the proposed project and the potential effects of the project on those historic properties.

[00:18:04] Individuals or organizations with demonstrated interests 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 13, please.

[00:18:36] 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 lakebed of the Straits of Mackinac. Enbridge proposes to construct the tunnel using a tunnel-boring machine. Precast 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.

[00:19:17] The new 30-inch pipeline would be connected to the existing portions of the Line 5 pipeline. Upon completion, Enbridge proposes to decommission the existing 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 14, please.

[00:19:43] The diagrams shown on slide 14 show the proposed construction disturbance areas and the post construction layout of the project areas on the

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south and north sides of the Straits. Enbridge proposed this 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 [inaudible 00:20:15]. 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 in a yellow line.

[00:20:25] 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. 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 revegetated, including the areas shaded in green on the veg- on the figures shown here.

[00:21:00] The proposed project would involve placement of fill into a total of approximately 0.31 acre of wetlands in the northern work area, including 0.10 acre of permanent impact, and 0.03 acre 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 material staging area to the north of the North Straits facility.

[00:21:38] 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 Straits. The offshore intake structures and discharge pipe would be removed upon completion of tunnel construction.

[00:22:00] 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, shaded in white with green outlines and hatching. Additional detail and the proposed project, including current project plans can be found on the project website at line5tunneleis.com. Slide 15 please.

[00:22:29] 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 address here. And 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 over to Jennifer to give you details on how to comment at today's meeting. Slide 16, please.

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Jennifer Howland: [00:23:05] Thanks, Katie. So now that you have heard an overview of the project and the purpose of today's meeting, we want to pass the mic to you to get your input on potentially significant effects due to the proposed project, areas for in-depth analysis within the draft EIS, the project purpose and need, alternatives to the project, alternative screening criteria, or other relevant points for consideration in the draft EIS.

[00:23:30] To make sure as many commenters as possible get the chance to speak today, we are limiting each person's comments to three minutes. There is a countdown timer you can see now at the top of the screen to show you how much time you have left during your three-minute period. So please be respectful of other people's time, and wrap up your comments when promoted. Just as a heads up, we will have to cut people's mics if you do not adhere to the three-minute time limit. If you are on the phone and cannot see the screen we are sharing, we will give you a 30 second verbal warning, but you may want to keep your own timer so you aren't surprised by the time limit.

[00:24:06] We would like everyone who wants to speak to have the opportunity to speak at least once. However, if time allows, participants who have already commented may be permitted to speak again after all commenters have an initial opportunity to speak. We will be calling on people to provide public comments in the order in which they raise their hand virtually. If you are attending the meeting using the Zoom platform, you can raise your hand by clicking the button that says raise hand, and looks like a hand. If you are joining us by phone, you can raise your hand by pressing star nine.

[00:24:40] We will call on you by name, or the last four digits of your phone number when it is your turn to speak, and send you a request to unmute yourself. You will see a window pop up with a button that lets you unmute yourself. Or if you're on the phone, you'll hear an automated voice prompting you to unmute. Please first introduce yourself and spell your first and last name for us. Once you are done spelling your name, your three minutes will begin. Please speak slowly and clearly. This meeting is being recorded and transcribed, and we want to make sure we capture everything that you are saying. When you are done speaking, please mute yourself by clicking the mute button or pressing star six on the phone.

[00:25:24] I know this is a lot to think about, so we will be helping you mute on our end as we move on to the next commenter. As a reminder, please do not use the chat to offer written scoping comments. That can be done on the website or by mail, as we discussed previously. But you may use the chat to let the panelists know of any technical issues. And as we mentioned before, this meeting is being recorded, and all comments will be included in the administrative record. I see that we already have a few folks signed up to offer a public comment. We will now begin the public comment period by starting with Larry and Joyce Lethorn, with Mark on deck. Larry and Joyce, please unmute yourself, introduce yourself, and let us know how to spell your name please.

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Larry Lethorn: [00:26:20] Oh.

Joyce Lethorn: [00:26:21] Okay.

Larry Lethorn: [00:26:22] Okay.

Joyce Lethorn: [00:26:23] All right.

Larry Lethorn: [00:26:24] L-A-R-R-Y L-E-T-H-O-R-N.

Jennifer Howland: [00:26:32] Thank you. You may begin.

Larry Lethorn: [00:26:34] Thank you. I'm, uh, Larry Lethorn, as I've already stated. I'm retired, and a Michigan resident for all my life. And I want to just thank you folks for allowing me to address the committee on the Great Lakes tunnel project. One of the things that right away that, uh, gets me is that if Line 5 is closed, the negative impact on northern Michigan it would have. 55% of northern Michigan use- usage is supplied via Line 5. Let me repeat that again. 55% of Michigan's use- northern Michigan's usage of supply is via Line 5. It would be very detrimental to northern Michigan, not to mention how bad it would be for the rest of the state as well.

[00:27:36] Closing the Line 5 would mean higher fuel costs and energy, and possible job losses. This is not good. We need to provide more economic stability, especially right now, which we haven't have in several years. We want to look at doing it right economically for the state of Michigan. It provides a tremendous infrastructure as it was mentioned, with the many types of things not only this would do, but also free up a conduit way to the upper peninsula.

[00:28:17] Regards to good paying jobs, one of the most important things that we need to look at, at this point is national security. Just this morning, the Saudis announced that they were cutting their output of crude by two million barrels. What are we going to do after that begins to happen, when just a short two years ago we were energy independent and we were actually selling, selling crude. And now we are buying it, and we have almost depleted our strategic oil reserves at this particular point.

[00:29:06] So it's very, very vital that we look at this and really take a serious look of what it's going to do economically to the state. It will either shoot us up and we will be able to look at the many different things that we can do, and help our small business owners, or if it's reduced, we have a real serious problem that will be pending. So, it's very critical at this particular time that we look at this not only as a strategic thing, but also as a state and national thing to be able to supply ourselves with the crude and petroleum that we need to make sure that we push forward as a state of Michigan. The things, uh, uh-

Jennifer Howland: [00:29:57] Please wrap up your comments. It's been three minutes.

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Larry Lethorn: [00:30:00] Thank you. I would like to, uh, appreciate the time of the Corps of Amy Engineers. Thank you very much. Everything's s-

Jennifer Howland: [00:30:10] Thank you for your comment.

Larry Lethorn: [00:30:13] I didn't see it. Oh, does that work?

Joyce Lethorn: [00:30:15] Thank you.

Jennifer Howland: [00:30:18] Next up is Mark, and then followed by Richard Niverson.

Mark Lampkin: [00:30:30] Good afternoon. My name is Mark Lampkin, M-A-R-K L-A-M-P-K-I-N. And I live in Cadillac, Michigan, and I work in Reed City, Michigan. I work in a large manufacturing facility with many others like myself. While I've been blessed with a very good job, many of the other people I work with are not as fortunate as myself, and most of them rely on propane, gas, et cetera for cooking and heating. We all work, we all rely on petroleum products, be it oil or gas, to get to work.

[00:31:08] People I work with earn on the average about \$15 an hour. They're raising families and have little disposable income. Energy costs become a big part of their lives, especially in the winter when they must heat their homes. We've been hit pretty hard with the rising cost of energy, and many of my cohorts are riding on the precipice of being able to afford heat and cooking or not. This is a major burden on them, and without a source of relatively cheap energy, they cannot exist independently.

[00:31:38] The community in which I live is totally supported by the people who use these products, which the existing pipeline has transported safely for 69 years. When the cost of energy increases, which it undoubtedly will where the mode of transportation for the energy changes, then our community will suffer. The available- the available money spent on it or in the local businesses falls, which causes a domino effect. Businesses suffer and begin to fail, employment then drops, and yet more bad things happen to our community.

[00:32:11] Northern Michigan has been hit very hard with the economy. It does not have the high paying job available to help communities grow or even remain stable, so to us, every little bit counts. I'm 66 years old, my income is going to be converting to fixed. I'm afraid of what will happen if energy transport changes from a proven safe pipeline to an un- un, uh, stable cost of transport by truck or rail.

[00:32:41] Not only is a truck or rail transport- trans- transportation less safe, but there's also much higher veritable costs in delivery as a major factor in the transport cost, the cost of fuels. Pipelines have a far lower variable transportation cost. The cost of running pumping stations is far lower than the cost of hundreds of paint trucks, or the cost of delivering hundreds of rail cars

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carrying the same volume of fuels. There were far more variables in the cost allocated to the other transportation methods which when look, when looking towards the future means you have a far more unpredictable cost of energy in the future, which usually does not bode well for those of us on fixed incomes or those of us that will be transitioning to fixed incomes in the near future.

[00:33:30] Now, I get to the boring part in my statement. That which deals with the reality, not the emotional tug at the heart strings. Just facts. The opposition wants to claim the pipeline or tunnel will be less safe, and I just can't see that as the case. To date, the so-called unsafe pipeline was commissioned in 1953, 69 years ago. To date, there have been zero incidences of spills or leaks. Seems pretty safe to me.

[00:33:58] One argument is that the ground structure is unsafe for a tunnel project and therefore would be unsafe for a pipeline in that mode of protection and installation. Mm.

Jennifer Howland: [00:34:06] Please wrap up your comments. It's been three minutes.

Mark Lampkin: [00:34:09] Ooh, okay. As we know, the p- the tunnels are very safe and I would like to say, uh, to say thank you very much to the USACE to go through the, the Great Lakes tunnel project and to consider the situation of folks like me and my community when doing so. Thank you.

Jennifer Howland: [00:34:30] Thank you for your comments. Up next is Richard Nivison with Mary Hardies on deck.

Richard Nivison: [00:34:43] Hello, my name is Richard Nivison. I, I live in Lake Oregon, Michigan. I'm a UNIX system administrator. I believe that, uh, those who might-

Jennifer Howland: [00:34:53] Would you please spell your n- first and last name for us?

Richard Nivison: [00:34:56] My first and last name is Richard, R-I-C-H- A-R-D, Nivison, N-I-V-I-S-O-N.

Jennifer Howland: [00:35:04] Thank you.

Richard Nivison: [00:35:06] I, I believe that closing of line that r- of line five will raise prices of propane and f- f- heating fuel to the people of Michigan and the Great Lakes region, which will be very detrimental for fixed income people and, uh, low-income people. It'll also have an adverse effect on the economy, which has already suffered from shutdown of small businesses due to the pandemic and will be even worse for the tourism industry in Northern Michigan.

[00:35:44] And I believe that this will also be a bad effect on, on, uh, national security because we need to be more energy-independent. Being a veteran, I know what a price we'd pay to keep our independence and I believe that this

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would be very detrimental to the people of Michigan. This would be detrimental to the whole United States as a whole, because we need to, uh, as I say, not be dependent on anyone but ourselves.

[00:36:24] Like I said, it's going to cost a smaller region. And I believe that Mother Nature takes care of itself. I know we could help it, but I also believe that it takes care of itself. I'm going to conclude my comment right there. Thank you. Thank you for your time.

Jennifer Howland: [00:36:53] Thank you very much. Up next, we have Mary Hardies with Gary Sutter on deck.

Mary Hardies: [00:37:04] Hello My name is Mary Hardies, M-A-R-Y, H-A-R-D-I-E-S and I'd like to thank you for allowing me to speak. Um, I'm a lifelong resident of Northeast Michigan in the Montmorency County area. I'm a community nurse and I travel between three nearby counties to provide health services for individuals that live on a fixed income and are disabled and living in AFC homes.

[00:37:32] Um, my husband and I also are a dairy and crop farmer and, um, shutting down of Line 5 or not allowing the permitting will deeply impact our family. Um, mainly on a personal level it will increase cost of fuel for our vehicles and equipment that we need not only to heat our homes but to run our business and to work our grounds and, um, provide products; our milk and ship our milk, and for the beans and corn and everything else that we grow.

[00:38:06] Um, and especially for those clients that I work with who are on very limited incomes. They maybe have 40 to 60 bucks now at the end of the month for them to spend on even personal items. Um, let alone if they see their costs of heating and transportation go up. Um, it will limit the ability for them to participate in the community and they'll have to decide, you know, if they want toothpaste or, you know, probably definitely cutting down on the amounts of medications they can use because of co-pays and those kinds of things.

[00:38:38] Um, it is just essential for us living in this north area, um, that we have the Tunnel 5 and a safe, reliable way to provide our oil and gas. Pipeline 5, like the gentleman before me has said, has been safe for the, what? Past 50 years. Um, it makes much more sense than trying to truck it.

[00:38:59] Um, you know, it goes without saying that trucking has a huge amount of gas and oil, um, dependency that goes with it. So, um, we just ... Me and my family would just like to say that we support the permitting of Pipeline 5, um, that the Army Corps Engineers is reviewing at this time. We are so grateful, um, that you've allowed us to speak and put in our two cents, as it were. Um, and we hope that you consider the needs of everyday people that are living out here, um, or middle-class people and middle-class communities, um, that depend on it.

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[00:39:36] Thank you.

Jennifer Howland: [00:39:38] Thank you for your comments. Up next is Gary Sutter, followed by James Krismanick.

Gary Sutter: [00:40:00] Uh, this is Gary Sutter. My name is spelled G-A-R-Y S-U-T-T-E-R and I want to thank you for the opportunity to address this Committee, because this looks like a great project. The way you presented it seems like a very substantial project would, that would really benefit and update that line, which is essential to Michigan and the surrounding areas, I'm sure. Because without it, without energy, cheap energy, we're a third world country, so we need, we need cheap energy, especially the people who are on fixed incomes. Fixed income people are ...

[00:40:43] It'll, it'll raise, raise prices on everything. It'll affect the whole State of Michigan and the surrounding areas if energy goes up. This, uh, this country is founded on cheap, efficient energy that keeps all the prices down.

[00:41:08] And, uh, that's really all I got to say. It's a good project and God bless you all.

Jennifer Howland: [00:41:21] Thank you for your comments. Our next commenter will be James Krismanick, followed by Scott Hayes.

James Krismanick: [00:41:30] My name is James Krismanick. That's ...

Jennifer Howland: [00:42:00] Sorry about that, James. Please begin again.

James Krismanick: [00:42:06] My name is James Chris Manic. That's K-R-I-S ... That's James, J-A-M-E-S K-R-I-S-M-A-N-I-C-K.

Jennifer Howland: [00:42:19] Thank you. You may begin.

James Krismanick: [00:42:21] I'm a retired ... I'm retired living in, on a fixed income that is being hit hard by energy prices increase in the upper Peninsula in Michigan. As I understand it, we now have a setup, a seasonal system that tries to control these energy costs. This infrastructure to control cost has a high degree of importance. Efficient transportation and storage of petrol- petroleum products is just some of the cost controls we built in Michigan.

[00:43:02] Does it make sense to just throw this alternative to replace it? We all need energy for daily lives. Work on several of ... no ... Daily lives, work and survival in Michigan. This must be understood by our leaders of our state. We need a future solution to just reduce the potential of a per- permanent shutdown of pipeline in the streets of Mackinac [inaudible 00:43:46].

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[00:43:48] Those thousands of lost jobs, billions of dollars of lost salary, millions of tax revenue, billions of economic activity and billions of loss of state products are just at risk if we do not have an updated plan in replacement. A shutdown would also potentially increase Michigan's economic growth and there is also enormous concern of how it would impact the Great Lakes States if we fail to protect this vital energy lifeline.

[00:44:36] And I thank to you ... I thank you, the core of engineers and would like to see them, uh, approve this project. Thank you.

Jennifer Howland: [00:44:50] Thank you for your comments. Up next is Scott Hayes with Michael Pratt on deck.

Scott Hayes: [00:45:00] Uh, good day. Scott Hayes, S-C-O-T-T H-A-Y-E-S. Uh, I work for a company called PBF Energy and we own a, an oil refinery that's right on the border of Ohio and Michigan in Toledo, Ohio. Um, we employ about 1,200 people if you count the contractors. Um, for every one job in a refinery like ours, there's 16 induced jobs. Uh, we contribute about \$5.4 billion of, uh, economic output to the region, um, and we rely on Line 5. So we're very interested in its long-term viability. We see this project as a great way to ensure that, um, and so I'd like to thank Jennifer for hosting and, and moderating this and lieutenant, uh, Boyle and staff for, uh, hearing our comments.

[00:45:50] I think a lot of the work has already been done by the State of Michigan when they selected, uh, the, the, the tunnel project when, uh, it went through the Michigan legislature and, uh, the, the Michigan, uh, or the c- the Mackinac Straits Corridor Authority was, um, approved. Um, at that time they looked at alternatives and found that there weren't any good, uh, alternatives for, uh, moving the products that, uh, m- are moved on Line 5. Um, they looked at several alternatives.

[00:46:21] Um, I point to the Michigan text study that says there's just real no alternative for the demand that's going to be here for the foreseeable future, regardless of how quickly we transition to cleaner fuels. Um, and comments from the Michigan Pipeline Safety Advisory Board that this is re- out of all the options this is the best one.

[00:46:39] I agree with, uh, the former, uh, participant that made the point that this is just a good project. I think it's engineered well. I trust that it'll be executed well as, a- a- a- and, and it's, uh, being procured by the company, um, that owns and operates it. Not the, the taxpayer. But yet, the citizens will benefit from this great piece of infrastructure, um, that you'll be able to use for other things besides the, the, the energy and the high value fuels that are transported on it.

[00:47:08] Um, the, the, the reality is, you know, we produce not only transportation fuels, but the products that are building blocks for Michigan's

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sixth largest industry, Ohio's third, and that's the petrochemical industry. Virtually everything we touch today comes from, uh, petrochemical and it's turned over in many factories in Ohio and Michigan and made in the tangible products that we use every day.

[00:47:30] Um, w- we just don't have alternatives. That's the practical reality we can't get around and so I would compel the, uh, Army Corps to take into consideration that we don't have alternatives, to look at the very little, uh, uh, disturbance that'll, uh, be done to the environment when, uh, looking at how to scope this project fully and ask that you move expeditiously so we can trust that we'll be able to meet our energy needs.

[00:47:59] Thank you. Appreciate the time.

Jennifer Howland: [00:48:01] Thank you for your comment. Up next is Michael Pratt with Chad Simerson on deck. Michael Pratt, it is your turn to speak. Okay. We're going to move on to Chad Simerson and then I will check in with Michael Pratt in a couple minutes.

Chad Simerson: [00:49:03] Hello?

Jennifer Howland: [00:49:05] Yes, I can hear you-

Chad Simerson: [00:49:06] My name-

Jennifer Howland: [00:49:06]... Chad.

Chad Simerson: [00:49:007] Okay. My name is Chad Simerson. It's C-H-A-D S-I-M-E-R-S-O-N and I would like to thank you for the opportunity to, uh, speak at this hearing today.

[00:49:21] Um, as a full-time resident of Northern Michigan for my whole life, um, I've experienced a lot of ups and downs here. Um, I've recently moved to Lake City, Michigan. Uh, I've lived in Cadillac, Michigan most of my life. I work in Cadillac Michigan. Um, but as I moved to Lake City, I, I had a, a home that is heated with LPG gas. Uh, when I moved in, I, I filled that tank, uh, for a little over \$400, um, and in just the last year I've seen that price raise, uh, 46%. Um, just in one year's time.

[00:50:01] And so, uh, it is imperative that we, in Northern Michigan have, uh, the capability to have, uh, cheap, uh, gas and, and, and resources so that we can, uh, afford to heat our homes in the wintertime. Winter is just a reality we have to live with but I think shutting down a pipeline would be a horrible mistake and, and cause a lot of harm to Michigan.

[00:50:30] Um, I certainly think that, uh, along with that increasing costs for, for other things like, uh, my commute to work and back, um, have, have gone up by more than 50% and so I, I just ask that, that, uh, the Army Corps of Engineers

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definitely would, uh, approve this, um, for another reason. Uh, we in Michigan, love our Great Lakes. We love our, our natural resources.

[00:51:07] We love our environment and we want to protect this. And I believe this tunnel is a perfect way to do that with a ... I, I mean, we've been blessed in the fact that the, the pipeline has not had any terrible accidents and has not had any terrible leaks, uh, but a tunnel would definitely add to that safety and security in letting us, uh, keep our resources, um, clean and pure.

[00:51:32] And I just, uh ... I, I ... Again, I ask that, uh, the Army Corps of Engineers would, would approve this and, uh, help Michigan move forward. And that's all I have to say. Thank you.

Jennifer Howland: [00:51:49] Thank you for your comments. Up next, we have Michael Pratt. Mr. Pratt, are you able to speak this time? Okay. We're having some technical difficulties with Mr. Pratt still, so we are going to-

Michael Pratt: [00:52:31] There you go. I got it.

Jennifer Howland: [00:52:32] Oh, wonderful.

Michael Pratt: [00:52:33] There-

Jennifer Howland: [00:52:34] Thank you, Mr. Pratt.

Michael Pratt: [00:52:35] Yeah. Sorry about that.

Jennifer Howland: [00:52:37] Please, uh, state your name and spell it, please.

Michael Pratt: [00:52:40] Uh, Michael Pratt, M-I-C-H-A-E-L P-R-A-T-T. Um-

Jennifer Howland: [00:52:50] You may begin.

Michael Pratt: [00:52:52] Uh, thank you for taking public comment today. I am Michael Pratt, a small family beef farmer from St. Clair County, Michigan. Um, we've been here on this farm since 1820. We raise beef cattle to make those great steaks you guys buy in the restaurants and grocery stores. We also sequester more carbon as farmers than any other business and also use all the products that come through Line 5, such as fertilizer, which is derived from petroleum and natural gas. We also use fuel to run the tractors and combines that we use to plant and harvest grains to feed cattle and make ethanol and soil oils that they mix with gas and fuel.

[00:53:44] Natural gas and propane are also used to dry grains for storage, so it is economically critical for sustainability of agriculture in Michigan, uh, which is the large ... second largest total business dollars in Michigan. So we urge you all to pass this line five tunnel proposal.

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[00:54:07] Thank you for your time today.

Jennifer Howland: [00:54:18] Thanks for your comments. So next up we have Gary Kantrud followed by William Gronim.

Gary Kantrud: [00:54:32] Good afternoon. I am Gary, G-A-R-Y, Kantrud, K-A-N-T-R-U-D. I'm a retired General Motors Engineer from Fenton, Michigan. This past weekend my wife and I made a short trip to the great Smoky Mountains National Park. We filled up with gas in Fenton at \$4.19 per gallon. When we got to Tennessee, we filled up again but at \$3.14 per gallon. I can understand why there's such a difference in price. Surely this difference would be even greater if oil from Line 5 were eliminated. Gas prices in Michigan would skyrocket up overnight as we have seen in the past.

[00:55:20] We have been frequent domestic and international travelers in the past, but in just the last two years we've had to cancel two trips because of increased fuel prices, and we try to limit driving. My son heats his home with fuel oil. His price this year is \$5 per gallon, which is up substantially from past years. Without Line 5, his cost in the future would be even higher.

[00:55:47] These increases are a real hardship for people dependent on fuel oil. Line 5 also supplies natural gas liquids that are used to make propane. In rural areas where I live, a great number of homes are heated by propane. Any increase in the price of propane has a negative effect on people's quality of life.

[00:56:11] Our local lumber yard, Kerton Lumber, has had to raise delivery prices because of the increased cost of fuel. They also state that the cost of building materials that are made from oil have gone up in price, and of course those costs have to be passed on to retail customers. An additional concern is the effect of Canada on Canada that also receives oil from the Line 5 pipeline. If the US keeps cutting oil to and from Canada, they will most likely do more oil business with China.

[00:56:46] In conclusion, Line 5 is essential for the economy of Michigan to provide energy needs at reasonable prices. replacing the existing underwater pipeline with a new pipeline and a tunnel underneath Lake Michigan is a logical and safe way to go forward, supplying oil and natural gas liquids to Michigan.

[00:57:07] I understand the concerns that many people have with an oil pipeline in the waters of Lake Michigan, but a tunnel under the lake would eliminate this concern and make for a safe oil transfer from the upper to lower Peninsula. With OPEC announcing that they are cutting oil production, it is more important than ever to be able to transport oil through pipelines in North America. I urge the US Army Corps of Engineers to approve this project. Thank you.

Jennifer Howland: [00:57:42] Thank you for your comments. Up next, we have William Gronim, followed by Phyllis Hasbrouck.

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William Gronim: [00:57:53] Hello. My name is William Gronim, which is spelled W-I-L-L-I-A-M, Gronim, G-R-O-N-I-M. I'm here to urge the Army Corps of Engineers to consider the full scope of the potentially devastating environmental impact of a Line 5 tunnel. It doesn't take a lot of expertise to realize that tunneling underneath a 70-year-old active oil pipeline is very risky. We need a comprehensive analysis of alternative approaches. This approach can literally explode.

[00:58:27] The geotechnical studies we have, are worrisome and woefully incomplete. The company that did the study drilled core samples every 900 feet, far further apart than the 50 to 200 feet that the same company recommends. The geotechnical report does not make any recommendations because the report authors don't have enough information to make legal liability for their work.

[00:58:52] We must drill new core samples and perform a proper geotechnical study. This project could explode, kill workers and spread pollution through the area. The project uses bentonite slurry which, if released into the water, would kill huge numbers of fish in protected and critical fisheries. We must fully understand the risks and alternative approaches, so the study needs a complete scope, including a comprehensive analysis of alternative approaches, a new geotechnical study done according to industry best practices, valuation of the decision to use bentonite slurry and a measurement of the explosion hazards of the design.

[00:59:30] Am I to go on to say that it's ... I understand the need for energy and I also have to heat my home and fuel my car and it's not clear that this pipeline is actually helping people in Michigan. I'm not sure that it is. I think that it is actually primarily helping Canadians and that part of the reason that it exists is that the Canadian government won't build refineries on their own territory because of pollution.

[00:59:59] So I'm, I definitely want to continue having a strong economy in Michigan. Or really, that's the wrong way of putting it. I want to have a stronger economy in Michigan at all, but I don't think this is actually helping and I think it's quite dangerous. So, the Army Corps of Engineers should do a really thorough analysis of the geotechnical study by doing another one. The explosion hazard, the decision to use bentonite slurry and the alternatives.

[01:00:29] Thank you.

Jennifer Howland: [01:00:32] Thank you for your comments. Up next, we have Phyllis Hasbrouck followed by Caroline Beaman.

Phyllis Hasbrouck: [01:00:42] Hello. Can you hear me?

Jennifer Howland: [01:00:44] Yes.

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Phyllis Hasbrouck: [01:00:46] Hi, my name is Phyllis Hasbrouck. That's P-H-Y-L-L-I-S, Hasbrouck, H-A-S-B-R-O-U-C-K. I live in Dane County, Wisconsin, which is crossed by four more of Enbridge's unsafe oil pipelines. The State of Wisconsin, having coast lines on Lake Superior and Lake Michigan, is equally endangered by this pipeline as Michigan is. I thank the Army Corps for asking for our input as they determine the scope of their research to create an environmental impact statement worthy of the name.

[01:01:20] I could express my suggestions in one sentence, and that would be investigate all the warnings by two tunnel consultants, Brian O'Mara a geological [01:01:30] engineer and 30-year veteran of tunnel projects, and hydrogeologist, Mike Wilczynski, who has more than 40 years of geological and environmental experience. They have laid out a myriad of reasons as to why this tunnel proposal must be projected.

[01:01:46] But because I'd like to inform the public about those reasons, I'll describe two of them. According to Brian O'Mara, quote, "Data submitted by Enbridge in its permit application reveals the existence of dissolved methane in the groundwater, the aquifer underneath the straits. If groundwater infiltrates into the tunnel, methane dissolves into the air. If there's a spark from a machine or other source, that creates a potential danger of explosion and poses a threat to the construction crew." Unquote.

[01:02:18] Wow. We can imagine the immediate horror of workers incinerated or drowned. And what would an explosion mean for the navigable waters known as the Great Lakes. Having a hole blown in the bed of the straits would be something new and possibly cataclysmic, so please take as long as you need to analyze what the consequences would be.

[01:02:40] Then according to hydrogeologist, Mike Wilczynski, quote, "Enbridge wants to discharge five million gallons of wastewater into Lake Michigan every day that the tunnel is being constructed." Unquote. That sounds bad, but it gets worse. Quote, "Enbridge hasn't said how it will remove bentonite clay from the slurry prior to discharge. When mixed with water, bentonite will stick to everything it touches, killing off fisheries and destroying our drinking water, not to mention forming an impermeable barrier suspended on top of Lake Michigan for years to come." Unquote.

[01:03:22] Say no more. If you investigate this and find that this danger exists, to my mind, you can end the investigation right then and there. Why would you need any other reason to declare this project an unacceptable danger to the Great Lakes which you are charged with protecting?

[01:03:41] But I'll say one more reason. The climate chaos that is constantly increasing. Approving a project that delivers more oil to be burned is a danger to the Great Lakes, the Midwest, America and the world. Keep these impacts in mind as you write your EIS. Thank you.

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Jennifer Howland: [01:04:01] Thank you for your comments. Up next, we have Caroline Beaman followed by Connie Whyte.

Caroline Beaman: [01:04:13] Hi. My name's Caroline Beaman. C-A-R-O-L-I-N-E, B-E-A-M-A-N. I am a lifelong resident of Michigan. I'm also an over the road truck driver. Um, I personally do not haul the fuel and the oils that come from any of the pipelines, but I have seen what can happen when there's accidents and what it does to the environment and the ground where these things happen. I understand that, you know, it- it's, it's uh, um, for the environment and preserving the environment, but in my opinion with trucking and [01:05:00] trains, hauling the oil is far worse, because you'd have more trucks, more, uh, pollution coming from the trucks. Why fix something that isn't broken.

[01:05:16] I can understand, you know, encircling with a tunnel but this type that they have now have not leaked in over 60 years. Encasing it with a tunnel is only an added security measure, it's preventative maintenance. And that's the other thing. We have to think about being energy independent. We've gone from being energy independent to now totally depending on other countries for our oil. Prices are only going up. You have families that can barely afford to put food on the table. They have to choose. Either going to work or putting food on the table. They have children. I'm helping to support five of my children with my grandchildren just so my kids can afford to keep their homes, drive their cars, and put food on the table. It's very expensive and doing away with the pipeline and making it so trucks and trains have to transport everything is not only going to hurt the environment but it's going to damage our infrastructure in Michigan worse than it already is. It's going to put more trucks on the road. Not that I want to take jobs away from truck drivers, but eh, it has to be looked at from an economic standpoint and also from a safety standpoint. Um. Take all of that into consideration along with all the safety aspects for the environment and thinking about, you know, your children and their children. For what's to come in the future. Thank you very much.

Jennifer Howland: [01:06:56] Thank you for your comments. Up next, we have Connie Weil followed by James Lotempio.

Connie Weil: [01:07:08] Hi. I'm Connie Wile. C-O-N-N-I-E. W-E-I-L. I'm from Saginaw, Michigan. My husband and I have lived here our whole lives. My husband is retired so we are on a fixed income. We have seen a lot of jobs leave Michigan, so therefore, we cannot afford to lose any more jobs. Our two children had to move out of state for work. Our quality of life has dwindled immensely. The quality of my family life is kind of depressing. I hardly can get to see my children since it is so expensive to travel. Holidays are very lonely since we can't see our kids. The past three years we haven't even bought Christmas presents. We are struggling, struggling as it is. Closing Line 5 will definitely make life even more difficult. Buying groceries and our energy bills have doubled in the past two years. To pay for gas is astronomical so we have to decide what to buy just to be able to keep gas in our vehicles. How many groceries do we really need?

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[01:08:14] I have CLL, chronic lymphocytic leukemia, which affects my immune system, so it is very important to eat a balanced meal and get all the vitamins that I need. Keeping Line 5 open will help bring costs down so we can afford all the basic essentials. If our vehicle or furnace would break down, I don't where we would get the money to replace it. We are spending our savings on medical bills and just the basics to live. Keeping Line 5 open means we wouldn't have to rely on other countries for our oil and natural gas. Not being dependent on other countries for our energy sources will help keep our current jobs and help create more, keep our current jobs and help create more jobs which will bring in more tax revenue for higher education, which in turn, Michigan will have more businesses open and job openings. Maybe my children could find a good job in Michigan.

[01:09:11] Moving back home, we could see each other more often. Spending holidays together again. Family is very important to me. Shouldn't we rely on our own state for natural gas and oil? Just common sense. It's cheaper and safer in the long run. Michigan and the U.S.A. have the highest standards of safety, so why wouldn't we want to produce our own? Plus, we will be able to make extra income for our state by selling safely produced natural gas and oil to other countries. All the way around, keeping Line 5 open, building a tunnel around it, will make it more secure and safer than it ever has been. It will help my quality of life to be healthier, happier, and safer along with our ecosystem. Line 5 is safe and will continue to be safer with a tunnel built around it. I urge you the USACE to keep in mind how this will impact my health and life on a fixed income. So please make sure Line 5 gets passed. Thank you so much for your time.

Jennifer Howland: [01:10:16] Thank you for your comment. Up next, we have James Lotempio followed by Jennifer McKay.

James Lotempio: [01:10:28] Uh, hi everyone. I'm James Lotempio. J-A-M-E-S. Lotempio. L-O-T-E-M-P-I-O. Well.

Jennifer Howland: [01:10:44] Please begin.

James Lotempio: [01:10:47] Ladies and gentlemen, uh, shutting down Line 5 definitely would hurt my quality of life because I'm a disabled Navy Veteran. I'm on a fixed income. You know? And my home heating bills are almost above my reach right now. Gas prices have cut into my grocery shopping and I have a little over \$500 a month left over after paying my bills. Propane costs over \$600 a month for a single-family home right now. It's hard to believe what propane has cost since Line 5. I want to address the pipeline safety. Okay? As it, as I understand it, the tunnel was a remarkable feat of engineering that will make spills under water a thing of the past. If the pipeline was shut down for safety, why are we not willing to implement safety measures to re-open a new Line 5 Tunnel?

[01:11:41] Also, it's being paid for by Enbridge, so it's effectively, effective safety measure, uh, we aren't even paying for. So, why are we fighting this? You know?

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And ships spills in the ocean, right? They con- contributed to millions of tons of oil spills since 1970. Enbridge has a significantly lower accident rate than the safer methods of transportation.

[01:12:06] An analysis of the data from Pipeline and Hazardous Materials Safety Administration shows that in U.S., seven of the worst 10 railroad oil spills in the past decade have happened in the last three years. This number doesn't include the catastrophic accident in Quebec last July, if you heard about that. It was horrible. Um. In conclusion, lower propane prices mean cold Michiganders have affordable heat. The money we save can go to groceries or towards the horrible price of gasoline and it, it can richen our economy um, and give more jobs. Thank you for listening.

Jennifer Howland: [01:12:53] Thank you for your comment. Up next, we have Jennifer McKay. Followed by Carly Dove-McFalls. Jennifer? We're not able to hear you.

Jennifer McKay: [01:13:26] Can you hear me?

Jennifer Howland: [01:13:27] Yes. I can hear you now.

Jennifer McKay: [01:13:29] Okay. So, thank you. My name is Jennifer, J-E-N-N-I-F-E-R. McKay, M-C-K-A-Y.

Jennifer Howland: [01:13:44] Thank you. You may begin.

Jennifer McKay: [01:13:46] So thank you for the opportunity to provide comments on the scoping for the Environmental Impact Statement for the Enbridge Line 5 Tunnel. Again, my name is Jennifer McKay. I'm the Policy Director at Tip of the Mitt Watershed Council, whose mission is to protect our lakes, streams, wetlands, ground water, and Great Lakes. I'd first like to thank the USACE for preparing an EIS in compliance with NEPA for the Line 5 Tunnel Project. I will provide written comments, but today I would like to highlight an area of concern with respect to the project purpose and need.

[01:14:25] The purpose and need for the Line 5 Tunnel EIS is stated to provide transportation of light crude oil, light synthetic crude oil, light sweet crude oil, and natural gas liquids between Enbridge's existing North Straits facility and the Mackinac Station and to approximately maintain the existing capacity of the Line 5 pipeline while minimizing environmental risks. However, this purpose and needs statement is not consistent with the Section 404(b)(1) guidelines of the Clean Water Act. The project purpose cannot be defined in such a restrictive manner to unduly restrict or preclude other alternatives, including off-site alternatives. Therefore, the project purpose statement will need to be re-developed to be, to not be so restrictive and in a manner that considers not only the applicant, but the public's percept- perspective as well.

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[01:15:22] At a minimum, alternatives must consider the no action alternative or alternatives, off-site locations, and on-site alternatives, particularly those that involve less adverse impacts to the waters of the U.S. Off-site alternatives should include a thorough evaluation of multi-middle transportation of commodities, as well as consideration of utilization of existing infrastructure. And the alternative analyses should also consider the need to maintain and transport the existing capacity of the Line 5 pipeline in light of global and regional transforming energy markets and climate change.

[01:16:01] Issues identified for in-depth analysis in the EIS include, insufficiency of the geo-technical boring investigation, the fact that Enbridge is currently trespassing on state bottomlands, the costs are, of the project to tax payers, impacts to Great Lakes coastal wetlands, failure to adequately mitigate for threatened and endangered species, impacts to migratory birds, tribal treaty and fishery rights, cultural resources, risk of explosion, lack of emergency response capabilities, climate change, the demand in how much [inaudible 01:16:37] actually used in Michigan and regionally, the true impacts to propane and gas prices, which studies have proven will not increase significantly if the pipeline is decommissioned. Jobs, both the creation from the project and decommissioning of the pipeline and those at risk from the oil spill. Economic impact.

Jennifer Howland: [01:16:56] Please wrap up your comments. It's been three minutes.

Jennifer McKay: [01:16:58] Okay. Economic impact, including the \$1.9 billion cost estimate, should a spill occur. And again, we'll provide more details on each of these points in our written comments. So, again, thank you to the Army Corps of Engineers for allowing these comments.

Jennifer Howland: [01:17:14] Thank you. Up next, we have Carly Dove McKay, McFalls, followed by George Cojanu.

Carley Dove-McFalls: [01:17:25] Hi. Can you hear me?

Jennifer Howland: [01:17:27] Yes, I can.

Carley Dove-McFalls: [01:17:28] Yes, uh. Good afternoon. My name is Carly Dove-McFalls. That's, C-A-R-L-E-Y. Dove, D-O-V-E. Hyphen McFalls, M-C-F-A-L-L-S.

Jennifer Howland: [01:17:44] Please begin.

Carley Dove-McFalls: [01:17:45] Thank you. Uh, I'm from [Foreign Language 01:17:48] or what is known as Montreal in the province of Quebec. I'll be giving my comments in French, because Line 5 and its associated projects also impact my community. I'll provide an English copy online. [Foreign Language 01:18:01]. Thank you.

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Jennifer Howland: [01:20:50] Thank you for your comments. Up next, have George Cojanu, followed by Bill Bogle.

George Cojanu: [01:21:01] Hello. My name is George Cojanu. G-E-O-R-G-E. Cojanu, C-O-J-A-N-U. I'm a retired life-long resident of Southeast Michigan. Dear Board Members, I-I fervently hope you will give thoughtful consideration to approving the Enbridge Energy Straights of Mackinac Pipeline Tunnel Plan. This proposal will not only ensure the protection of the Great Lakes System by encasing the pipeline in a hardened tunnel beneath the Straights, but will also ensure efficient, cost-effective delivery of oil and natural gas. The lifeblood of Michigan's, any, America's economy.

[01:21:41] Without this critical infrastructure, we will suffer even higher energy costs than, than, uh, the ones that are already uh, severely impacting our population and jeopardizing our national security by forcing the nation to rely on unfriendly regimes. The American economy's already teetering on the brink of a recession, having suffered at least two consecutive areas, two consecutive quarters of uh, negative growth.

[01:22:44] And uh, losing this most economical delivery system for our petrol chemical needs could uh, conceivably push Michigan over the edge and into a deep recession. Fuel costs impact prices of virtually all goods and services since they all must be delivered. Fertilizer costs also rise with oil prices, affecting food production and grocery prices. This is just a double-whammy that our economy does not need. Many Michiganders already struggle to feed their families and uh, food pantries struggle to cope with demand.

[01:22:54] Absent the reliable pipeline transport option, energy suppliers would have no recourse but to resort to less efficient, more dangerous, and costly transportation alternatives. Tanker trucks and railroad tires are slower, costlier, and more dangerous in that there's always the potential for an accident. A far greater possibility than with a stationary pipeline. In summation, I strongly urge this board to approve this safe, well-planned, and much needed plan to build this pipeline for the good of Michigan's economy and all of its residents. Thank you.

Jennifer Howland: [01:23:32] Thank you for your comments. Up next, we have Bill Bogle, followed by Sam Cooper. Go ahead, Bill. Having trouble hearing you. I think we'll move onto Sam Cooper and come back to Bill.

Sam Cooper: [01:24:14] Hi. Can you hear me?

Jennifer Howland: [01:24:16] Yes, I can.

Sam Cooper: [01:24:18] Okay. Uh, Samantha Cooper. S-A-M. C-O-O-P-E-R. Thank you for listening to everyone's input today. Uh, I'm here today to, to encourage the Army Corps of Engineer to center their scope on tribal sovereignty. I'm

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concerned that our shared responsibility to uphold treaty rights in the U.S. is being irreparably damaged by Enbridge. I'm also here to remind folks that indigenous people weren't granted rights with these treaties. Their inherent rights were reserved. Clean water, air, soil, and fish are crucial to maintaining their culture and their inherent rights. If we continue to let Enbridge further compromise the quality of our natural resources, then we are directly betraying these treaty rights, which also happen to be the Supreme Law of the Land.

[01:25:22] Failing to decommission Line 5 and reject this tunnel is unsafe, unethical, and short-sighted. [01:25:30] It's also unfair to our future selves and to future generations. All 12 of Michigan's federally recognized tribal nations are saying no to this proposed tunnel. Consultation is not consent and they are saying no. I'd also like to point out the impact, that the impact is bigger than the Straights. The proposed tunnel is one small part of this dangerous pipeline. There are communities up and down this pipeline that are being negatively impacted and polluted, such as in Sarnia, Canada, where 95% of the oil goes. An earlier commenter said that there have been zero leaks of spills on Line 5. This is dangerously false and the data proves it. Line 5 hasn't spilled in the Straights yet, but Line 5 has spilled 33 times and 1.1 million gallons along its length.

[01:26:29] I am very concerned with the disinformation that's being spread about the impacts of potentially decommissioning Line 5. Enbridge talking points include inaccurate, fear-mongering points. For instance, they claim that the price of propane will sky-rocket. According to the most comprehensive study, shutting down Line 5 might result in a temporary price increase of not more than five cents per gallon. Well within normal market price fluctuations. I'm getting this information from an article called Truth and Lies About Line 5 and the Great Lakes Tunnel from Oil & Water Don't Mix and I trust that the Army Corps of Engineers will read this and will have to (laughs) wade through the misinformation that has been provided so far.

[01:27:18] Other false talking points include the irrational fear that the UP will lose their access to propane, but only .25% of the product in Line 5 is off-loaded in the UP as propane. The UP Energy Task Force found several options other than Line 5 with comparable costs. Propane retailers have notified their customers that they will be able to provide propane without Line 5 and I realize, I think I just reached three minutes. So, I encourage everyone to check out this article that debunks a lot of these tired Enbridge talking points that are not true and to look at the track record. I'm from Kalamazoo. I have survived the Kalamazoo river oil spill. I don't think Enbridge.

Jennifer Howland: [01:28:01] Please wrap up your comments. It's been three minutes.

Sam Cooper: [01:28:02] Thank you. Thank you. I don't think Enbridge has the track record that we need for them to hold our natural resources like our water in our hands. In their hands. Thank you.

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Jennifer Howland: [01:28:16] Thank you for your comments. Up next, we have Bill Bogle. Give you another try. See if we can make your audio work here.

Bill Bogle: [01:28:28] Unmute.

Jennifer Howland: [01:28:30] I can hear you, Bill.

Bill Bogle: [01:28:32] You can hear me now?

Jennifer Howland: [01:28:33] Yes.

Bill Bogle: [01:28:34] This is um, Bill Bogle. Last name's Bogle, B as in boy, O-G-L-E. And I thank you for uh, allowing me to make these comments today. I'm retired from Michigan Farm Bureau where I was employed for 44 years. I'm a resident of Holt, Michigan, where I've lived for more than 54 years, but I've spent my entire life in Michigan. I feel we need this pipeline to support our needs in the rural communities especially. I have family in the rural communities that rely on propane for their cooking and heating needs. Uh. They rely on oil and energy to power their equipment, uh. Also, the farming community relies on the propane to drive their grain for storage. They rely on the fuel to, for the tractors to provide our food for nourishment and I feel that eliminating the Line 5, not doing the tunnel, would greatly impact Michigan's economy in the loss of jobs.

[01:29:28] 55% of the material coming through Line 5 is propane. By placing Line 5 in the proposed tunnel, there's almost no chance of a leak impacting the Great Lakes because it, it's encased in the tunnel, allowing it to take, them to take care of a leak if one should occur. And right now, with Saudi Arabia cutting back on production, uh, we really need this line to keep us open. In order, we, we are the automobile industry here in Michigan. Then we have the farming community. We really need this project and I, urge everyone to support it. Thank you.

Jennifer Howland: [01:30:37] Thank you for your comments. Up next, we have Trent Nyberg, followed by Laura Cash. Trent Nyberg it is your turn to speak.

Todd Nyberg: [01:31:04] Hello?

Jennifer Howland: [01:31:05] We can hear you. Yes.

Todd Nyberg: [01:31:06] Okay. Um. My name is Todd Nyberg. T-O-D-D. N-Y-B-E-R-G. I'd like to take this opportunity to express how I feel about the pros to Line 5. It's been in service for over 69 years and I- Line 5 has provided products, heat to our homes, businesses, fueled our heat. Um. And also, my wife, uh, works with a lot of elderly people on fixed incomes and uh, it's really been hard, uh, for them to make ends meet heat-wise. Uh, all, all kinds of energy costs is just crushing these people. A lot of them are handicapped and uh, between medicine and all of the other things that go along with it, uh, it's hard for them to survive. Um. I

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believe that we should be more energy independent. Uh. OPEC has just cut two million barrels of production and I think we really need Line 5. That's all I got. Thank you.

Jennifer Howland: [01:32:36] Thank you for your comments. Up next, we have Laura Cash, followed by Carol Merta.

Laura Cash: [01:32:46] Hello.

Jennifer Howland: [01:32:48] Hello.

Laura Cash: [01:32:50] My name is Laura Cash. L-A-U-R-A. C-A-S-H. In this past year, thing, me and my husband have been struggling. He was diagnosed a year ago with Stage Four cancer, so we spend a lot of time in our car going to have his lab and cancer treatment and to see doctors and we're living a very limited income and we're struggling because price of everything is doubled. Food has went twice of what it was a year ago. Gasoline is doubled what it was. My electrics already gone up. I haven't even turned my heat on in my house. I'm going to, we're going to try to go as far along as with can without turning it on. My grown children and their spouses are struggling and they have two working adults in each family. Oh. They have children to feed. They have to put gas in their cars, go back and forth to work, to daycare centers, to for everything. It's, It's, It's hard.

[01:33:04] And now, if they prevent the project of Line 5 Tunnel, they could be putting an extra burden on the shoulders of the hard-working, Michigan citizens. There might come a time in, in near future where me and my husband will have to make some very hard choices. Are we going to have gas in the car to get back and forth to his appointments? Are we going to have enough money to pay for heat for the winter? Are we going to have money for food or for co-pay for his meds? Not only just personally how it will affect us, we cannot get rid of Line 5 and, and, have more dependency on foreign nations who have not got our best interest at heart in any way.

[01:35:12] We need this project to go through. We can't take any more hits. We just can't. Thank you for allowing me to speak.

Jennifer Howland: [01:35:26] Thank you for your comments. Up next, we have Carol Merta. Sorry. She just left our list here. Up next, we have Pete Bonk, followed by Renee Balmung.

Pete Bonk: [01:35:53] Hello. Uh. My name is Pete Bonk. P-E-T-E. B-O-N-K. Uh, I live in Rhode Island. I'm a chemist. I've spend two-thirds of my life uh, living in the Great Lakes and still have family and friends in Michigan. Um. Modern society is based on oil and gas and as, as it, other speakers have mentioned, eh, it's not just fuel. Uh. products are made with oil and gas. Uh and uh, modern society cannot exist without access to oil and gas. Uh. This is, is, shouldn't even be up to debate. Um.

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Our friends in Europe may very well find out what it's like to do without oil and gas this winter. Uh. I pray for their health and safety, but it's going to be a rough one.

[01:36:50] So, again, modern society's based on using oil and gas responsibly and the current pipeline has served us well over the 69 years it's been in place and it's been safe and effective. Uh, but it's time to replace it with a system, a tunnel, uh, a pipeline in a tunnel that would be even safer. This project has been well designed and engineered and uh, putting the pipeline under the lakebed, underground in the lakebed, will make this gas and oil delivery safe. Uh. Much. Even safer than it is now.

[01:37:43] This is important not just for Michigan, obviously, but Ohio and Canada as well and uh, we don't want to ignore those folks. Moving products by pipelines buried in, or underground in tunnels is probably the safest way to move commodities like oil and gas. [inaudible 01:38:06]. This is um, this is a, uh, a well, again, well-designed, uh, appropriate way to continue delivering gas and oil prod, hydrocarbons to the upper uh, to the Great Lakes region and uh, this, I hope that the, uh, Corps of Engineers will uh, approve the, the pipeline and get uh, this work started soon. It is vital uh, many people have spoken of the need of, of uh, the high price of energy and having sources will tend to uh, to keep those prices somewhat under control. Thank you.

Jennifer Howland: [01:38:48] Thank you for your comments. Up next, we have Renee Balmung, followed by Katie Olsen.

Jennifer Howland: [01:39:10] We're going to move on to Katie Olsson. Katie, are you able to unmute?

Katie Olsson: [01:39:22] Yep. I'm here.

Jennifer Howland: [01:39:25] Great, thank you.

Katie Olsson: [01:39:25] My name is Katie Olsson. Yep. My name is Katie Olsson. Um, K-A-T-I-E, Olsson O-L-S-S-O-N. I am a proud Michigan native and am calling you from the beautiful shores of Lake Michigan in northern, up in, uh, Michigan's upper peninsula. I'm strongly opposed to Pipeline 5 project for several reasons, and I encourage a broad and thorough review of the project by the Army Corps of Engineers.

[01:39:57] First of all, I've heard a lot of talk today about inflation, um, especially in oil prices, and Pipeline 5 has nothing to do with that. That is all about corporate profits (laughs) not, um, a lack of supply. Um, Enbridge's own experts said that, um, Pipeline 5 is not necessary, that there are other options, such as, uh, ex-expanding elsewhere within the existing pipeline infrastructure, which can be implemented easily and would not impact supply or oil prices, contrary to much of what I've heard today.

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[01:40:37] So, this environmental impact study must include a comprehensive alternatives analysis. Looking at this as, um, the existing pipeline versus the proposed tunnel is a false choice, and it is inadequate and incomplete. All possibilities must be studied, including a re-route through Wisconsin over land. The study must also include cumulative climate impacts, not only of building the tunnel, which poses significant risk to the fragile geological structure of the Great Lakes, but of operating the line processing the oil... Operating the line and processing the oil that it would carry.

[01:41:19] Uh, Pipeline 5 would add 27 million metric tons of carbon pollution per year. That is the equivalent of 10 coal fired plants, and it has potential to cause huge fish die offs. Uh, your work must include extensive geological studies. Industry standards call for boreholes every five, 50 to 200 feet. Um, due to the extremely complex geological structure of the straits, it should be every 50 feet. Enbridge only drilled 950 feet, every 950 feet, and um, still found methane pockets, which pose a risk of explosion.

[01:42:00] Uh, in conclusion, uh, Enbridge has long period of broken promises, disregarding the environment, uh, aquifer breeches and pipeline leaks, including three in Pipeline 5. It's been trespassing on tribal land since 2013, and has been in, in, uh, violation of its easement since 1960. Enbridge cannot be trusted to have the best interests of the planet or the public at heart. Our government, in this case the Army Corps of Engineers, is obligated to have our best interests at heart. The Great Lakes are a treasure and vital resource to all. You are duty bound to protect them for all.

Jennifer Howland: [01:42:46] Thank you for your comments. Up next, we have Horst Schmidt followed by Charles Yates, Jr.

Horst Schmidt: [01:43:05] Good afternoon.

Horst Schmidt: [01:43:10] My name is Schmidt, H-O-R-S-T, and Schmidt, S-C-H-M-I-D-T. And uh, I am president of the Upper Peninsula Environmental Coalition, and I'm also on the local, uh, area of concern public action committee, [01:43:30] which is attempting to clean up our mining polluted lake over 50 years since closure of the mines.

[01:43:38] The Army Corps of Engineers look, needs to look beyond the engineering to the proposed tunnel becoming a stranded asset as climate change leads to renewable resources of energy for the state. The proposed tunnel structure is supposed to be deeded to the states, Mackinac Authority, Bridge Authority, upon completion. What liabilities does the authority in the state inherit? Will it be responsible before its eventual removal? Is there a funding that needs to be set aside by Enbridge and trust? Will the multipurpose tunnel create new liability should electric utility lines be installed, which could lead to a spark leading to an explosion with the oil leaking into Lakes Michigan and Huron?

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[01:44:25] Uh, 40 million people rely upon the Great Lakes water. Aquatic life, especially fishing grounds in the areas near the north shores of, uh, the, both lakes. Who would be responsible for the cleanup? Would the cleanup be effective when, uh, simulated disasters indicate at best one third of spilled oil could be picked up in calm conditions? What about attempts to restore fisheries for the public and for the private travel fisheries whose tribes are dependent on fish as a large part of their diets? Thank you.

Jennifer Howland: [01:45:01] Thank you for your comments. Next up we have Charles Yates, Jr. followed by Carlisle Sack.

Charles Yates: [01:45:15] Good afternoon. Um, my name is Charles Yates, that's C-H-A-R-L-E-S Y-A-T-E-S. I'm a business agent with pipeliners local union 798, and my jurisdiction covers five states [01:45:30] and includes Michigan. I represent about 60, 6,650 members, uh, many of whom live in Michigan and will be directly affected by this project because they will live and work and enjoy the waterways.

[01:45:46] My wife and I reside in Ohio and enjoy Michigan for its fishing, boat tours, local restaurants overlooking the Great Lakes. I am in support of the Enbridge Line 5 strait tunnel project and believe it is in the public's [01:46:00] best interest to approve this essential project. Much of the concern regarding the tunnel is centered on the environmental impact to the Great Lakes should an oil spill occur. Enbridge has a, has had zero incidents in the straits for over 65 years, and the tunnel designed is a proactive plan to ensure continued energy supply in a safe manner while preserving water quality and eliminating environmental effects.

[01:46:31] Enbridge consistently demonstrates its commitment to maintaining a high level of safety with 24/7 monitoring of the strait's crossing. Regular inspections with both ROVs and skilled divers, Enbridge evaluates the pipe's interior inch by inch every five years. In addition to the safety measures, the Line 5 operates on less than 25% of its designed capacity to minimize direction of the pipe.

[01:47:02] Enbridge has also invested in Michigan's communities with donations to numerous non-profit organizations, millions of dollars in property taxes payments for its energy infrastructure projects which were then invested in schools, roads, and bridges. And yes, the Line 5 tunnel will create good jobs for the local workforce, which will include local 798 members wages and benefits that will turn right around to be spent in Michigan neighborhoods across the strait.

[01:47:37] It is un... It is unrealistic for us to neglect the current Line 5 by simply trying to shut it down without a plan. Enbridge has a clear responsible solution to truly protecting our waterways and aquatic life and shorelines. Line, the Lines 5 strait tunnel project will safely house the project, a pipeline, and other utilities

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necessary for the quality of life. I urge you on behalf of my family and pipeliners locals' union 798 to approve the Enbridge Line 5 straits tunnel. Thank you.

Jennifer Howland: [01:48:14] Thank you for your comments. Next up we have Carl Sack followed by Brian Nelson.

Carl Sack: [01:48:24] Hi, can you hear me okay?

Jennifer Howland: [01:48:26] Yes.

Carl Sack: [01:48:27] Okay. Thank you for taking my comments. I'm going, I am Carl Sack. C-A-R-L S-A-C-K. I reside in Duluth, Minnesota. I will start by addressing the purpose of this hearing, which is the scope of the EIS, and then I will address some of the, uh, blatant misinformation that, uh, in the Enbridge talking points that some other speakers have brought up.

[01:48:51] Um, first, the scope of the EIS must consider impacts of Line 5 to the treaty rights, the existing off reservation tribal treaty rights of all potentially impacted tribes. That includes tribes in the 1842 and 1854 seated territories, um, it, of Michigan and Wisconsin, um, and, uh, this tunnel is not just about the straits in Mackinac, although that's an important piece, but there is so much else going on with Line 5 that this is one piece of.

[01:49:28] The scope should also address the impacts to climate change of the continued operation of the existing Line 5, and the long-term viability of the pipeline amidst growing public opposition to climate busting fossil fuel infrastructure, um, and uh, the current move away from fossil fuels to meet our commitments under the Paris Climate Accord. Um, we need a livable world for my children and their children. That needs to be impact, uh, addressed by the EIS, and the EIS must include a complete decommissioning of Line 5, uh, as a fully analyzed alternative, uh, possibility.

[01:50:17] Um, that is, it should receive the same attention analysis as the tunnel option. It, uh, a not just a no action option, but a decommissioning option must be included. Now, I've heard a lot, I really do appreciate all the folks who have come on and spoken from the heart about the, uh, impacts that they feel, uh, decommissioning Line 5 would have, but I got to say, there are a lot of fear based myths out there that are being created by Enbridge so that it can maintain its obscene profits at the expense of our environment, of indigenous peoples in North America, Turtle Island, who are here before any US-Canada treaties. Um, and at the expense of working people, frankly, in Michigan and Wisconsin.

[01:51:07] Um, the, uh, this is not about you. This is about a Canadian fossil fuel company continuing, wanting to continue to make obscene profits for Canada. They bring oil from Canada to Canada, the vast, vast majority of it, and there are, as you've heard, alternatives that will not crash the economy of Michigan to

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move away from this, um, horrible fossil fuel. So, uh, Line 5 is dangerous. Line 5 should be shut down, and I appreciate the Army Corps attention, uh, to a full EIS that considers that possibility. Thank you.

Jennifer Howland: [01:51:48] Thank you for your comments. Up next, we have Brian Nelson followed by Mykhailo Zabrordin. Brian? Oh, sorry Brian. It looks like we're not able to unmute you. Perhaps you could try logging back in, and we'll try to get you back up into this top of the queue here. We'll go on to Mykhailo.

Mykhailo Zabrordin: [01:52:25] Hello, can you hear me?

Jennifer Howland: [01:52:26] Yes, I can.

Mykhailo Zabrordin: [01:52:27] Hello? Okay. Hi, my name is Mykhailo Zabrordin. That's M-Y-K-H-A-I-L-O, Z-A-B-R-O-R-D-I-N. Uh, on behalf of the local union 798 located in Tulsa, Oklahoma, I would like to make a statement, and on behalf of myself, that I strongly support Line 5. Shutting down Line 5, uh, is a 500 million private investment, puts Michigan energy and economic future at serious risk as a result of a major disruption of the state's energy supply.

[01:53:13] The concerns raised by the opposition regarding Line 5 focus on the threat of an oil spill in the straits and how that would harm the economy, environment, and enjoyment of the Great Lake, Great Lakes. However, Enbridge continues to demonstrate its commitment to maintaining a high level of safety, including the diligent 24/7 monitoring of the straits crossing. Regular inspections and operating the line is less than 25% of its minimum, maximum design capabilities to minimize stress on the pipeline steel and enhance safety.

[01:53:52] Also, Enbridge has a proactive inspection program to monitor the fitness of li-Line 5. This includes evaluating every inch of the pipeline interior every five years using in line inspection tools that provide detail on par with M, MRIs in the medical industry.

[01:54:13] Preventing this project from moving forward in light of all this protection is harmful to Michigan's energy and economic future. In 2018 alone, Enbridge paid nearly 8 million in base salary to Michigan employees and approximately 60 million in property taxes in the State's energy infrastructure projects, which was then invested in schools, roads, and bridges, and other important public services.

[01:54:42] Line 5 will create many good paying jobs and will have significant economic activity in the project area. The company has previously entered into agreements with the state of Michigan outlining action Enbridge is taking to protect the state's water bodies within the project footprint, including implementation additional safety measures to mitigate impacts and overall increased coordination with the state regarding operations and maintenance of Li-Line 5.

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[01:55:15] Enbridge also entered into a subsequent agreement with the state that puts in place enhanced inspection and operations protocols for the project. Enbridge continues to address concerns raised by environmentalists and government officials in regard to, uh, the safety of Line 5 and has demonstrated a clear plan to finish construction in order to safely and efficiently deliver energy to homes and businesses across the state.

[01:55:44] This is why I'm concerned. The opposition who's willing to play politics with the employment opportunities for union workers and the energy needs of US consumers and businesses that depend on Line 5. On behalf of my family and local union 798, I would encourage, uh, uh, other people to support Line 5. Thank you. Have a nice day.

Jennifer Howland: [01:56:08] Thank you for your comments. Up next, we'll try Brian Nelson again, see if it works. And then it'll be Deb Singleton on deck. Unfortunately, Brian, we're not able to call on you. If you could please, um, talk to the tech people in the chat and we'll take care of you. Deb Singleton, [01:56:30] you are up next followed by phone number ending in 7101.

[01:56:49] Deb, we can't hear you.

Debra Singleton: [01:57:05] Can you hear me now?

Jennifer Howland: [01:57:06] Yes, Deb. Go ahead.

Debra Singleton: [01:57:08] Okay. I'm Deb Singleton. Uh, that's spelled D-E-B-R-A, S-I-N-G-L-E-T-O-N, and I live in Deerfield, Illinois, a municipality that uses drinking water from Lake Michigan, as do 14 million people. I am an ecologist, my drinking water comes from Lake Michigan, and I am a grandmother of two young children. I strongly urge the Army Corps to do a fully comprehensive analysis of the environmental, climate, financial, and cultural impacts of the existing Line 5 pipelines and the proposed tunnel, tunnel construction.

[01:57:40] Existing pipelines are aging and weakening, putting them at high risk of leakage and severe spills. As a survivor of a home fire caused by an aging electrical cord, a fire that ultimately cost my husband's life, I'm keenly aware of the tragedy that can result from aging infrastructure like the 69-year-old Line 5 pipeline. Tunnel construction also involves serious risk of explosion. Enbridge is responsible for the largest inland oil spill in this country. Risks to the Great Lakes ecosystem of any leaks, spillage, or explosion could be catastrophic.

[01:58:14] The Corps must evaluate the risks to all levels of the ecosystem, including invertebrates and plants, the base of an ecosystem, as well as fish, migrating birds, and mammals. The wave action of the straits is similar to that of an ocean, causing much erosion of the pipeline's supporting substrate and making containment of any potential leak or spill nearly impossible.

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[01:58:35] Precious little of the Deep Water Horizon spill in the Gulf of Mexico was contained. Ten years later, fish were found to still have toxins in their tissue from the spill, and the invertebrates in the ecosystem were still dramatically impacted, affecting the entire food chain. The fishing and tourism industries were devastated for decades. Any discharge of drilling slurry would be equally bad. The EIS analysis of alt, alternatives must also include clean energy alternatives, which we do have viable clean al-alternatives.

[01:59:07] In 2021, Illinois legislatures passed the Climate and Equitable Jobs Act, which invests in developing a strong, clean energy industry to replace the dying fossil fuel industry. Passage of the act was supported by research clearly proving that investment in clean energy will actually improve the state's economy, increase income, and create more jobs far better than the fossil fuel industry could possibly do.

[01:59:31] Furthermore, we know the automotive industry is moving rapidly to all electric vehicles, so fossil fuel vehicles will be outdated. If we want true energy independence, as a country and as individuals, we must move from fossil fuels to a clean energy economy.

[01:59:48] Finally, the Corps must look at the cumulative long-term impact of this project. Unchecked climate change is projected to generate astronomical expenses for taxpayers, industry, and all levels of government, far exceeding the short-term cost of converting to clean energy. We have a choice: incur relatively manageable financial costs now, or incur a-astronomical economic, political, and environmental costs and loss of life in the not very distant future for ourselves, our children, and our grandchildren. Thank you for listening.

Jennifer Howland: [02:00:23] Thank you for your comments. Up next, we have phone number ending in 7101, followed by John Dulmes.

David May: [02:00:43] Hello. I am [inaudible 02:00:46] D-A-V-I-D, M-A-Y. Retired mariner and head of household. My wife and I provide for our two youngest grandsons-

Jennifer Howland: [02:00:59] If you could just speak up a little bit louder, that would be very helpful.

David May: [02:01:04] I'll start over again. Is this better?

Jennifer Howland: [02:01:07] Yes, thank you.

David May: [02:01:09] All right. I am David May. D-A-V-I-D, M-A-Y. I'm a retired mariner and head of household. My wife and I provide for our two youngest grandsons, so three and a half year and one and a half year olds. Their mother can't afford housing as a result of inflation [02:01:30] in housing costs and interest rates, and she is an educated dental assistant.

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[02:01:38] Everything in our household budget has increased substantially. An example is our monthly propane heating bill has risen from \$768 annual to \$3,240 annual. That's a \$2,472 annual increase. Our electric utility bill has also increased dramatically. Inflationary prices at the grocery store for us is noticed in our budget. Ultimately, the painful cause and effect relates to increases in energy cost. I believe the safety factors engineered into the proposed Mackinac straits whole water bottom pipeline is the most sensible economically feasible solution to supply our energy for now and generations to come.

[02:02:43] I ask the Corps Engineers for their approval of this pipeline so badly needed for our affordable energy future needs. Thank you.

Jennifer Howland: [02:02:57] Could you please restate your name for the record?

David May: [02:03:01] David May. D-A-V-I-D, M-A-Y.

Jennifer Howland: [02:03:08] Thank you very much. Up next, we have John Dulmes, followed by User.

John Dulmes: [02:03:22] Hi, good afternoon. My name is John Dulmes. J-O-H-N, D-U-L-M-E-S. I'm the director of the Michigan Chemistry Council, as well as a resident of Grand Rapids, Michigan. The Michigan Chemistry Council represents one of our state's largest manufacturing sectors, one that impacts more than 96% of all manufactured goods, and energy is very key to chemistry. For the feedstocks used to make everyday products, for energy to heat and power our manufacturing processes, and fuel to transport these goods.

[02:03:56] The Michigan Chemistry Council advocates for safe energy production and transportation as well as policies based on sound scientific evidence, and we know that pipelines are the safest and most effective way to transport energy products. And as such, the MCC has engaged in a discussion over Line 5, including the state of Michigan's years long review of pipeline safety, the 2017 alternatives analyses that identified the tunnel option for Line 5, subsequent feasibility studies, and now the permitting processes for the tunnel project, and we appreciate the Corps' current consideration.

[02:04:30] The MCC believes that this project will help meet important needs in our state and region. Line 5 supports countless downstream jobs. The continued safe operation of Line 5 is key to maintaining a resilient energy supply, including natural gas liquids, light crude oil, and specifically oil produced in the state of Michigan.

[02:04:48] On the other hand, a shutdown of Line 5 would lead to an over-reliance on a few alternatives, leading to problems in the likelihood that these alternatives fail or are constrained due to things like maintenance, weather, accidents, or other disruptions. We have unfortunately seen countless examples of such supply chain disruptions over the past few years.

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[02:05:07] With regard to alternatives, the state's 2017 analysis already identified no other feasible options, such as an alternative pipeline route or trucks or rail for the transportation of Line 5's energy products. It's very simple. Any hypothetical, non-pipeline alternatives cannot come close to delivering the volumes transported by the current lines, and would present numerous adverse concerns of their own. Shifting of Line 5's volumes to other forms of transportation like truck and rail would also strain the transportation of other essential goods, like the goods that our companies depend to move around on a daily basis.

[02:05:43] As another alternative, a replacement pipe and construction activities above the lakebed would present additional risks to water quality. In other words, all trade-offs would be easily recognizable. In contrast, the state's analysis assessed the design of a tunnel with secondary containment and noted that, quote, "The risks associated with the potential for a release of Line 5 products to enter the Great Lakes from a strait's tunnel crossing of a design as proposed is considered to be negligible and unquantifiably low." End quote.

[02:06:14] On balance, the MCC believes that the Great Lakes tunnel offers numerous benefits, including the ultimate decommissioning of Line 5 on the strait's bottom lands, so this will help achieve an important goal sought by many in our state over the past seven years. The MCC encourages the Corps to focus its EIS on the assessment [02:06:30] of various tunnel alignments across the straights to complete a timely and responsible review of the application and to move the tunnel project forward without undue delay. Thank you for your time.

Jennifer Howland: [02:06:40] Thank you for your comments. Up next, we have Andy Pearson, followed by Lynn... Sorry, followed by Nichole Biber.

Andy Pearson: [02:06:55] Hello. My name is Andy Pearson. A-N-D-Y, P- E-A-R-S-O-N, and I'm from Minnesota, where the Canadian oil that Line 3 carries, Line 5 carries before it, uh, reaches Michigan crosses, and yes, contrary to some comments, most of Line 5's petroleum does not come from the USA. We've dealt with Enbridge here for the last several years with the new Line 3 pipeline, which was recently built.

[02:07:25] In Minnesota, during Line 5 construction, Enbridge breached multiple aquifers, resulting in the loss of millions of gallons of groundwater, with remediation still ongoing and areas of northern Minnesota that will never be the same. Enbridge's environmental studies always told us that these problems wouldn't happen, but they did. For the Line 5 EIS, I urge you to not rely on the existing geotechnical studies, which are inadequate.

[02:07:53] Let our experience serve as a warning that this company will try to make you believe that they've done their due diligence when they have not. A mountain of assurances is not worth much once irreversible damage has been done, and this happened multiple times in Minnesota just last year. Please,

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operate from the assumption that Enbridge will not adequately study their own potential to cause long-term harm, because it does not serve their interests. It is government's responsibility to look out for the public interests here, which means we need substantial, additional, geotechnical work done for the Line 5 EIS.

[02:08:30] In addition, I urge you to make sure that full life cycle accounting of the carbon and climate change impact of the tunnel project is within the scope of the EIS, including the life cycle impact of the oil and gas that the project would transport, including social cost of carbon calculations based on a realistic, maximum operating lifespan. Taking into consideration Enbridge's history of operating pipelines for around 50 years, the scope of the inspection should include detailed comparisons of these climate impacts with both federal and state climate goals, as well as the specific criteria set forth by the inner-governmental panel on climate change for remaining below 1.5 degrees Celsius of warming. Thank you for your time.

Jennifer Howland: [02:09:18] Thank you for your comments. As a reminder, phone attendees may dial *9 to raise their hand. Once you're selected to speak, you must dial *6 to unmute yourself. Up next, we have Nichole Biber, followed by Andy Pearson.

Nichole Biber: [02:09:40] Bonjour, this is Nichole Biber. N-I-C-H-O-L-E, B-I-B-E-R. I am a tribal member of the Little Traverse Bay Bands of Odawa, [traditional language 02:09:50] So, I'd like to, uh, begin by saying, I feel like it's imperative we keep reminding ourselves this has to do with an environmental impact statement. We're not talking about an economic focus, although I will say this is not a zero-sum game. Um, more jobs actually are linked to water currently, if we consider the tourism industry, fishing, um, and actually, if part of Enbridge's plan is just leave their trash in the water, that's a lot of spilled labor to get rid of the trash that's polluting all of our shared common lands.

[02:10:24] Um, the US, the UN Declaration of Indigenous Rights, the US is now in support of. I will mention that that discusses the, or recognizes the urgent need to respect and promote the rights of Indigenous Peoples affirmed and treaties agreements and other constructive arrangements within the states. So, we have that, so the tribal consultation is part of this process needs to be robust and for ground consent. We're not just a box to be ticked off.

[02:10:55] Um... If we think about result, consulting parties, well, that would also include our tribal people, as there's the ancestral heritage site that would be very much damaged and obliterated by this proposed tunnel project. And of course, we have our treaty rights that far supersede any with the Canadian government.

[02:11:15] You know, I, I'd like to see that we keep in mind that there really are no limits of disturbances. That, I think that's part of the language in, language in Enbridge's proposal. What we need is a clear and complete description of what

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is in these retention ponds that they're admitting that they're going to have. Um, what exactly is the pollutant profile in these, and, and what are the dangers to health, to water and to all that's dependent on water, so which means all of us in addition to the fish, in addition to the birds, everything.

[02:11:50] So, you know, Enbridge, of course, is going to try and reassure everyone, one that what they're doing is perfectly safe, but as we learn from PIFAS that is, you know, poisoning people as we speak. All these cancers cases, everything else, these forever chemicals, we didn't hear about that, because they didn't want us to hear about it. People who are profiting by these rampant chemicals that they don't have to test, that they don't have to say are safe, they don't want us asking these questions. We are relying on the Army Corps of Engineers to ask these questions and have them answered.

[02:12:24] So, if you said today, our commentators, something about, "We need the energy for [02:12:30] our future generations," replace that, that language with drinking water. You're going to get a lot closer. They're playing on our fear, we're all, are caught up in the oil industry. They have a stranglehold on us, we need to move on. It's not going to be easy, but it's necessary, and it will take a lot of work. That is jobs, we are dependent on the water. Miigwech.

Jennifer Howland: [02:12:51] Thank you for your comments.

[02:12:56] Up next, we have Lynn Frazee, followed by Doug Jonas.

Lynn Frazee: [02:13:08] Okay, can you hear me?

Jennifer Howland: [02:13:10] Yes.

Lynn Frazee: [02:13:11] Am I loud enough?

Jennifer Howland: [02:13:13] Yes, you are.

Lynn Frazee: [02:13:14] Okay. My name is Lynn Frazee, L-Y-N-N F-R-A-Z-E.

[02:13:24] Um, basically, what can I possibly say that you don't already know? And that's only what's in my heart. But even these sentiments I share with many, many more people who are praying for our grandchildren.

[02:13:41] The big picture is that humans cannot live without drinkable, fresh water, and neither can the creatures with whom we share this planet. This is obvious even to school children. The wastewater discharged from the bedrock blasting alone would cause contamination almost as severe as a massive oil breach in the straits. And I must wonder if the potential for damage to the structural integrity of the Mackinac Bridge from blasting in such close proximity is also worth the risk.

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[02:14:12] The likelihood of a catastrophic explosion within a tunnel carrying both electrical current alongside fossil fuels is not hyperbole. Beyond that, I cannot be the only one worried that a proposed tunnel is tantamount to putting all of our eggs in one basket, relative to our national security, giving our enemies the perfect target for wiping out the water in our Great Lakes, then Mackinac Bridge, and the electrical grid all in one strike.

[02:14:48] Enbridge vacillates between scare tactics and feel-good advertisements in its slick efforts to s-, to sway the average uninformed citizens towards their point of view. When the state of Michigan ordered Enbridge to shut down Line 5 for multi-year violations of the original easement, what did they do? They refused, and immediately ran to court to clog the works and keep the oil flowing.

[02:15:13] The reality is that Enbridge has no intentions of ever honoring any agreements, legal or otherwise. Their only objective is pursuit of an ever-growing financial bottom line. The, as is evident in their 2022 annual shareholder report, on page 85, regarding litigation. I'll read you one sentence. "While the financial outcome of such actions and proceedings cannot be predicted with certainty, management believes that the resolution of such actions and proceedings will not have a material impact on our consolidated financial position, or results of operations."

[02:15:52] They've already decided they've won. Though, I hope that something can be done to save the sparkling water of our man-, magnificent lakes. I am the same age as the pipeline, so I understand time is slipping away, and that future generations may be forced to suffer the catastrophic and horrific consequences of our inaction today.

[02:16:13] Thank you to the Corps of Engineer, I, Engineers, I pray that you do our, your job to protect the public's interest, not Enbridge's. Thank you.

Jennifer Howland: [02:16:27] Thank you for your comments.

[02:16:31] Up next, we have Doug Jonas, followed by phone number ending in 1-9-5-3.

Doug Jonas: [02:16:40] Hi, my name is Doug Jonas, D-O-U-G J-O-N-A-S.

[02:16:49] I live in Richland, Michigan in the Kalamazoo River watershed, and I've been a Michigan resident for my entire life. My objectives, uh, with these comments is to strongly recommend that the Corps of Engineers conduct the most thorough and comprehensive project review and alternatives analysis in scoping the draft environmental impact statement for Enbridge's proposed Great Lakes Tunnel.

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[02:17:11] Specifically, I submit that the scope of the review should consider three points. One, questions of why this project through this critically important environmental zone. Two, what would be needed from an engineering perspective to minimize all risks relative to the public trust? And three, why this project should proceed now at this point in the progression of our global economy.

[02:17:33] Regarding point one, from existing information it's not clear that the Line 5 pipeline through the Straits of Mackinac is critical infrastructure for any nation's energy security, and the Corps of Engineer's EIS should thoroughly consider alternative options. Line 5 has very little e-, relative economic impact or value from the perspective of Michigan or the United States, and there are other alternatives to move the materials currently conveyed.

[02:18:00] In point of fact, the state of Michigan has legal action underway to void the easement under which Enbridge has been operating Line 5. And in Wisconsin, Line 5 continues to operate years after being evicted by the Bad River Band of Lake Superior Chippewa, and this was recently upheld in court.

[02:18:18] Regarding point two, the proposed Enbridge project investment is very likely understated and under-planned when factoring in risks that get externalized. Worker safety, safety of the Straits, the Great Lakes, the biosphere we inhabit, and safety of the aquifers below on which future generations of life will rely. Others have and will comment on the inadequacy of geotechnical studies on which Enbridge has based their proposed project, and the risks of contamination to the Straits and underlying aquifers as a result of poor construction design and management on Enbridge's part.

[02:18:54] To be clear, Enbridge will bear construction investment costs of an approved project, Michigan, the Great Lakes Basin and Earth bear all true costs as externalities unaccounted into Enbridge's proposal.

[02:19:06] Regarding point three, it's extremely relevant to consider why this project would be approved now in the 2020s to build this infrastructure for an energy source that should be left in the ground. I'd encourage the EIS to carefully consider the sense in continuing to put our finite resources on Earth at risk of degradation to support corporate profits with a business model firmly rooted in the 1900s.

[02:19:30] Our global economy and 21st century energy requirements will be more than sufficiently met without this project and its inherent risks to everything we consider important and worthy of preserving for future generations. Thank you for the opportunity to comment today.

Jennifer Howland:

[02:19:48] Thank you for your comments. We will now call on the phone number 1-9-5-3.

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[02:19:059] You must dial *6 to unmute yourself.

[02:20:11] Please dial *6 to unmute yourself.

Renee Baumunk: [02:20:21] Can you hear me?

Jennifer Howland: [02:20:23] Yes, I can.

[02:20:31] Can't hear you now, though.

Renee Baumunk: [02:20:36] Can you hear me?

Jennifer Howland: [02:20:40] Yes, I can hear you.

Renee Baumunk: [02:20:41] Okay, my, my name is... okay (laughing), my name is Renee Baumunk, R-E-N-E-E, Baumunk, B-A-U-M-U-N-K. And, um, I thank you all for having this, uh, public comment today on Zoom, even though I had to go to my phone. So, I'm sorry for the delay, but appreciate the tech help.

[02:20:59] Um, I'm requesting that the U.S. Army Corps of Engineers conduct a thorough and complete review of the tunnel project as part of its environmental impact statement under the National Environment Policy Act, especially regarding the drilling slurry. Enbridge proposes to use a bentonite drilling slurry in the tunnel boring machine to drill through the Straits of Mackinac. Bentonite drilling slurry is a potential hazardous waste. Bentonite, when released in the surface water, expands and can coat the gills of fish, resulting in a large fish kill, that William mentioned earlier in his comments. Giving that the Straits of Mackinac are treaty-protected fishing grounds for local tribes and are the most productive part of the Great Lakes tribal fishery, the use of bentonite drilling slurry must be evaluated. Enbridge does not have a good record with frac-outs.

[02:21:53] I do not have billions like Enbridge. I do not have special expertise in this area, but I do have very special grandchildren who vacation on land in nearby Sheboygan that has been in the family for generations. I would like to see them grow up on the lake that offers fishing and boating opportunities in pure Michigan fashion, as well as diverse wildlife that deserves to live and thrive in pollution-free waters. I'm thanking you in advance for a detailed review as thorough as possible in scope to ensure the public trust. And in closing, I'd like to express my gratitude to the water protectors everywhere, because water is life. Thank you.

Jennifer Howland: [02:22:34] Thank you for your comments.

[02:22:40] Okay, next up we have Holly Cox, followed by Jared Hautamaki.

Holly Cox: [02:22:55] Oh, hello.

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Jennifer Howland: [02:22:56] Hi, Holly.

Holly Cox: [02:22:57] Um, hi, Holly Cox, H-O-L-L-Y C-O-X.

[02:23:02] Hi, my name is Holly Cox from New Jersey. Thank you for holding this hearing. I'm here because I've experienced the climate crisis in my own life, and understand the urgency of cutting our reliance on fossil fuels immediately. In the last six years, I've driven across the United States eight times. I've seen major highways washed out from landslides due to deforestation, driven through areas of wildfire smoke, seen mile after mile of drought-stricken land with brown bushes and trees, which also means the wildlife there are dying because there's not enough water.

[02:23:29] That is just part of my climate story, and what brings me here to urge you to realize what a pivotal moment of history we're in. Climate scientists and the United Nations tell us we have only seven years to drastically cut our emissions to keep our planet habitable. I'm here to ask you to update the draft EIS to acknowledge the severity of the impacts of Enbridge's proposed new pipeline through the Bad River watershed, and its impacts on the water, wetlands, Indigenous people, climate of Wisconsin, and the planet.

[02:23:54] The draft EIS claims that the Line 5 expansion would have no effect on climate change because this is a reroute of an existing line. However, updating an existing line enables oil to flow and be burned for decades more, ensuring that the climate-enhanced disasters, like wildfires, droughts, heatwaves, hurricanes, flooding, et cetera will continue and intensify, when we know we need to transition off fossil fuels now. For those commenting that the pipeline is necessary for the economy and their businesses, this is short-sighted because without a habitable planet, the economy and businesses are going to be worthless.

[02:24:24] Further, for low- and fixed-income residents saying they need cheap energy, instead of advocating for this dirty pipeline, please advocate for a just transition to clean energy. Imagine not being dependent on fossil fuels, and instead heating your home for free with solar. A transition to clean energy is necessary to keep our planet habitable, and will help low-income residents, businesses and our economy thrive in the future.

[02:24:46] Second, some places are inappropriate for a pipeline carrying toxic oil, and this is one of them. No stricter permit conditions can make the risks acceptable in the Bad River watershed. Pipeline accidents are not a matter of if, but when. Both construction and spills of a new Line 5 segment would cause devastation to wildlife, water, humans, and the environment. These impacts are not properly described in the draft EIS.

[02:25:08] Third, permanent conditions that the DNR might apply to Enbridge will have no effect on a company that breaks rules willfully. During construction

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of Line 3 in Minnesota, Enbridge dug deeper than permitted, breached an artesian aquifer, and caused 28 frac-outs. Enbridge plans to use the same technology here so the impacts of similar disasters must be considered.

[02:25:25] Fourth, there is a conflict of interest in the EIS process. TRC, the company contracted to draft the EIS, states it has a strong relationship with a number of large Canadian firms, including Enbridge. TRC is biased towards Enbridge, and should be disqualified. Further, TRC made many errors, including using outdated data showing an incorrect route, and completely omitting sections on cumulative environmental effects in water quality.

[02:25:48] Thus, Wisconsin DNR needs to thoroughly review all the information that TRC included in the EIS, question the assumptions made, and provide its own analysis backed up by evidence and facts. Overall, this draft EIS [02:26:00] is an inadequate portrait of all the potential impacts of Line 5 expansion. Thank you for the opportunity to provide comments. Please continue to offer public input opportunities before moving forward with the decision on permits. Thank you.

Moderator: Thank you, Holly.

Up next, we have Jared Hautamaki, followed by Barry Feldman.

Jared Hautamaki: [traditional language 02:26:24] Gerard Hautamaki. Uh, my name Jared Hautamaki, I am a member [02:26:30] of the Sault Ste. Marie Tribe of Chippewa Indians. Um, J-A-R-E-D-

Moderator: Could you please spell your name? Oh, sorry.

Jared Hautamaki: J-A-R-E-D H-A-U-T-A-M-A-K-I. I am a, uh, tree farmer in Eben Junction, Michigan, in Michigan's Upper Peninsula. Uh, I am also a former enforcement attorney at US EPA. I served in, uh, the, uh, I, I served as a national watch officer [02:27:00] in the Emergency Operations Center. I am currently, uh, a policy advisor in the American Indian Environmental Office on detail to the White House Council on Native American Affairs.

Speaking solely in my personal capacity, um, I have been leading the efforts on the Treaty and Reserved Rights MOU to which the Department of Defense is a signatory, and which they have a-, and in which they have agreed to consider Tribal Treaty and Reserved Rights earlier in the decision-making process.

[02:27:30] Uh, all of the Michigan, uh, tribes have, um, you know, reserved rights and treaty rights to fish in the Great Lakes. This project is, by Enbridge, a repeat bad actor, unnecessarily endangers Michigan's drinking water, uh, uh, Michigan's tourism economy, and, uh, does, and eliminating the pipeline [02:28:00] would, according to Enbridge's own experts, uh, would only raise gas prices by a half a cent in Michigan.

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[02:28:08] I worked in the Emergency Operations Center as the situation unit leader during the Deepwater Horizon emergency response. We do not have the resources in the Great Lakes to mitigate a dis-, a, a s-, uh, a s-, a pipeline break in the Great Lakes, that we simply do not have the resources. And the impact on the water, on the fishing industry, on tribal treaty rights is too great. Enbridge has repeatedly shown that they cannot be trusted, they have a \$1.5 billion spill that was responded to in Michigan already. They have repeatedly violated their easements, and gone outside the scope of their permits.

[02:29:04] They simply can't be trusted. And the benefits of this pipeline are not there. They will not have an impact on gas prices, they will have a minimal impact on propane, and we are transitioning to an electric economy anyway. Um, bentonite slurry is too great a risk and has too great an impact on tribal treaty rights, for this project to go forward. I appreciate your time, thank you very much. Miigwech.

Jennifer Howland: [02:29:41] Thank you. Thank you for your comments. Next up, we have Barry Feldman, followed by Carol Merta.

Barry Feldman: [02:29:52] Good afternoon. My name is Barry Feldman, that's B as in boy, A-R-R-Y F as in Frank, E-L-D-M-A-N.

[02:30:05] Hi. Now, I'm retired and live in Chicago, Illinois. I'm a member of Extinction Rebellion, a global climate organization committed to halting the construction of unneeded new fossil fuel infrastructure, because of the extreme threat, uh, expanded fossil fuel use poses to human civilization as we know it.

[02:30:28] I offer my comments today on behalf of the First Nation people of Alberta, Canada and the Anishinaabe Peoples of the Northern areas of Minnesota, Wisconsin and Michigan. I offer my comments on behalf of the citizens of Canada and the United States. I offer my comments on behalf of the citizens of the world, the people of the world.

[02:30:49] This virtual hearing is being held to address the scope of issues to be covered by the Army Corps of Engineers' environment impact statement, uh, study. My primary comment addressed the vital importance, including with the concerns raised by others, the potential effects of the Line 5 Tunnel Project on the boreal forests of Canada and the Indigenous Peoples living there. These include the Fort McKay First Nation group of Indigenous People.

[02:31:20] The Fort McKay First Nation recently sued the Canadian province of Alberta to stop the ecologically destructive, uh, strip mining of tar sands.

[02:31:30] Recent research studying actual tar sands mining emissions indicates that producing tar sands oil releases considerably more greenhouse gases than has been assumed in previous impact studies. Line 5 carries tar sands-derived oil and gas as part of Canada's mainline oil pipeline that delivers tar sands-derived

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oil to Eastern Canada, including the large cities of Toronto, Montreal and Ottawa.

[02:32:00] The mining and refining of tar sands oil is among the dirtiest, most inefficient and most ecologically destructive fossil fuels. Even if it were rational to develop new fossil fuel sources during the globally necessary transition to renewable energy sources, other fossil fuels should rationally be utilized instead. I submit that the Army Corps of Engineers should conclude that tar sands oil should be left in the ground, not transported by tunnels and pipelines, or even trains and trucks.

[02:32:32] I also offer comment that the scale and expense of the tunnel, uh, is simply excessive. Why allow a 25, uh, 22-foot-wide tunnel that will allow unlimited future expansion of the Line 3 and Line 5 pipelines that are part of Canada's mainline system? Why allow investment of the huge amount of money necessary to construct a 22-foot-wide pipeline for a 30-inch, uh, rather, 22-foot-wide tunnel for a 30-inch wide pipeline?

[02:33:02] Yes. Well, thank you for your attention. I hope that the Army Corps will study properly the, uh, and, uh, consider the necessity of the Line 5 tunnel in the light of the issue I have raised, issues I have raised. Thank you.

Jennifer Howland: [02:33:16] Thank you for your comments. Up next, we have Carol Merta, followed by Brian Nelson.

Carol Merta: [02:33:30] Oh, there, I got it. Okay. Alrighty, now is that... hello?

Jennifer Howland: [02:33:36]. Hello, we can hear you. Please state your name and spell it.

Carol Merta: [inaudible 02:33:42]. Oh yeah, a little bit louder? Okay. I'm Carol Merta from Monroe, Michigan. And I've lived in Michigan for 81 years.

Jennifer Howland: [02:33:52] Please, Carol, please spell your name.

Carol Merta: [02:33:53] Oh, I'm so sorry. It's C-A-R-O-L, Merta, M- E-R-T-A.

Jennifer Howland: [02:34:05] Go ahead.

Carol Merta: [02:34:07] Okay. All right, and the reason I care about this is because I'm concerned about the future for my grandchildren, and I have great-grandchildren. And it's not for me that I'm doing this, it's for them. And I feel that we need the gas and oil, a Line 5, because our state needs it. And we're not paying other countries for the gas, that they can charge at, at their own will. And I also heard, yesterday, that they're cutting 2000 barrels, and prices for everything, as everybody's been saying, is going up. Everybody knows that. And it's higher for food, gas, heating, everything.

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[02:34:53] And it would also help a lot of our people to work, support their own families. Shifts are closing because of cost, that has things delivered to their place. And is anyone thought about the police, fire department, first responders? What will they do without gas that's readily available for them? They sure can't depend on electric like everybody seems to think.

[02:35:21] And it seems to me that our government is pushing all-electric vehicles, but we need Line 5. I'm begging the Corps of Ende-, Engineers to go through with this, uh, on the Great Lakes Tunnel. And speaking of tunnels, we also have a tunnel already, going from Detroit to Windsor. That's been fine, and I'm sure the Corps of Engineers overlooked that, and it's been great.

[02:35:50] And elsewhere, uh, all around us, I think [inaudible 02:35:54] gas will help, or the gas itself. And also at the car show. They only get 350 miles on an electric car. You get a lot more than that with gasoline. You don't have, there's no way you could stop and get a handful of electricity to run your car like you can with, with gas.

[02:36:16] And we really need Line 5 to be used. And I'm sure the Corps is going to watch over it, and it's going to be checked often and well. I, I truly believe that. And my grandson told me he works on the gas wells out in North Dakota. Well, thank you so very much for listening to me, I'm not quite as up to date on everything as the other people. But thank you so much. And in the future, don't forget, you're going to have great grandchildren, too, that's going to need to get around in this world. Thank you so much. Goodbye.

Jennifer Howland: [02:36:57] Thank you for your comments. Up next, we have Brian Nelson.

[02:37:04] Unfortunately, Brian, you're still set up to not be able to speak. So, we would encourage you to participate via-

Carol Merta: [inaudible 02:37:12]. Did it sound okay (laughing)?

Jennifer Howland: [02:37:18] Sorry, Brian, we're going to have to have you submit your comments through the website. You can speak to somebody in chat about your technical issues.

[02:37:27] Up next, we have Ashley Guardado.

Ashley Guardado: [02:37:35] Hello? Okay.

Jennifer Howland: [02:37:37] We can hear you.

Ashley Guardado: [02:37:39] My name is Ashley Guardado, that's A-S-H-L-E-Y G-U-A-R-D-A-D-O.

[02:37:49] I am the program associate and representative of the Women's Earth and Climate Action Network. And I am here today to oppose the proposed

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tunnel expansion under the Straits of Mackinac. Enbridge's Line 5 pipeline seeks to expand fossil fuel infrastructure, which puts one-fifth of the world's fresh water at risk of an oil spill. Initial geotechnical studies performed on the site for the Line 5 tunnel are inadequate, compromising roughly one-tenth of the industry recommended research for a tunnel of this scope. The Army Corps must thoroughly review the complex geological and hydrogeological conditions that exist in the Straits of Mackinac.

[02:38:31] The tunnel threatens the Great Lakes, which holds 95% of US surface fresh water. And Enbridge's proposing to expand the Line 5 pipeline, despite the strong opposition of the Bad River Band of Lake Superior Chippewa and other tribes. The new Line 5 pipeline expansion and reroute would threaten local aquifers and waterways, treaty rights, and our global climate.

[02:38:55] This EIS must recognize that any action short of decommissioning Line 5 directly undermines Indigenous rights, violates long-standing treaty agreements with sovereign Indigenous nations that are designated by US Constitution Article VI as the supreme law of the land. It threatens the majority of the country's fresh surface water, and perpetuates the climate crisis.

[02:39:19] Continuing to run fossil fuels under the Straits of Mackinac places massive unnecessary risk on the Great Lakes and Michigan's 12 federally recognized tribal nations, which together make up the Three Fires Confederacy of Ojibwe, Odawa and Potawatomi against their will, in effect, furthering cultural genocide. Damage to land and water destroys food and cultural lifeways that are core to tribal members' identity and survival. For all of this and more, we urge the Army Corps of Engineers to reject the proposed tunnel expansion under the Straits of Mackinac, to deny any necessary permits for the expansion of Enbridge's Line 5 pipeline and to conduct a full federal environmental impact statement for the entire pipeline within the Army Corps' jurisdiction.

[02:40:05] A tunnel, an expansion, or a reroute of Enbridge's Line 5 pipeline is simply unacceptable. Thank you.

Jennifer Howland: [02:40:15] Thank you for your comments. Up next, we have Karin Chappell, followed by phone number ending in 6-6-9-7.

Karin Chappell: [02:40:26] Can you hear me?

Jennifer Howland: [02:40:27] Yes.

Karin Chappell: [02:40:29] Okay, fine, thank you. My name is Karin Chapel, K-A-R-I-N C-H-A-P-P-E-L-L.

[02:40:38] I'd like to thank you for this opportunity to share my thoughts on Enbridge Line 5 Tunnel Pipeline Project. I have lived in the great state of Michigan all my life, and I want to preserve the way of life we have known. I am

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a retiree, and the cost of heating our home continues to rise. And we need to ensure we can stay in our home, and not be forced out of it due to the high costs of natural gas.

[02:41:05] We live in a small town, struggling to find its footing after the difficult times with the Covid lockdowns. More small businesses permanently closed in Michigan during and following the mandated lockdown. People are struggling, and need good, paying jobs.

[02:41:24] Approving the Line 5 tunnel pipeline would be a clear signal that small towns in Michigan are not overlooked, as our country strives to be energy independent. My young grandchildren need a future with energy that allows innovation and technological advances. Natural gas is a safe, affordable utility. The value of this project would bring to our state is the jobs that would be created, and the goods and services these employees need would directly benefit small businesses, which continue to struggle and recover from the pandemic as I stated earlier.

[02:42:07] The project has drawn interest from many groups and individuals who may or may not support the underground pipeline. To this I would say, all of us want what is deemed beneficial to the environment, and avoid grandstanding to make our voices heard. Enbridge Line 5 pipeline is a partner in preserving the quality of life in Michigan. National security is at the forefront, given the fact that OPEC is controlling how our businesses function each and every day by reducing oil to a million barrels a day.

[02:42:42] The Enbridge pipeline is a small, but vital part of our country's energy sources. Its value cannot be underestimated. I ask the Army Corps of Engineers to support this underground pipeline so that our country may remain energy independent, and protect our national security from overseas powers now and into the future. Thank you for your time today.

Jennifer Howland: [02:43:12] Thank you for your comments. Up next, we have phone number ending in 6-6-9-7, followed by Don Ferber.

Kenneth Bennett: [02:43:25] Hello?

Jennifer Howland: [02:43:26] Yes, I can hear you.

Kenneth Bennett: [02:43:8] Uh, my name is Kenneth Bennett. Uh, K-E-N-N-E-T-H B-E-N-N-E-T-T.

[02:43:30] I'd like to urge the U.S. Corps of Engineers to allow the tunnel and the pipeline to go through. Uh, people are struggling. Raising gas prices, we need to have more alternatives, other than electricity or green. As far as hydrocarbons, whether the oil is trucked or run through a tunnel, you're burning it either way. Hydrocarbons are there.

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[02:44:09] Uh, people in my area, including me, can't afford to go all electric. The cost is too high, and the materials still pollute the Earth. Uh, when I see young people pulling up to the gas station to get \$10 [02:44:30] in gas, because that's all they got in their pocket, that's including me at, on some days, because I am retired, uh, it speaks volumes to me. Uh, we are just barely getting by.

[02:44:49] Uh, I have my own struggles with fuel costs, getting to medical appointments, getting groceries, trying to pay taxes, LP gas, which we need. And like I said, I, I am retired. I ask the U.S. Corps of Engineers, men and women, uh, to go through with the lake tunnel project, please. We desperately need it. The oil, natural gas, and LP gas in our state. Thank you.

Jennifer Howland: [02:45:26] Thank you for your comments. Up next, we have Don [02:45:30] Ferber, followed by Courtney Kishbaugh.

Don Ferber: [02:45:36] Hello. You can hear me?

Jennifer Howland: [02:45:38] Yes.

Don Ferber: [02:45:40] Great, thank you. My name is Don Ferber, that's D-O-N F-E-R-B-E-R. I have a number of concerns about, uh, this project. The first thing has to do with necessity. That even Enbridge has identified that there are a number of good alternatives for transport that would not in any way substantially raise the cost of fuels. Uh, also pipelines are really meant to last for many decades, and it's a question whether we'll need this one for that long. There is a lack of need based upon the growing transition to electric vehicles and other electrification. I hear people's concerns about that, but now, with the passage of the Inflation Reduction Act, there are funds available shortly that will hasten people's transition to electricity for heating as well as vehicles. Also, for energy efficiency, and provide many more well-paying and ongoing jobs.

[02:46:33] I'm also concerned about the environmental aspects of the construction. The people of spoken to gradual damages, archeological risk, risk to explosion, you know, the, the risk to the tribes and everything. This would continue to risk our Great Lakes and all the lands that it crosses. Enbridge has a very poor safety record for their pipelines, has lied about their safety checks, and for instance provided very inadequate and slanted analysis regarding their proposed reroute in Wisconsin that also came from TRC. So, this would continue to put everyone along Line 5 at risk for very damaging spills.

[02:47:09] There's also the climate change impacts, because tar sands among the most toxic and energy-intensive fossil fuels we need. This is impacting us all already. We have no more leeway to use the worst fuels.

[02:47:23] Another thing is this connects to a pipeline that is really almost 70 years old. So, is the entire pipeline viable and safe enough to warrant a tunnel in the first place? Even 10 years in, this pipeline is aging. It's already beyond what

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should be useful age for any normal pipeline and is just adding to the risk, you know, or adding... At this point in time, this is sort of playing with fire, so to speak.

[02:47:48] So what is being proposed would be very expensive as well as energy-intensive project. And that's in addition to the proposed expensive reroute in Wisconsin. We will all pay for these projects. And this is about Enbridge profits, not providing us products and cost savings. So, I'm asking the Army Corps of Engineers to take the long-term perspective and do a very thorough and comprehensive environmental analysis. Thank you.

Jennifer Howland: [02:48:17] Thank you for your comments. Up next, we have Courtney Kishbaugh, followed by Roberto. Wanted to let everybody know that we are going to stop accepting new comment requesters at this time, and we will be staying on past the 4:00 p.m. cut-off to collect everyone's comments that have their hand raised already. We will also be taking a very short break at 4:00 p.m. for approximately five minutes, but at this time we will hear from Courtney Kishbaugh, followed by Roberto.

Courtney Kishbaugh: [02:48:57] High, can you hear me all right?

Jennifer Howland: [02:48:59] Yes.

Courtney Kishbaugh: Hi, um, my name's Courtney Kishbaugh, and it's spelled C-O-U-R-T-N-E-Y, and last name is K-I-S-H-B as in "boy" A-U-G-H. Thank you for listening to public comment. I'm a resident of Cleveland but know how well the health of our water is tied to Michigan's. As someone who works in freshwater health and technology and monitoring, um, I can tell you that access to clean and healthy water is so incredibly critical to the Great Lakes region and the world. We have 21% of the world's fresh water, and it's our responsibility to protect it so that families have the very basic building blocks of life. It increases our resilience, provides economic development opportunities, and fosters population health and biodiversity.

[02:49:42] Line 5 threatens all of this. Enbridge has a bad track record with their projects. Line 5 has already leaked at least 33 times and spilled 1.1 million gallons into our fresh water since it's existed. When oil spills happen, these costs get passed onto us, often for years and often in the billions-of-dollar range. It increases sewer treatment costs, making it harder for families to pay their water bills. Thank you all for preparing an EIS. Um, I would request that you would include comprehensive alternatives analysis.

[02:50:13] And independent studies have revealed that Line 5 is not a necessary piece of infrastructure and that other options for transporting the products currently transported on Line 5 exist and could be implemented in short order. I'd also ask that you explore cumulative impacts, including climate impacts of this project. We need to fully understand the risks associated with a new geo-

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technical study conducted with industry best practices as well as the full scope of environmental effects and potential for explosion risk in drilling slurry issues.

[02:50:40] We must investigate the dangers this project would cause. Um, this tunnel would contribute the equivalent of 10 coal plants per year to regional pollution, putting people's direct health at risk. Please review the project in its entirety, not in a segmented manner, to understand the full and complete environmental costs associated. We have so much to lose by not pursuing thorough and complete environmental reviews.

[02:51:01] The oil tunnel might seem like it keeps energy costs cheaper, but in the long run it will make the region less secure. It will jeopardize water that can be used to drink or for agriculture.

[02:51:12] Um, finally just wanted to thank you all for listening and, um, and again just reiterate my support for having a full and complete environmental review including the alternatives analysis, um, and the other pieces I mentioned. Thank you all.

Jennifer Howland: [02:51:29] Thank you for your comments. Up next is Roberto, followed by phone number ending in 4598.

Elias Rocha: [02:51:41] Good afternoon. My name is Elias Rocha. E-L-I-A-S R-O-C-H-A. I'm with Liderroll Pipeline Engineering Solutions from Brazil. In our evaluation, the, uh, EIS must go beyond the analysis of the tunnel's path and its surrounding areas. And also consider the actual pipeline installation method inside the tunnel. Once the pipeline has been filled with oil, it will be fully pressurized and behave in a dynamic way every day. A poorly thought out and executed pipeline installation, or operational error, could cause grave environmental consequences by oil leakage. The environmental impact of the construction area cannot be analyzed and approved in a standalone manner without considering the constructive method and the position of the pipeline permanently installed inside the tunnel.

[02:52:43] If this were a roadway tunnel for moving vehicle traffic, that would be one situation. However, the Line 5 tunnel will house a pipeline to transport oil, which is totally pollutant and explosive, under daily mechanical strains. This must be considered in any environmental analysis to estimate collateral damages in case of pipeline failure. Is this not a concern of the Army Corps of Engineering?

[02:53:16] We speak from experience, because Liderroll is an American Society of Mechanical Engineering Global Pipeline Award winner. Uh, the ASME Pipeline Systems Division only gives out one of these awards per year, and Liderroll was the worldwide winner in 2011. Back in December 2021, uh, Liderroll sent Enbridge a 136-page letter with consulting content, at no cost to Enbridge, with

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several issues we identified in the two presentations we will... uh, they were shown at the MSEA October 13, uh, meeting, 2021.

[02:53:57] Since then, we have seen improvements to the project, such as the use of rails, the elimination of completely unsafe transport vehicle, and discarding of the prefabricated concrete T-shaped floors. Only these three actions, which Liderroll had suggested as improvements, they have reduced the risk by approximately 35%. We hope that, uh, U.S. Army Corps of Engineers will understand our position, and we thank you for, uh, allowing us to share our opinion.

Jennifer Howland: [02:54:31] Thank you for your comments. Wanted to let everybody know that due to the time, we will not be taking any repeat commenters. So those of you who have already shared your comments verbally will not be called on again. Up next is phone number ending in 4598, followed by Hydro.

[02:55:00] You want to press star six to unmute yourself, 4598.

[02:55:17] Okay, we're going to move on to Hydro and come back to 4598. Hydro? Are you able to unmute?

Robert Buechler: [02:55:32] Yeah, I'm here.

Jennifer Howland: [02:55:34] I can hear you.

Robert Buechler: [02:55:35] My name is Robert Buechler. R-O-B-E-R-T B-U-E-C-H-L-E-R. I've been a geologist for 42 years and a hydro-geologist for 31 years with a master's degree. I live just 15 miles south of the Straits of Mackinac. And, uh, in my 31 years, I've seen a lot of degradation of our water resources, and it's very concerning to me. And this project, um, concerns me greatly, because of the knowledge I have about the geology and the hydro-geology of northern Lower Peninsula and the eastern Upper Peninsula. Uh, one of my big concerns is the limestone bedrock and the fact that karst topography is present in the vicinity of the Straits of Mackinac. 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.

[02:56:48] I believe this permit application was filed very hastily and is missing some of the key elements required of permits in the past. Normally the permit process in Michigan is you first submit the permit to EGLE, the state agency, and then if the Corps of Engineers has jurisdiction, which in this case, they have total jurisdiction in the Straits of Mackinac, because it's navigable waters. Um, so then it's passed on to the Corps of Engineers, which is what's going on right now. But I believe that the indigenous people are being overlooked, because of the 1836 Treaty of Washington should give them as much jurisdiction as the Corps of Engineers or the State of Michigan.

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[02:57:52] And, uh, there's been talk about the, the 1977 treaty with Canada that Enbridge is trying to evoke, but that was done totally without the indigenous people, um, input. So, in my mind, you know, like I said, they should have as much jurisdiction as anybody else, if not more. Also, the geo-technical aspect, I've looked at all the drilling logs and, um, I'm, I'm real concerned about this preliminary geologic data. Because, you know, I saw the barges, um, I've looked at the drilling logs, and it records broken bedrock, which is breccia. It's, uh, broken limestone that has re-cemented somewhat. So, I'm real concerned about the safety of the tunnel as well. And, uh-

Jennifer Howland: [02:59:01] Please wrap up your comments. You're past three minutes.

Robert Buechler: [02:59:05] And I just want to mention that the bentonite that they plan to use could suffocate the fish when it gets on their gills. So, thank you very much for allowing me to make a statement. And, uh, I want to thank the Corps of Engineers.

Jennifer Howland: [02:59:20] Thank you for your comments. Appreciate it. Up next, we have phone number ending in 4598, followed by Laura Judge.

[02:59:37] 4598, please press star six to unmute.

[02:59:47] Okay, we are going to move on to Laura Judge, followed by Katharine.

Laura Judge: [02:59:56] Hello, can you hear me?

Jennifer Howland: [02:59:58] Yes.

Laura Judge: [03:00:00] Yeah. My name's Laura Judge. L-A-U-R-A J-U-D-G-E. Uh, I have, uh, lived in Michigan 43 years, in the Holland, Michigan, area. A retired, uh, municipal employee. Um, I'd just like to say firstly that I think the whole premise of this project is flawed, um, just because it's totally at odds with Michigan's climate plan, the Paris Agreement, the IPCC Report. Um, any kind of, um, global climate, uh, scientific data would tell us that this is not the time in the life of this earth to be, uh, promoting, uh, such a longstanding project that would, uh, uh, hurt the climate.

[03:00:58] Um, this proposed oil tunnel would be a major source of greenhouse gas emissions and when compared to shutting down Line 5 and, um, not investing in more fossil fuel infrastructure, building the tunnel would result in an estimated 27 million metric tons of CO2 emitted every year. This is equivalent of adding 6.8 new coal-fired power plants, or nearly six million new cars to the road in terms of greenhouse gas emissions.

[03:01:34] Um, I hear people earlier talking about, uh, their propane averaging for a typical family \$600 a month. Now we've got the Inflation, uh, Reduction

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Act coming in that's going to be, uh, supporting, uh, heat pumps. Um, why, why do people want to prolong the use of propane? It's time to, uh, change along with the rest of the world and, uh, get our act together. Um, this oil tunnel project is totally inconsistent with state and international climate goals, and we definitely should not be adding another stranded asset.

[03:02:22] And I got to say I just got back from a trip out west, in the western United States. Water is Michigan's most precious natural resource. And for our economy, our tourism, uh, the, the life of our, our state depends on clean water. We cannot take this risk with anything, uh, damaging the water of the Great Lakes. Thank you.

Jennifer Howland: [03:02:52] Thank you for your comments. All right, up next, we have Katharine. And then we will be taking a five-minute break. For those of you who are waiting, we have approximately 40 people left in the queue, which will take about two additional hours.

[03:03:16] Katharine, are you ready to speak?

Katharine Reidy: [03:03:19] Can you hear me?

Jennifer Howland: [03:03:20] Yes.

Katharine Reidy: [03:03:21] Yes, my name is Katharine Reidy. K-A-T-H-A-R-I-N-E. And my last name is Reidy, R-E-I-D-Y. And [03:03:30] I'm basing my comments on listening, um, deeply to the other commenters. And I, um, would like to ask that given that we are in a climate crisis that the study that the Army Corps of Engineers is to do would include the long-term impact of keeping these communities, potentially, um, keeping these communities dependent on fossil fuels, including the impact of those on a local, regional, national, and global level. And that the alternatives include changes in infrastructure and zoning that would help these, um, communities reduce their car dependency. Um, and to increase, um, their, um, transition to renewable energy.

[03:04:14] Um, and generally speaking I think the Army Corps of Engineers should be prioritizing plans and projects that transition all communities off of fossil fuels, because we are in a climate crisis. Thank you.

Jennifer Howland: [03:04:28] Thank you for your comments. At this time, we are going to take a short five-minute break. We're going to place a time on the screen so everybody knows when we will be back. And just to emphasize again, those that were in the queue when we announced we were closing it will be, uh, called on this evening. We are expecting approximately two additional hours.

[03:04:49] We'll see you in about five minutes.

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[03:10:03] Welcome back, everybody. We are going to continue with collecting comments. Up next is Shannon Ervin, followed by phone number ending in 8060.

[03:10:26] We have Shannon Ervin, followed by phone number [03:10:30] ending in 8060.

Shannon Ervin: [03:10:39] Hi, can you hear me?

Jennifer Howland: [03:10:41] Yes.

Shannon Ervin: [03:10:42] Okay, great. Uh, my name is Shannon Ervin. That's spelled S-H-A-N-N-O-N E-R-V-I-N.

Jennifer Howland: [03:10:57] Go ahead please.

Shannon Ervin: [03:10:59] Okay. Hi, so I am a Michigan resident, have been. And when seven years ago I went to school on the Kalamazoo River, I was first brought to the awareness of the impact of Enbridge directly on the Kalamazoo River. A response that should have taken place to a spill in 10 minutes took 17 hours, resulting in a massive spill into one of the major tributaries to Lake Michigan. So obviously trust with Enbridge is already very rocky, as it should be, and that should be taken into consideration. Um, I also worked with a lot of peers during this time, um, who I'm sure would voice this opinion as well but are not able to be on this call. So, I want that to be taken into consideration.

[03:11:46] I am currently working for the Michigan League of Conservation Voters, and in this role I am constantly working with, um, others who are directly impacted by climate change. Um, and when we are considering the, the risk when it comes to Line 5, I think it's important to both zoom in and zoom out. Uh, to zoom in on Line 5, it has spilled 33 times, and when we are looking into the tunnel and the actual development of the tunnel, it is at risk of explosion during construction. Um, there has been inadequacy around the geotechnical studies of the impact on building the tunnel. Um, there is potential archeological and cultural, um, not potential, but definite cultural impact of building this tunnel.

Um, well-digging and drilling a hazardous slurry will be spread all throughout the Great Lakes due to the pinnacle location of the pipeline between Lake Michigan and Lake Huron, and because of the differentiation [03:13:00] of the water levels. Um, that's really important.

But to zoom out, this is 20% of the world's fresh water. You talk about national security, this is 80% of our nation's fresh water. It's important to investigate why it is that we are investing money into the fossil fuel industry and installing an artery in Michigan. The mis-investment of money and time and research and

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energy into this is taking away from jobs and renewable energy progress, which is very important.

[03:13:34] At large, I am not going to be able to have children in this world. I am very terrified for my own health, because water is our life. Like without clean water, without clean air, we cannot survive. And so please do not permit this, um, investment into an artery of fossil fuels in Michigan. Thank you.

Jennifer Howland: [03:14:00] Thank you for your comments. Up next, we have phone number ending in 8060, followed by Debra Neucomis.

[03:14:19] Phone number ending in 8060, please dial star six to unmute yourself.

Butch Gazark: [03:14:25] I-I did.

Jennifer Howland: [03:14:27] Wonderful.

Butch Gazark: [03:14:28] Hello?

Jennifer Howland: [03:14:30] Yes. We can hear you.

Butch Gazark: [03:14:31] Uh, my, my name is, uh, Butch Gazark. B-U-T-C-H G-A-Z-A-R-K. I live near Watersmeet, Michigan, in the U.P. And, uh, Watersmeet is... reason it's called that is because all water flows away from this area. And, uh, I'm on a, uh, beautiful deep lake here, and uh, I've got two pipelines near me. Within a half a mile. And we have no problems. Matter of fact, those have been in since at least in the '60s. And, uh, we have a natural gas and we have an oil. And 15 years ago, they put in an extra pipeline there. And, uh, everything was done perfect. Uh, they monitor everything. They monitor by air, and, uh, we have had no problems.

[03:15:39] And all these people that are talking about this pollution stuff, they don't understand. Like, uh, Mt. St. Helen erupted, and at that time, the actual scientists said it produced more pollution than man has in his entire existence. And, uh, I know they don't like that because, uh, they put in their own people. And, uh, as far as clean, well we can't get electric up here all over. And, uh, the cost of it is, uh, more than the cost of fuel. And our LP gas w-went from, uh, 69 cents last summer to \$2.69 six months later. And they expect people on fixed income... I'm retired, I was a, uh, Vietnam veteran. And it's just, uh, way out above... uh, you know, beyond us. And they want us to spend extra money on these, uh, \$100,000 electric cars. Because that's what they'll end up costing. And, uh, we just can't do it.

[03:17:15] Matter of fact, our heavy equipment up here, they can't make it electric. Can't make a bulldozer electric and be able to keep it charged. It's

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impossible. And, uh, you know, we have, uh, bulldozers, backhoes, and everything they use to, uh, do our septic systems and everything else.

Jennifer Howland: [03:17:40] Please wrap up your comments. It's been three minutes.

Butch Gazark: [03:18:45] Okay, thank you. Uh, well, anyway, I just wanted to put out, uh, that these people are so misinformed. And, uh, the pipeline would, uh, take away the other pipeline by, uh, having it in a tunnel. Can't be worse than having one just out there. So that- thank you, and, uh, I just wanted to get stuff off of my chest. You have a good one.

Jennifer Howland: [03:18:23] Thank you for your comments. You too. Up next, we have Deborah Newcomes followed by Bud Johnston.

Deborah Newcomes: [traditional language 03:18:38] [03:18:38] can you hear me okay?

Jennifer Howland: [03:18:40] Yes.

Deborah Newcomes: [traditional language 03:18:42]. [03:19:00] My name is Newcomes, uh, RISE coalition co-founder grandma. I come from Fond du Lac Reservation in Minnesota where Enbridge has been already, um, has aquifer bridges. They're supposed- this- this- (laughs). This is- they are building on top of the water, on top of the land here in Minnesota, right? They're going under the Mississippi, they're going under here. If they're building a tunnel, there's no way they can look at it, fix it, any of that. So, you should see the irreplaceable damage that they have done here. And the Army Corps already knows about it. They have seen. They have the documentation from Barr Engineering, the subcontractor of Enbridge. They know. They see. They have witness, they have the paperwork of the damage that- that has happened here in Minnesota in the headwaters of the Mississippi. So, they know. The Army Corps knows of the damage that Enbridge has done.

[03:20:28] This is a 60-year neglectful that Enbridge has continued to do that needs to be taken care of. Deny it, it needs to be denied, it needs to be removed. It needs to have a full EIS. Who exactly as the Army Corps, who are you protecting? Your mission statement: Deliver vital engineering solutions. This is not a solution. In collaboration with our partners, who's your partners? Are- is the people your partners? To secure our nation, from who? Enbridge? Maybe that might be a good idea. Energize our economy. For what? And reduce disaster risk. Reduce disaster risk. I don't feel like putting a tunnel in the Great Lakes would be reducing the disaster risk for the people. Again, tribal consultation, have you done that? What is it? Do you know what it is? Do you need help figuring that out? We're here to help that, you know? Right? [inaudible 03:21:54]-

Jennifer Howland: [03:21:54] Thank you for your comments. All right. Up next, we have Bud Johnston followed by Adrienne.

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Bud Johnston: [03:22:15] I'm Bud Johnston, B-U-D J-O-H-N-S-T-O-N. I'm from Bad River, Wisconsin. Can you hear me okay?

Jennifer Howland: [03:22:26] Yes, I can.

Bud Johnston: [03:22:29] We've been fighting with Enbridge for years and years and years. They ran a pipeline through our rice beds up on Lake Superior. And, uh, we've been to court numerous times and they keep fighting with us. They're a Canadian company that didn't want to follow the rules of Canada, to run across Canada to the East Coast. So, they came down through the United States because our rules were not as strict as their own Canadian ones. Like a number of people have said in the last few minutes, uh, or last few hours I guess, we need to honor our treaty rights. The water is the blood of Mother Earth, we have to protect that. We're going to come to a time when we don't need the oil and all that oil that's coming through that pipeline, 95% of it goes overseas. It doesn't stay in the United States, and it doesn't stay in Canada.

[03:23:30] And running it through the water of our country and through our rice beds, Enbridge has shown how much they really don't care about what we're doing down here. It's just that the rules were easier for them to get around. So, if we're going to do an evaluation of it again, we should sure look at what they're not promised to do and what they promised to do and not done for all the years that they've been running these pipelines through our country, especially through our water.

[03:24:06] What are we going to do if we don't have the water to drink? We're not going to be here very long. And the Great Lakes are the source for most of the United States. And if we pollute down there, it's going to run right up through all the Great Lakes. If that pipeline were to break in that tunnel, like a number of people have said, you can't even find that it broke until it leaks out into the lake. Pretty sad. That's all I really have to say, so thank you very much for listening to me. Anybody can email me if they want to or talk about this later. Thanks again. Bye now.

Jennifer Howland: [03:24:51] Thank you for your comments. Up next, we have Adrienne followed by Frances Tauzer.

Adrienne Cohen: [03:25:02] Good afternoon. My name is Adrienne, A-D-R-I-E-N-N-E Cohen, C-O-H-E-N. I'm a resident of Michigan, I'm about 30 miles from the Mackinac Bridge. I've heard a lot of people concerns about the environment and the cost of, uh, heating your house. And I am an IBEW member for 25 years and I want to tell you that the future in- is in renewable energy, solar power, wind turbines. We are- when we're not talking about the dangers that Line 5 will cause to our water in northern Michigan, we are really missing the point of the dangers of this. Everybody in northern Michigan has well water. And when there's going to be a- a spill on that Line 5, we are all going to have that well water that we feed

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our animals, that we keep our farms kept with, it's going to be corroded with oil, you know?

[03:26:18] We have to consider the future and the future will, if there's a Line 5, it's definitely going to spill. We know pipelines spill. And we are going to be drinking oil and we're not going to survive. You want to talk about not being sustainable? When our well water is corrupted with Line 5 oil, that's when we're going to really be crying, you know? We're worried about the cost of fueling our homes. We can get solar panels, we can get wind turbines, and there's rebates for it. I urge the Army Corps of Engineers to not give the permit, renew the permit for the tunnel for Line 5. This is going to affect the drinking water of all of Michigan and every resident of the Great Lakes and, um, thank you for having me.

Jennifer Howland: [03:27:19] Thank you for your comments. Up next, we have Frances Tauzer followed by Dawn Goodwin.

Frances Tauzer: [03:27:36] Can you hear me?

Jennifer Howland: [03:27:37] Yes.

Frances Tauzer: [03:27:387] All right, great. Um, my name is Frances Tauzer, that's F-R-A-N-C-E-S T-A-U-Z-E-R. First of all, I want to thank the, uh, Army Corps of Engineers for giving everybody this platform to express their concerns about the pipeline. Um, I am not a resident of Michigan myself, the closest I've lived is in Wisconsin, but I did grow up in Pennsylvania where there was a lot of coal mining happening and I could speak from experience as to the destructive nature of all the different practices of coal mining in that area. And I have family still living there and there's new, um, natural gas infrastructure going in. And every time I visit or any time I talk to anybody, they talk about how much damage it does, or how many problems it causes, any health impacts. Just the list goes on and on. And so, I felt the need to speak up today to speak to the problems that could come from any new, uh, infrastructure for oil or gas and just to point out a couple other things that I've noticed.

[03:28:49] Um, during the COVID-19, uh, pandemic when demand for oil was much lower, oil companies were actually paying \$20 a g- a barrel for people to- for places to store the oil. So, it just goes to show how much, um, the price of oil is impacted by the gas companies themselves as opposed to the- the global supply. And it's safe to say that even with the Line 5 pipeline supplying oil to Michigan, prices have still gone up in that area and as well as across the country. So as- I mean I think there was a- a report about how, um, global oil supply is- the- any oil mined anywhere in the world just goes into a global supply and then is determined based on who pays the most for it. So, any more or any new infrastructure is not necessarily going to have the positive impact that so many people are talking about.

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[03:29:55] And when we have alternatives like solar, wind, geothermal, hydro, biofuels that yes they do have their own problems. But they are overall less impactful and not to mention with the government incentive programs, are much cheaper and much more affordable in the long run. Any new fossil fuel infrastructure just delays the inevitable problem. The fact of the matter is oil, gas, coal will all eventually run out. Renewable resources are by definition renewable meaning that they will be an endless supply, and depending on that is far more secure for our energy future than any fossil fuel infrastructure now. I'll yield my time. Thank you very much for listening.

Jennifer Howland: [03:30:47] Thank you for your comments. Up next, we have Dawn Goodwin followed by- by Yvonne Besyk. I'm sorry, Dawn, you're using a Zoom version that we're not able to unmute you. Please use the chat and talk to one of the tech people and hopefully we can get you taken care of. Yvonne are you able to speak?

Yvonne Besyk: [03:31:15] Hello, yes, can you hear me?

Jennifer Howland: [03:31:16] Yes.

Yvonne Besyk: [03:31:18] Hi, my name is Yvonne Besyk, it's spelled Y-V-O-N-N-E, last name is Besyk, B-E-S-Y-K. And, um, I am addressing the scope of the- the, uh, EIS, which is the reason for this hearing. And, uh, I want to say that I am an auditor, a bank auditor, so I know the- the value of a well-defined scope. It really ensures that, um, all the relevant factors are considered but also avoids misunderstandings and confusion between parties. In the end it- it, uh, saves time and, uh, money and remediation. Um, also the scope needs to be based on sound reasoning and scientific evidence. We must stick to the facts, uh, it needs to consider all of the potential impacts, um, but, uh, I'm going to focus on just one.

[03:32:20] Because I- I'm not a geo expert, but I was able to dig into the geotechnical report a little bit. And this is a report by Enbridge's own people, McMillen Jacobs, um, from January 2021. And on page five, they first talk about the comparison to other projects and it says that the table indicates the lever- uh, level of coverage for the Line 5 project is less than the typical level of coverage in similar projects. As borings drill did not always provide information within the tunnel envelope. So, the appropriate level of effort of the investigation, uh, including the depth of the tunnel, while Line 5 generally is consistent with past projects with more common parameters, because a number of borings were terminated above the planned vertical tunnel alignment, there are significant data gaps at tunnel depth- depth.

[03:33:19] And this goes- uh, speaks to what someone else brought up about the number of borings, um, borings are, uh, in several places it says. Typically, every 50 feet. They've done borings only every 635 feet per this geotechnical investigation. Um, I can't summarize the whole thing, but basically it says that while they thought it would be on bedrock, uh, it is in fact on soils that are

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considered poor, um, very poor, or fair. Uh, these are not- and- and they can't even get borings at the very middle of the line, uh, to- so they basically say over and over in the report that we can't even really opine on half of the project at the maximum depth which is the very middle of the project.

[03:34:15] Uh, this is back up by, um, uh, a per- an expert named, uh, Brian Omara who did extensive, uh, study on the technical reports and he had numerous concerns which included inconsistencies, deficiencies, and omissions, um, I can't go into extreme length on it because it would take too long. But basically the, um, rock conditions, uh, were not, um, as anticipated. And again, he was very concerned about the number of borings and the soft silted clays that it would sit on. Uh, the- the risk he-

Jennifer Howland: [03:34:59] Please wrap up your comments, it's been three minutes.

Yvonne Besyk: [03:35:03] Okay. Um, I will just very quickly then say that the, uh, the prices of oil and gas are not affected by Line 5. It's shown over and over only about 5 to 10% of the, uh, material going through Line 5 actually go to Michigan. They go from- it's an offshoot of lines going from Canada to another source in Canada which is then shipped overseas. So, this is not-

Jennifer Howland: [03:35:25] Please wrap up your comments. We have others who would like to speak.

Yvonne Besyk: [03:35:29] Okay. Thank you for listening.

Jennifer Howland: [03:35:31] Thank you. All right. Up next, we have Carol Gagliardi followed by Lena Swirczek. And as a reminder, we are past our scheduled meeting time. We want to capture as many comments as possible. But we are not accepting new comments. So, if you have not been keeping your hand raised this whole time, unfortunately we're not able to take new commenters in the queue. So, with that, we have Carol, with Lina on deck.

Carol Gagliardi: [03:36:04] Hello my name is Carol Gagliardi. C-A-R-O-L G-A-G-L-I-A-R-D-I. I am a lifetime Michigan resident and I'm here to express my disapproval of Line 5 and the tunnel. The Great Lakes are spectacular inland seas with stunning shorelines, incredible vital habitat for wildlife, and a watershed that's home to 34 million people. And most significantly the Great Lakes are the source of 20% of the world's fresh water. The decrepit Line 5 which is operating illegally due to its revoked easement puts all this water and the unique ecosystem surrounding it in peril. And for who's benefit? Who benefits from the petroleum? It's mostly Enbridge executives and shareholders. Michigan is being used a cut through. We are foolish to allow this. Only about 5% of that fuel stays in Michigan. It comes from Canada, goes back to Canada, and then goes overseas. There is no benefit to Michiganans.

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[03:37:02] Yeah, Michigan bears all the risk. Enbridge has a terrible track record of spills. And their corporate structure is set up with shell companies to avoid liability and leave the bill of a disaster to Michigan taxpayers. And honestly spills are never really cleaned up. Every single area of concern that has been contaminated and supposedly delisted still has serious ecological problems. The history of toxic cleanups in the US includes ample evidence that the work is expensive and it takes decades to clean. Line 5 is old, obsolete, and improperly maintained. But the folly of an experimental tunnel is totally unacceptable dangerous solution.

[03:37:40] A tunnel like the one Enbridge is proposing has never been built anywhere in the world. The risk of an explosion due to methane pockets is huge. With just a pinhole leak in the pipeline, fumes would fill the tunnel. Oxygen combined with electricity and liquid gas could cause catastrophic explosions. They cannot prove this- this would not happen because it has never been built. We should not be experimenting with the most extraordinary waterscape in the world, which is the source of drinking water for 40 million people. And we cannot blindly trust a company that has a reputation for lying.

[03:38:10] In addition to the dangers of the experimental tunnel design, the environmental damage caused by just building it would be massive, to say nothing of the epic damage that burning the fossil fuel running through it would cause. Experts have said that it is the equivalent of what many coal-fired power plants spew into the atmosphere every year. We are living in a now or never moment. This next decade will be decisive in our efforts to address the climate crisis. It's time to make the leap from an economy built on extraction and fossil fuels to a regenerative economy centered on clean energy.

[03:38:42] Failure is not an option. On our current trajectory, we will pass an average global temperature rise of 2.7 degrees Fahrenheit by 2030. This has horrible implications. Renewable energy has now become cheaper than fossil fuel, so continuing down the path of fossil fuel extraction is not only reckless but expensive. If we want to maintain a livable Earth, we must take measures to safeguard it. Protecting the world's largest body of freshwater should be priority number one. The Public Trust Doctrine says that the Great Lakes are a public resource, owned by the public. And it is the duty of state and federal government to protect the Great Lakes for the public interest. Enbridge is not the public. I am the public.

Jennifer Howland: [03:39:24] Please wrap up your comments. It's been three minutes.

Carol Gigliardi: [03:39:26] I am the public and I say that we shut down Line 5 and stop the tunnel. Thank you.

Jennifer Howland: [03:39:31] Thank you for your comments. Up next, we have Lena Swirczek followed by Jill.

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Lena Swirczek: [03:39:40] Hi, can you hear me?

Jennifer Howland: [03:39:42] Yes.

Lena Swirczek: [03:39:43] Hi, my name is Lena Swirczek L-E-N-A S-W-I-R-C-Z-E-K and I live in Royal Oak, Michigan. I'm speaking today to ask that the Army Corps consider climate and its environmental impact statement on the proposed Line 5 expansion. As a lifelong Michigan resident, I'm deeply concerned about the effects that Line 5 will have on my future. Not only is my drinking water access threatened by a potential spill, my entire future is threatened by the expansion of the tunnel. Even if the tunnel never spills, and with Enbridge's track record we can't count on that, it will accelerate the climate crisis.

[03:40:17] I'm only 23 years old and I worry about retirement. Not only whether I can save enough for it, but whether I will even make it there. I also have a brother 10 years younger than me and I don't know what life will look like for him when he is an adult. We are in a crisis. If we do not take bold action to stop Line 5 expansion and other fossil fuel investments, we may not have a future. The climate crisis is already in motion with disasters like Hurricane Ian and the devastating flooding that left over 35 million people in Pakistan without homes.

[03:40:45] Michigan may be more climate resilient than other parts of the world, but we will not be sheltered from climate change's worst consequences if we continue on this path. We've heard a lot about rising costs today. This is an extremely important issue and one that concerns me too. My bills are higher than they have ever been and affording basic goods is harder than before. Enbridge has spread a lot of misinformation about how Line 5 will affect our energy crisis. Our prices are rising because of corporate price gouging that is not limited to foreign companies. It includes Enbridge. Fossil fuel companies are among the worst price gougers.

[03:41:15] They're trying to scare us into believing that dis-commissioning the tunnel will exacerbate current problems when it will do the opposite. They don't care about lowering costs of living for us. They want to make a profit at any cost. Climate change and the natural disasters that are part of it are already costing us so much in crop failure, drought, flood damages, and medical costs associated with air and water contamination from oil refining and many other things. We can't afford a climate apocalypse either.

[03:41:41] I don't know if you have children, but I'm sure you have someone in your life that needs you to fight for them, for all of our futures. It is quite literally life and death. Enbridge and other companies that profit from fossil fuels would like you to believe that this problem is too big, but it's not too late. Line 5 is a major and significant source of carbon emissions. Decommissioning Line 5 is an essential part of moving Michigan away from fossil fuels, which we must do if we want any future for ourselves and our children.

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[03:42:07] Even our auto industry is quickly shifting towards renewable alternatives. My partner, an auto industry worker, is working on them as I make this comment. We must reject this expansion and consider viable alternatives that are consistent with a healthy climate and the environmental impact statement. We are all counting on you. Thank you.

Jennifer Howland: [03:42:26] Thank you for your comments. Up next, we have Jill followed by Sabine Peterka. Looks like Jill's having trouble connecting so we will move on to Sabine.

Sabine Peterka: [03:43:01] Hi my name's Sabine Peterka S-A-B-I-N-E P-E-T-E-R-K-A. And I live in Milwaukee, Wisconsin. Um, I'm calling in today to ask of the US, um, Army Corps of Engineers include in the EIS a cumulative impacts assessment to get a complete understanding of the affects this project would have on the climate, environment, and public health. The climate impacts are particularly concerning to me considering this project can add 27 million metric tons of carbon to the atmosphere every year, exacerbating the climate crisis.

[03:43:38] The environmental impact statement should also recognize that the proposed project is a violation of treaty rights and disregards the decisions of the Bad River Band of Lake Superior Chippewa and other tribes. Um, there's been a lot of in- uh, misinformation about the effects of stopping Line 5 on people's financial security but the truth is the future of our economy does not lie in oil and Line 5 is a major threat to all of our wellbeing.

[03:44:06] The current Line 5 and the proposed project endanger our drinking water and I urge the US Army Corps of Engineers to do their part in helping to keep current community's ecosystems and future generations safe and healthy by decommissioning Line 5. Thank you.

Jennifer Howland: [03:44:24] Thank you for your comments. Up next, we have Matthew, followed by Jill.

Matthew Borke: [03:44:39] Yeah. Hi greetings. My name is Matthew Borke that's M-A-T-T-H-E-W B as in boy, O-R-K-E. Uh, I'm a longtime resident of Michigan. Uh, [inaudible 03:44:51] first line I guess, can you reset that clock for me, please? Um-

Jennifer Howland: [03:44:57] Yes, we will do that.

Matthew Borke: [03:44:59] Thank you so much. Um, I guess I'd first like to start by apologizing to all those people that are in here and are apparently very, uh, subject to the brainwashing that's been done by Enbridge. Uh, obviously there's been a super big inflation problem that is actually caused by Enbridge. Uh, they're the ones that are controlling, uh, these massive gas pipes. And if you look at any of their, uh, previous history of their economic status, they're raking in billions of dollars while all of our gas prices are doubling, tripling, and going out of control.

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[03:45:33] Uh, as far as Enbridge stating that they actually are the ones that are going to pay for the tunnel. Again, part of not- a not true statement. A prime example is the Nexus pipeline that was constructed here in Michigan in 2018 as a combination of an Enbridge, DTE Energy project, uh, that now all Detroit residents have become responsible to pay for the, uh, construction of their pipeline.

[03:46:00] Um, I'd like to understand their 99-year contract within your scoping period. Uh, my understanding to signing a- even agreeing to a 99 c- year contract is that we're going to be under the obligation to actually use it for 99 years. Um, and if not, again, we're going to be charged for it. Uh, corporations don't have, uh, a backing on spending their own money. They're always spending our money. So, the misinformation about them actually paying for it is, uh, part of unfortunately BS.

[03:46:33] Um, I'd like to go back 100 years and say, 150 years, where we if we realize that instead of being on this fossil fuel things, we could've been supporting farms. The diesel motor was made to run on vegetable oil. Uh, we can still be doing this today. That could be supporting our local farms. Instead, uh, I hear a guy, you know, talking about how it's, uh, the fertilizer from Line 5 is, uh, is- is being used in his farm. Is that the same thing that's causing the Lake Erie, uh, plume- plumes of algae that are happening that are making Lake Erie ill-swimmable based on the, uh, over drainage of, uh, nutrients and chemicals that are coming from that, that are basically feeding algae blooms, making it un- uh, swimmable, or let alone drinkable.

[03:47:21] Uh, I'd also like to talk about the sound effects or understand the sound effects from the drilling process that's going to happen. How is that going to affect the local fish species, uh, and the wildlife in the area? If you were to imagine how they'd say that maybe there's not studies for this. But if you walk in the woods and you step on a stick, does that affect the deer? Does the deer run away? So, what is the affect going to be by a two year constant drilling process that's going to be grinding and going to all of our local fi- fish species? Uh, is that going to make a rise in all of our invasive species? Sure, maybe the, uh, um, Asian carp might be able to live in this, but not, uh, them. I'd also like to understand the proprietary ingredients so that in the case of an oi- oil spill, we understand what to clean up rather than years later. We don't even know what's in the pipeline, uh, let alone-

Jennifer Howland: [03:48:14] Please wrap up your comments, it's been three minutes.

Matthew Borke: [03:48:15] Thank you so much for your time. Uh, that's it.

Jennifer Howland: [03:48:21] Thank you. Up next, we have Jill followed by Staci-Lee. Jill are you able to unmute? All right, we'll come back to you. Let's go to Staci-Lee.

Staci-Lee Sherwood: [03:48:56] Unmute. Good afternoon.

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Jennifer Howland: [03:48:58] Yes.

Staci-Lee Sherwood: [03:48:58] Can- okay. You can hear me now. Okay. Had a slight technical issue. Uh, I'm Staci-Lee Sherwood. S-T-A-C-I dash L-E-E Sherwood, S-H-E-R-W-O-O-D. I'm against the Line 5 tunnel project for many reasons. The geotechnical studies performed on the site for the Line 5 tunnel are not accurate. And a full review must be done. By the way, Saudi Arabia is not where we get most of our oil, Canada is. We get more than half of it from Canada. This won't do anything in the short term, so claims about gas prices and inflation are industry talking points. They are not rooted in facts. We have the internet, I advise people to use it.

[03:49:38] Enbridge has a documented history of hundreds of leaks, they're one of the worst companies when it comes to safety and I know that the Corps knows this. As stated before, there've been more than 33 spills that we know of since 1968, equaling more than a hundred million gallons spilled into the water. In 2018, an anchor sliced five cables and damaged lines- the line. So, it's not truthful to say that the pipeline, or any pipeline is safe with no accidents. There is not 24-hour monitoring. When spills happen, it can take not just many hours or days, but sometimes weeks for response. Sometimes they have to go back years later to finish this so called clean up.

[03:50:18] Of course you can never truly clean up oil in water, soil, animals, or vegetation. That's another lie. In '93, line- the Line 3 pipeline ruptured on a wetland near Grand Rapids, Minnesota. More than 1.7 million gallons spilled in Prairie River, making this one of the biggest inland spills. In 2002, another Enbridge pipeline oil spilled over 250,000 of crude. In 2020, the EPA fined this Canadian company nearly \$7 million over failure to fix pipeline safety issues and your state attorney general Dana Nessel wanted the pipeline shut down. Clearly the public is not aware of the truth. Again, you need to get on the internet and look for the facts. You get the picture. As an investigative writer, I used Enbridge as an example of a company not to be trusted with a dismal documented safety record. All fines from spills and lawsuits are passed on to consumers. In 2022, Enbridge's net worth was over \$82 billion, and again, that's what we know about. So, no, they could care less about you or your water safety. It's up to the people to do that. The government's not going to do anything.

[03:51:29] The EIS must consider all indirect and cumulative aspects to avoid segmentation of other pending proposals to modify Line 5. Bentonite drilling slurry is a hazardous waste. When released into the surface water, it expands and coats the gills of fish, resulting in large fish kills. This also affects jobs and economy negatively. I question the thoroughness of the Corps when it comes to attention to detail, science and past history of pipelines, water contamination and Enbridge. Ask that a full review of Line 5 and Enbridge safety history be done with complete transparency and full public access be given to the findings. Jobs is not a legitimate excuse for continuing to contaminate the water or

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risking such a dangerous proposal. Let's not forget Flint, Michigan, right? The water crisis, seven years, still going on. This project could make the whole s-

Jennifer Howland: [03:52:21] Please wrap up your comments in three minutes.

Staci-Lee Sherwood: [03:52:22] All right. This project could make the whole s- the whole state like Flint, Michigan. So, again, this benefits a Canadian company. It will do nothing for Michigan.

Jennifer Howland: [03:52:33] Thank you for your comments. Up next, we have Joseph Tores, followed by Arthur Hirsch.

[03:52:56] Joseph, are you able to unmute? Okay, we will move on to Arthur Hirsch.

Arthur Hirsch: [03:53:11] Good afternoon.

Jennifer Howland: [03:53:13] Good afternoon.

Arthur Hirsch: [03:53:14] My name is Arthur Hirsch, A-R-T-H-U-R H-I-R-S-C-H, and I represent the Climate Reality Project as a leader for the West Michigan chapter. I grew up on the shores of Lake Michigan all my life, and I live in Pentwater, uh, in the Ludington area. I'm an environmental engineer specializing in water quality and climate change. I want to say that I agree with all of the environmental and geologic concerns voiced by previous comments. However, I'm also sensitive to the job, uh, security worries and- and concerns voiced by those who are in favor of the tunnel.

[03:53:57] It's hard to believe that Enbridge, a Canadian company, is willing to spend point- point five billion, uh, to \$1 billion for a pipeline to transport fossil fuels. It is not understood why a company would build an old, outdated infrastructure for nonrenewable energy transmission when the demand will be decreasing in the near future. Why would Enbridge give this multi-billion-dollar ca- uh, pipeline and tunnel to the state of Michigan for long-term ownership and maintenance? Because it's a scam, it's a loser. In addition, Enbridge has adopted a dramatic depreciation schedule that estimates the economic life of its pipeline and others associated with the lakebed system to be reduced to just 20 years as a result of competition, climate change policies and other factors. This represents a dramatic change from Enbridge's, uh, December 2018 tunnel agreement with the Corridor Authority, which is based upon a minimum 99-year tunnel life and operation of a pipeline.

[03:55:10] All Enbridge is doing is stalling so the oil, propane and [inaudible] propane in Line 5 can keep moving and more profits can be gained by a Canadian oil company. This is why they submitted a permit to the Army Corps of Engineers for a pipeline tunnel construction, knowing an EIS would be needed that would take two to three years to complete, and theoretically another five

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to seven years to construct. After the EIS is completed, there is no leverage to stop Enbridge from backing out of the project, and they will continue to keep operating Line 5. The Corps will probably find out that they've wasted their money and resources and time by managing this EIS.

[03:55:53] The oil will keep coming to Sarnia. It is all about the money, and this EIS is a cost-related tactic by Enbridge, and they are not serious about constructing the tunnel. This- this project just simply does not pass the smell test. The bottom line: It's very probable that Enbridge is taking the Corps and the public on an EIS scoping, document development, comment and record of decision why for the next two years, and has no intention of completing this project. Thank you.

Jennifer Howland: [03:56:29] Thank you for your comments. Up next, we have Lisa Fitzpatrick, followed by Mo.

Lisa Fitzpatrick: [03:56:43] Hello?

Jennifer Howland: [03:56:44] Yes, we can hear you.

Lisa Fitzpatrick: [03:56:45] Yeah. Um, my name is Lisa Fitzpatrick, L-I-S-A F-I-T-Z-P-A-T-R-I-C-K. Um, I am from Duluth, Minnesota, but I grew up in the UP, and I am just calling to echo what other people from Minnesota have said about Enbridge Line 3. They promised, and all the promises broken, and it has been leaking here. I'm also very concerned about... that it just doesn't make sense to have the Enbridge oil pipeline going through the waters of, you know, under the Mackinac Bridge. And so, I urge, I urge that to be rejected, and, um, thank you very much for your time. Uh, that's it. Thank you.

Jennifer Howland: [03:57:40] Thank you for your comment. Up next, we have Mo, followed by Tom Goosman.

Mo Jo: [03:57:51] Uh, all right. I just wanted to start by saying that if you look around the world, it is very clear that Line 5 can never happen. I mean, we are in a complete disaster right now. There's crop failures, there's wildfires, there's droughts, there's floods, hurricanes. Like, and all of these are going to worsen drastic- drastically in the coming years, and the only reason that there's any question about this is because there has been massive misinformation campaigns run by these oil companies over the last 50 years.

Jennifer Howland: [03:58:25] Mo? Sorry to interrupt, but we don't have your last name.

Mo Jo: [03:58:30] Uh, Jo.

Jennifer Howland: [03:58:32] Please spell it.

Mo Jo: [03:58:34] J-O.

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Jennifer Howland: [03:58:36] So, it's M-O J-O?

Mo Jo: [03:58:37] Yep, correct.

Jennifer Howland: [03:58:38] Thank you.

Mo Jo: [03:58:41] Uh, you know, it's... There's complete breakdowns happening all over the world right now, and this is just undercut at every opportunity by Enbridge. Like, they- they are trying to kill the world to make money. Um, I'll leave it at that- that there right now. Uh, I wanted to respond also to, uh, the concerns raised by a bunch of people who were speaking in favor for the pipeline, uh, and the need for a sus- lower cost of living, and, like, people need to be able to live their lives.

[03:59:24] Uh, and I wanted to respond to those people and say yes- yes, you do, but for your children and grandchildren to also be able to live their lives, we need to be producing our energy in a way that is not killing the planet. We- we cannot continue down this path. We need to make sure that we are living and using the resources of our world in a way that is sustainable. Uh, to do that we need to improve our energy efficiency, we need to use less energy and we need to. The energy that we are using needs to be coming in sustainable ways.

[04:00:02] Uh, I would like to finish off talking about the pipeline and what's in it. I mean, this is super toxic stuff, right? Uh, and if you go out to the pump house, and you... I was in, uh, one of the pump houses and looked... and you can see on the door, uh, DuPont's name. And for anyone who knows DuPont, they have a long history of poisoning our water. They- they are greatly responsible for the fact that all rainwater across the entire world is now poisoned by PFOAs. And they- their name is on Enbridge's pipeline. They- they poisoned the water for a long time, and they cannot be allowed to continue.

[04:00:56] Uh, that is all. Thank you.

Jennifer Howland: [04:01:00] Thank you for your comments. All right. Up next, we have Tom Goosman, followed by Joseph Tores.

Thomas Goosman: [04:01:16] Can you hear me now?

Jennifer Howland: [04:01:17] Yes.

Thomas Goosman: [04:01:18] Okay, very good. Uh, my name is Thomas Goosman, and I'm from Gaylord, Michigan in the Lower Peninsula. Uh, my name is spelled, uh, T-H-O-M-A-S G-O-O-S-M-A-N. I'm a third-generation oil and gas family member, and, uh, first of all, I am in favor of the Enbridge, uh, Line 5, uh, uh, pipeline tunnel under the, uh, Straits of Mackinac. I've worked in the oil and gas industry, uh, w- well over 45 years in Michigan drilling- drilling and, uh, pipelining over 300 oil and gas wells, and I'm very conscious of the, uh, environmental impact of Line 5, and

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with my, uh, professional experience I feel that the tunnel to contain Line 5 under the straits would be the best way to transport natural gas liquids, uh, through the straits.

[04:02:13] In a, um, in a tunnel you could actually visually see the pipeline anytime that you, uh, uh, would care to. It could be under, uh, video, uh, surveillance, and, uh, with all the o- other electronic and, uh, uh, equipment that we have today, we could certainly do a good job of, uh, monitoring what's going on. And if there was an issue with it, um, it'd be in the tunnel where it would be contained, and not, uh, any potential leaking into the, uh, Great Lakes waters. This would be a safe and secure way to protect the environment, um, through the straits.

[04:02:58] Thank you for the opportunity to voice my opinion. Thank you.

Jennifer Howland: [04:03:04] Thank you for your comments. Just to give everybody a heads-up, we have about 17 to 20 people left in the queue, so we're anticipating about one more hour here. We now call on Joseph Tores.

Joseph Tores: [04:03:24] Hello, everyone. Can you hear me?

Jennifer Howland: [04:03:28] Yes.

Joseph Tores: [04:03:00] Okay. My name is Joseph Tores, that's J-O-S-E-P-H T-O-R-E-S. I'm a member of Local Union 798, and I've been a party of the industry for over 15 years. I'm in full support of Line 5. I think that the fact that Enbridge wants to build a tunnel to house Line- Line 5 is going above and beyond to ensure that there won't be much risk of a rupture. To even go a further step, when I know the strict measures that are taken while constructing any pipeline, this just shows that Enbridge does care about the impact on the environment. The housing even makes it easier for routine maintenance and inspection. With the tunnel bored d- as deep as a hundred foot below the- the lakebed along with the structure is even more, uh, prevention in case of a leak. It will also, it will also help with containment of product if something were to happen.

[04:04:21] The existing, the existing line was built in 1953, and- and provides heat for 65% of the UP and 55% statewide. Where will these residents and businesses get their heat from? I read that the product can be transported on rail or highway from Kansas or Wisconsin. I know a pipeline is a lot safer than those options. If Line 5 were to get shut down, it will not only affect Michigan, it will affect the surrounding states as well. Ohio is one of them states, and I am a resident of Ohio. Again, I support this project. I want to thank everybody for your time. Have a blessed day.

Jennifer Howland: [04:05:02] Thank you for your comments. Up next, we have User, followed by Marsha Miney.

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[04:05:21] User, are you able to unmute?

Lawrence Brozowski: [04:05:26] Hello?

Jennifer Howland: [04:05:27] Yes, we can hear you.

Lawrence Brozowski: [04:05:29] Can you hear me? Okay. My name is Lawrence Brozowski, uh, I'm the o-

Jennifer Howland: [04:05:34] Could you spell it for us, please?

Lawrence Brozowski: [04:05:35] Lawrence, L-A-W-R-E-N-C-E B-R-O-Z-O-W-S-K-I. I'm an owner and operator of Epiphany Engineering and a quality consulting firm. Uh, I'm a toolmaker by trade. I spent 30 years working with GM Quality doing problem solving and continual improvement projects. The Line 5 tunnel project is a plan for the future of Michigan and Lower Ontario, bringing crude oil, uh, to our refineries and to provide many different commodities f- for industry, and also the power to run them. I view this project as a continuous improvement project building on almost 70 years of service with the current pipeline, [inaudible 04:06:35] which was completed in 1953, safely moving crude oil through the state to local refineries.

[04:06:44] No other means of transportation is as e- is as efficient or has a better safety record than pipelines, with as little environmental impact. Placing the pipeline in a tunnel will allow for better maintenance, visual inspection. It ensures safe operations for the future. The need for crude oil goes far beyond the need for cheap gasoline. Less than 20% of a barrel of crude becomes gasoline. Gasoline is what's left after everything of value is taken out of the crude oil, the plastics, the greases, the waxes, the medicine, uh, the nylons, the rayons, many other products — fertilizer was mentioned also — that our world needs today. They are the things of value that, uh, really comes through the pipeline that makes our world livable today. This project secures our standard of living for our children, our grandchildren, well into the future, as well as helping provide national security for our country. Thank you.

Jennifer Howland: [04:08:11] Thank you for your comments. Up next is Marsha Miney, followed by Dawn Goodwin.

Marsha Miney: [04:08:22] Hi, are you there?

Jennifer Howland: [04:08:24] Yes.

Marsha Miney: [04:08:25] My name is Marsha Miney, M-A-R-S-H-A M-I-N-E-Y. I've been listening to three hours of people's narratives for and against: climate control people, people of the future. I live in a little town called Ludington, Michigan. I live by the hydro pump storage plant that they built in 1969 to '73, and yes, that's a form of energy that goes to Detroit, Michigan. Also outside of the hydro

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plant, there's 52 windmills that kills so many birds and breaks down in winter storms. It's amazing that people claim it does good when the cost and the destruction, and putting them away, storing them someplace, is another issue that no one's talked about.

[04:09:17] I believe in supporting the pipeline. I believe in Corps of Engineers. I think we have talented people through this country that has made it what it is. This is the cheapest way to go, and it still keeps people afloat in Canada, as much as they don't want... Some people's narrative was they didn't want it. It helps Ohio, it helps the Midwest, besides the point that the last gentleman made about it having a lot of benefits before it is made into gasoline. It helps the medical field.

[04:09:53] We, the United States, are number one. We're there because of our crude oil and scientific knowledge. Other countries don't take care of their countries, and we're buying fuel from them as they destroy the rest of the world. That doesn't make sense; that's not common sense at all. So, I feel by supporting this line and the bright engineers of the future it's a step forward. Until we find out we cannot go what you might call cold turkey and turn off everything that is made by fuel oil, or petroleum. It even makes aspirins; it's a part of that. I thank everybody. I live in the state of Michigan, once again, and I'm very proud I do live off of Lake Michigan, and it is a beautiful lake, and I think that we need to keep that. But I think a lot of people feel that way, especially the Corps of Engineers. They're down here doing work along our lake line every year.

[04:11:06] So, in favor of this line. I support it, and I think it's common sense to keep United States and our nation above water, because we have too many enemies that would want to take us out. Thank you for your time. Thank you for hearing me. I'm sure you're listening to everybody's narratives or rhetoric. I'm not a lawyer. I didn't have somebody write this. Good day, and blessings to you all.

Jennifer Howland: [04:11:35] Thank you for your comments. Up next, we have Dawn Goodwin, followed by Molly Moravito.

Dawn Goodwin: [traditional language 04:11:46]. Can you hear me now?

Jennifer Howland: [04:11:49] Hello. Yes.

Dawn Goodwin: [traditional language 04:11:50].

Jennifer Howland: [04:11:58] Sorry to interrupt you.

Dawn Goodwin: [04:11:59] My name is-

Jennifer Howland: [04:11:59] Oh-

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Dawn Goodwin: [04:11:59] Yes.

Jennifer Howland: [04:12:01] Please spell your name, please.

Dawn Goodwin: [04:12:04] Yes. Uh, my name is Everlasting Wind, and I'm from White Earth. Um, you spell my name, English name, is Dawn Goodwin, D-A-W-N G-O-O-D-W-I-N.

Jennifer Howland: [04:12:21] Thank you. You can continue.

Dawn Goodwin: [04:12:23] Yes. Um, I am from White Earth, um, Minnesota. Uh, we just dealt with Enbridge here, and we still are dealing with Enbridge and their aftermath. Um, it has divided our community. Enbridge has helped divide our community with their rhetoric. We did not need this Line 3 oil. It's tar sands oil that sinks in water. So, there's much to think about, many ways we can look at this. I speak on behalf of Luci- Lucille Silk of the White Earth Reservation Elders' Council. I've been given permission to do so.

[04:13:15] Our elders are opposed. We're here standing with our relatives in Wisconsin and Michigan, m- human and non-human. We are not above nature, we are part of nature, and that is what need to be said today. There are three aquifer breaches that we are dealing with currently here after Enbridge has gone through. This is the horizontal drilling; same thing they're going to do with the tunnel if it's allowed. It's bentonite clay mixed with chemicals, chemicals that are not supposed to be in the water. You cannot trust Enbridge or their contractors.

[04:14:08] I'm bringing this message to you all. I challenge you all, those who are for Enbridge, to go deeper. You, elders, you've been told this long ago. If you didn't hear it then, 60 years ago, we were supposed to go away from fossil fuels over 60 years ago. It's time. The time is now to take a different path. This is not safe. The w- elders of my reservation have written a, uh, resolution in support of Bad River, and, um, Bay Mills. They support shutting down Line 5. This needs to end. The time is now. You've heard many people speak about climate, speak about the water. We are water. The Ojibwe word for water is "nibi," which breaks down, the word means "my life." We have the freshest water in the world, and the Great Lakes contains 20%.

[04:15:27] It's a shame-

Jennifer Howland: [04:15:28] Please wrap up your comments in three minutes.

Dawn Goodwin: [04:15:30] It's a shame, it's a shame what's happening, so I challenge you all. We need each other. This is bigger than all of us, bigger than anyone us on this line. We must come together. [inaudible 04:15:43]

Jennifer Howland: [04:15:46] Thank you for your comments. Next up is Molly Moravito, followed by Bill Luft.

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Molly Moravito: [04:15:55] Hi, my name is Molly Moravito, M-O-R-A-V-I-T-O. I'm with the Center for Biological Diversity. In solidarity with the impacted Indigenous women who have been meeting with the Army Corps regarding the disastrous impacts of Enbridge's Line 5 on their territories, I request that the Corps conduct a complete and comprehensive review of the proposed expansion as part of its EIS under the National Environmental Policy Act. This review should be as thorough as possible in scope, including a comprehensive alternatives analysis, including for a no-action alternative, which would account for the fact that Enbridge is currently operating Line 5 in Michigan without a valid easement, and in violation of the expressed will of Michigan's 12 federally-recognized tribal nations, who are stewards of this land and water.

[04:16:43] The EIS must also consider all indirect and cumulative impacts, avoid segmenting other pending proposals to modify Line 5, including the proposed expansion through 180-plus waterways that flow into the Bad River Watershed in Northern Wisconsin. Allowing Enbridge to improperly segment permitting requests for multiple projects on the same pipeline could prevent a thorough review of the cumulative impacts and potential environmental harms of unnecessary expansion through a critical and fragile ecosystem. Line 5 has spilled 33 times, releasing a total of 1.1 million gallons of toxic oil into the environment.

[04:17:21] The EIS must also recognize that any action short of decommissioning Line 5 directly undermines Indigenous rights, violating long-standing treaty agreements designated by US Constitution Article VI, and threatening the majority of the country's fresh surface water. The Corps must fully review the potential climate impacts of this proposal to ensure it adheres to the goals of the US and global climate policy. In recent testimony, experts presented climate impact analyses that indicated the project would add 27 million metric tons of carbon pollution annually, which means we would not meet the administration's current climate goals, and climate impacts will continue to worsen and threaten lives across the US.

[04:18:00] Lastly, to the points being raised about the supposed economic benefits of Line 5, I want to name that one of Enbridge's own experts has filed a court document that says gasoline prices will rise less than a penny, less than one cent, in Michigan if the pipeline shuts down completely. This is directly counter to the message that Enbridge has told the public. The company has spent millions to misinform and mislead. The truth is, the products that travel through Line 5 have little to no effect on gasoline prices locally, as they are global commodities shipped and sold abroad, earning profits for a foreign company. But they certainly have a terrible direct impact on Michigan's ecosystems, wildlife, communities and tribal lands. Thank you.

Jennifer Howland: [04:18:46] Thank you for your comments. Up next, we have Bill Luft, followed by Amanda Jo.

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[04:19:03] Bill, are you able to unmute?

Bill Luft: [04:19:12] Can you hear me now?

Jennifer Howland: [04:19:13] Yes.

Bill Luft: [04:19:14] Okay. My name is Bill Luft, B-I-L-L L-U-F-T, and I'm in favor of the Enbridge Line 5. Uh, the United States is not ready to eliminate, uh, the fossil fuels at this time. It was taken on too quickly. Uh, renewable energy is not sufficient enough to replace what our current, uh, fossil fuel needs are. I've worked in the HVAC system, uh, the heating and cooling, for over 25 years, and they've made huge strides in developing furnaces and heat pumps and other things that are, uh, 97 and 98% efficient, and these environmental, uh, renewable sources, uh, such as windmills are killing birds. Um, the solar is not, uh, sufficient enough. It occupies space. How do you generate electricity? What is it, nuclear or through these other sources? Um, we're just not ready as a country. It'll take 20 to 30 years to become self-sufficient, and the most, uh, people that have the largest carbon footprint in the world are China, India, Russia.

[04:21:06] With that in mind, the United States is wasting money on this Paris Agreement. We're just spending money for nothing. We need to pressure these other countries in order to eliminate the carbon footprint. Uh, I've heard that India is about ready to fire up three new coal, um, generators, creating more carbon footprint on the earth. So, my suggestion is, continue with our pipeline for now until our infrastructure is able to handle the, um, replacement of fossil fuels, and pressure our other countries in the world to, uh, cut back and develop other resources.

[04:22:03] Thank you.

Jennifer Howland: [04:22:06] Thank you for your comments.

Bill Luft: [04:22:08] Yep.

Jennifer Howland: [04:22:10] Up next is Amanda Jo, followed by Ailan Regan.

Amanda Jo Robinson: [04:22:17] Hi, there. Uh, thank you for the opportunity to speak. My name is Amanda Jo Robinson, A-M-A-N-D-A J-O R-O-B-I-N-S-O-N. This is my third time speaking at public comment, uh, twice regarding the scope commenting. The first time I spoke I stated it was wrong to have forward-building conversations with a company who is in violation of the governor's orders of Michigan and a judge in Wisconsin. On September 8th at the in-person meeting, there were 60 pages of written comment. I plan on writing some written comment and submitting it by the deadline of October 14th. I invite everyone to submit written comment, and to review the public comments that can be found at the Line 5 tunnel EIS URL.

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[04:23:13] Um, thank you for, uh, extending the time to allow everyone to speak. They also extended the time at the public meeting on September 8th, and that was appreciated as well. I recommend that every 15 minutes some, like, feedback for these calls. I recommend that every 15 minutes that the links are reposted, and any information, uh, in the chat box on these Zoom calls, because people who log on throughout the entirety of the meeting can't view it unless they were logged in when it was posted. Uh, I would include reposting currently right now the Line 5 tunnel EIS URL.

[04:23:53] Other things I would include in the chat box to help these calls would be the chat and process rules. Um, I'd also include stating that you must be present when your name is called, or at least that's how it was for the in-person meeting. There was some grace today, but it finally has been cut off, um, for allowing people to submit comment.

[04:24:14] At the, the next thing I would say is, um, at the in person roll call, there was a visual roll call, so people knew and could gauge when they will talk. That would be cool to have something implemented like that for these Zoom calls.

[04:24:29] I would also share at the beginning, or before the meeting even starts, the process of raising your hand and how to ensure how our name, um, to ensure our name is on the list.

[04:24:42] I also want to note, I think it is wrong to host meetings in, at a venue that receives money directly from Enbridge. The Little Bear Arena in St. Ignace where some of the meetings have been held in the Straits regarding the proposed tunnel permit, um, have been held there, and in the auditorium, there is a nine foot by six-foot sponsor banner alongside the local businesses' sponsor banners. I don't think that that's fair.

[04:25:10] Another thing I'd ask Commander Boyle is, um... Hold on. Before that, I think that the title of the website for the EIS process is misleading and vague. United States Army Corps of Engineers hosts and created the Line 5 tunnel EIS.

[04:25:26] At the beginning of this call, Commander Boyle spoke and referred to this website as "our site," like O-U-R. I would like to recognize the selection of word choices not, word choices that are not included, such as proposed and permit. It feels like-

Jennifer Howland: [inaudible 04:25:43] comment [inaudible 04:25:45].

Amanda Jo Robinson: [04:25:45] The process is tainted. It feels like the whole EIS process is tainted and slanted towards supporting Enbridge.

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[04:25:53] Um, also with Commander Boyle, um, I want to know if you are participating in the whole planning process for the next two years of the EIS, as you hold the post of the commander with the Army Corps of Engineers. And I'm also curious if you will be switching out that role to somebody else to head it if you have a, a length of time attached to your role. Thank you.

Jennifer Howland: [04:26:12] Please. Okay. Thank you very much. Up next, we have Ilan Regan, followed by a phone number ending in 0578. Ilan Regan, you are up. Okay. We'll move on to 0578. 0578, once you are selected, you must dial star six to unmute yourself.

Cheryl Barnds: [04:27:00] Can you hear me?

Jennifer Howland: [04:27:01] Yes.

Cheryl Barnds: [04:27:02] Okay. Thank you. Thanks for spending the time, uh, for comments. My name's Cheryl Barnds, C-H-E-R-Y-L, last name Barnds, B-A-R-N-D-S.

Jennifer Howland: [04:27:17] Thank you.

Cheryl Barnds: [04:27:18] In solidarity with the Indigenous Women's Treaty Alliance, who have been meeting with the Army Corps about Line 3 extraordinary damage that's ongoing, and the proposed projects to continue the life of Line 5 by the same company, and on behalf of my nieces and nephews who live in Michigan, and everyone who drinks water, I ask the Army Corps to conduct a maximum review for this EIS under NEPA.

[04:27:52] The question before us is what environmental impacts should Army Corps consider around permitting a Canadian multinational corporation with a long history of unreported oil spills and reckless environmental damages in our country to build a massive experimental, potentially explosive oil tunnel under the Straits of Mackinac in the Great Lakes, which hold 95% of the US fresh surface water.

[04:28:27] I would ask the Army Corps to study what this country would do without 95% of our fresh surface water. I would ask Army Corps to conduct a comprehensive alternative analysis beyond how to move fossil products.

[04:28:43] We can live without oil. We used to live without oil. We cannot survive without water. We cannot survive without a stable climate.

[04:28:54] Enbridge's track record shows they are not that concerned about water or climate. They're concerned about profits. They are showing it. They're demonstrating this right now in Minnesota.

[04:29:09] In terms of energy, we can live comfortably without oil. Renewables are now less expensive and will save us money.

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[04:29:18] Enbridge is now proving this in Canada, where guess what, they're rapidly building wind and solar projects, hemp airplanes and hemp fuel, believe it or not. In Canada, the managed transition to renewable energy is underway, although it is not a just, an equitable transition.

[04:29:39] I'm asking Army Corps to consider that Enbridge has asked the Federal Energy Regulatory Commission to change the depreciation horizon for their entire mainland mi- mainline system, including Line 5, from 40 years to 20 or 30 years, due to a global transition away from fossil fuels, ongoing carbon reduction regulations, tar sands oil divestment worldwide, and consistent opposition by Indigenous people.

[04:30:07] We're living in a climate emergency. Common sense tells us this project should be rejected out of hand. My common sense also tells me, as others have said, Enbridge has us busy running in a circle while they continue making buckets of money running Line 5 illegally.

[04:30:27] And all these folks on here today are suffering, barely able to pay their bills, because the companies are making all this money. That's why. And we can be free of this with renewable energy that is true energy independence.

[04:30:44] Tribes don't want this. The US Native treaties supersede US Canada treaties. They are enshrined in the US Constitution as the supreme law of the land. Leaders of the 12 federally recognized tribal nations of Michigan have asked President Biden to decommission Line 5.

[04:31:03] The Bay Mills Indian Community has banished Enbridge from the Straits of Mackinac. On the Wisconsin side, the Bad River Band of Lake Superior Chippewa and Red Cliff Band have asked Enbridge to de- decommission Line 5. It is not wanted. It is no longer needed.

Jennifer Howland: [04:31:19] Please wrap up your comments.

Cheryl Barnds: [04:31:20] The geotechnical-

Jennifer Howland: [04:31:20] It's been three minutes.

Cheryl Barnds: [04:31:23] Thank you. The geotechnical studies, as many people have said, are inadequate. There's a complex geological and hydrogeological condition here. They are, they have proven at Line 3 that they should not be given an opportunity to destroy 95% of US fresh surface water. Thank you.

Jennifer Howland: [04:31:42] Thank you for your comments. Up next is Gerard Reyes with Jannan C. on deck. Gerard, are you able to unmute?

Gerard Reyes: [04:32:11] Hello?

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Jennifer Howland: [04:32:12] Yes. We can hear you.

Gerard Reyes: [inaudible 04:32:17].

Jennifer Howland: [04:32:19] Gerard, we can hear you.

Gerard Reyes: [04:32:19] Oh. Uh, my name is Gerard Reyes, um, G-E-R-A-R-D R-E-Y-E-S. Uh, thank you for allowing me to speak. I am a Michigan resident. Um, I live about 30 miles as the crow flies from Enbridge's 2010 million gallon oil spill in Kalamazoo.

[04:32:44] Um, I'd like to re- reiterate, like many before, that Enbridge is a multimillion gallon oil spiller, multiple spills, multiple pipelines [inaudible 04:32:59] over its lifespan.

[04:33:03] Um, I [inaudible 04:33:04] Kalamazoo quite frequently, um, working with family, um, with, uh, [inaudible 04:33:12] and, uh, hoping to, uh, restore there what has been destroyed, living creatures had to, um, endure with the spilling of crude and heavy crude oil along with, uh, carcinogenic hydrocarbons that were released in that spill [inaudible 04:33:35] along with other spills [inaudible 04:33:38].

[04:33:40] Um, the, uh, as you cross these Indigenous lands and waters, it's in direct violation of treaties, um, upheld in Article VI in the Constitution. If you believe in the Constitution, you believe in treaties, which are agreements between nations and should be recognized.

Speaker 7 (unknown): [04:34:04] And then, um, because-

Gerard Reyes: [inaudible 04:34:07].

Speaker 7 (unknown): ... [inaudible 04:34:07] government [inaudible 04:34:08].

Gerard Reyes: [04:34:08] These-

Speaker 7 (unknown): [inaudible 04:34:10].

Gerard Reyes: [04:34:09] ... rights that are upheld involve hunting and fishing, gathering, you know, good food, clean water. And these are vital to people on both sides of treaties. No one can survive if we don't have clean water.

[04:34:28] And as we continue to move forward, technology is seen and quoted as being the thing that will save us all. The technology is always seen as better after a spill, so there won't be another spill. [inaudible 04:34:42] but that is a [inaudible 04:34:45] completely continually [inaudible 04:34:48] but it's a [inaudible 04:34:51] think beyond today [inaudible 04:34:55] more than money.

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[04:34:58] So I please urge you to consider the dangers [inaudible 04:35:03] the imminent danger of allowing Enbridge to continue to operate pipelines and to endanger land, air, water, for everyone. Thank you.

Jennifer Howland: [04:35:17] Thank you for your comments. Up next, we have Jannan C. with Jon Hudson on deck.

Jannan Cornstalk: [04:35:27] Greetings. Can you hear me?

Jennifer Howland: [04:35:29] Yes.

Jannan Cornstalk: [04:35:30] Uh, my name is Jannan Cornstalk. I am a citizen of the Little Traverse Bay Band of Odawa Indians. Uh, my tribal [inaudible 04:35:38].

Jennifer Howland: [04:35:37] Please, um, spell your name.

Jannan Cornstalk: [04:35:39] Uh, J-A-N-N-A-N. Last name Cornstalk, C-O-R-N-S-T-A-L-K. I am, uh, one of the, uh, women from the Indigenous Alliance that spoke with the Army Corps of Engineers previously. Uh, I want to thank you again for allowing public comment.

[04:36:01] Um, this, uh, tunnel sets very dangerous precedents for the United States. Um, and you know, to my knowledge in 61 years of being on this Earth, anything manmade will break.

[04:36:18] Um, another question that I would have is if they Army Corps of Engineers has ever denied a permit to, uh, some type of infrastructure or to an oil company. And if so, what were the reasons for that denial?

[04:36:34] And then when the company found out that they were denied an environmental impact, uh, permit on, as a result of an environmental impact study, uh, what was the result of that? And did you give the company the playbook? And here you go, just, uh, go ahead. You need to fix this and so that you will comply.

[04:36:54] That is not okay. With the environmental impact study, I encourage you to have the tribes walk with you side by side throughout this whole process.

[04:37:06] Um, Enbridge touts over and over again that they will be creating jobs. Nobody from the ZIP code from 49701, 49721, or 49700 is going to benefit from these jobs. These are going to be union jobs. You're going to bring men in from other areas. Um, nobody from my community is going to benefit from those jobs.

[04:37:32] This is not a union outfit up here, so when supposedly you say, "Oh, we're going to create all these jobs," nobody from my community or those people from those ZIP codes are going to benefit from these jobs.

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[04:37:47] Um, this, uh, not only does the tunnel in the Straits have an environmental impact on our environment, but all along where Enbridge Line 5 starts to all the way to where it goes down to the Marathon Refinery down by Detroit.

[04:38:05] Uh, you need to think about not only the environmental impact studies, but the trauma that you are creating on the other beings that coexist with us on this Earth and the communities that will be affected.

[04:38:21] Um, s- uh, having, um, you know, claiming public domain is not okay for those people that are displaced or going and buying up property around where the proposed tunnel. That is not okay as well.

[04:38:36] Um, this is, they're consistently putting profits over people, um, and I strongly encourage you to deny the environment, the permit from the environmental impact study and, uh, honor our treaties and have the tribes, uh, sit at the table with you with this environmental impact study.

[04:38:59] Uh, [inaudible 04:39:00] on behalf of all my female relatives who are the protectors of, uh, this land and water.

Jennifer Howland: [04:39:08] Thank you for your comments. Up next is Jon Hudson followed by Osprey Orielle Lake. Okay. Having difficulty connecting Jon, so we'll move on to Osprey Orielle Lake.

Osprey Orielle Lake: [04:39:38] My name is Osprey Orielle Lake, uh, O-S-P-R-E-Y, middle name O-R-I-E-L-L-E, last name Lake, L-A-K-E, and I'm the executive director of the Women's Earth and Climate Action Network.

[04:39:52] In solidarity with the affected Indigenous women who've been meeting with you, the Indigenous Women's Treaty Alliance, I'm here to oppose the proposed tunnel expansion under the Straits of Mackinac.

[04:40:04] Uh, built in 1953 with an engineered lifespan of 50 years, the decaying Line 5 has already spilled over a million gallons, and there's also been soil contamination found as recently as last month from this pipeline.

[04:40:19] We know that initial geotechnical studies performed on the site for Line 5 tunnel are inadequate, comprising roughly 1/10 of the industry recommended research for a tunnel of this scope.

[04:40:32] So that's pretty serious in terms of the scoping process. Thus, the Army Corps must thoroughly review the complex geological and hydrogeological condition that exists in the Straits of Mackinac.

[04:40:44] Um, the tunnel threatens the Great Lakes, which people have said. It's holding 95% of US surface freshwater. Um, this is so serious our, uh, the

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protection of our waters right now. We're not only in a climate crisis, but we're in a water crisis.

[04:41:00] There is strong opposition of the Bad River Band of Lake Superior Chippewa and other tribes. Consent has not been given, and we need to really be in alignment with our Constitution and respect Indigenous rights and treaties.

[04:41:15] The new Line 5 pipeline expansion and reroute will threaten local aquifers and waterways, treaty rights, and our global climate. For all of this and more, we really urge the Army Corps of Engineers to reject the proposed tunnel expansion under the Straits of Mackinac, to deny any necessary permits for the expansion of Enbridge's Line 5, and to conduct a full federal environmental impact statement for the entire pipeline within the Army Corps jurisdiction.

[04:41:43] We, we have seen the documented harms that Enbridge's Line 3 has done, the same company, um, what the, the harms they've caused to waterways and communities, um, which we've already shared with the Army Corps in previous meetings that we've had with you.

Osprey Orielle Lake: [04:42:00] So Enbridge does not have a good track record. And for this reason, uh, the EIS must really be along the entire pipeline. Line 5 directly undermines Indigenous rights, violates longstanding treaty agreements with sovereign Indigenous nations, threatens the majority of the country's fresh surface water, and perpetuates the climate crisis.

[04:42:25] Continuing to run fossil fuels under the Straits of Mackinac places massive unnecessary risk on the Great Lakes and Michigan's 12 federally recognized tribes against their will.

[04:42:37] And I think we really need to understand that we're in a different time, and this is a time of crisis where we need to protect the last of the water, the last of the land, and really transition to the renewable energy future that we know is needed for not only our country, but for the world and future generations. Thank you.

Jennifer Howland: [04:42:58] Thank you for your comments. Up next, we have Joe Jak.

Joe Jak: [04:43:18] Mute.

Jennifer Howland: [04:43:19] Joe? Got Jon Hudson. You can go ahead.

Jon Hudson: [04:43:23] Yes. Can you hear me?

Jennifer Howland: [04:43:24] Yes.

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Jon Hudson: [04:43:26] Okay. Uh, my name's Jon Hudson, J-O-N H-U-D-S-O-N. I have some points written down here to make. Uh.

Joe Jak: inaudible 04:43:35] [04:43:35] hear me now?

Jon Hudson: [04:43:37] You can hear me all right?

Jennifer Howland: [04:43:39] Sorry, Joe. We're going to have to hold you until Jon is finished with his comments.

Joe Jak: [04:43:44] Okay. No problem.

Jennifer Howland: [04:43:46] Thank you.

Jon Hudson: [04:43:47] Okay. Uh, I, I'm good to go?

Jennifer Howland: [04:43:50] Go ahead.

Jon Hudson: [04:43:51] I believe you should deny the permit. Uh, you should respect the tribal rights. Increase the scope. Uh, this is-

Jennifer Howland: [04:44:06] Sorry, Jon.

Jon Hudson: [04:44:07] Yeah.

Jennifer Howland: [04:44:08] Go ahead. Yeah. You're [inaudible 04:44:09].

Jon Hudson: [04:44:09] Okay. Yeah. Uh, you should deny this permit. This is, this is a terrible idea. Uh, we don't want to be locked into a future with, with a, a catastrophic fuel source. We can use wind.

[04:44:21] And the only acceptable permits you should be looking at are, are underground, uh, or underwater transmission lines of wind power, because it's more than enough to power the Midwest.

[04:44:36] And you can see that we're, we're going in that direction as quickly as we can. But you need to slow down and block this, because, uh, think about the fish, and think about the water. It's a very dangerous prospect.

[04:44:48] You'll notice most people that are for it, either that they have a, a personal financial incentive, or, or they're just not, uh, up with the way that, that renewables are progressing. And that's why wind is the most popular choice for new megawatts.

[04:45:05] Uh, what you have to realize is, well, uh, one country in the world has maybe 95% renewables. They rejected a pipeline from Argentina.

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[04:45:16] And you know, uh, the public is a- against these projects, by and large. It's a strong majority that are against it. So, I hope that you guys listen to the environmental experts.

[04:45:28] The engineering, you know, uh, even if you could make it safe, it's foolish, because aboveground is, is easier to see. Y- You know, if there's a leak from a truck, it can be quickly cleaned up, compared to an underground leak underwater.

[04:45:44] This is insanity. So, uh, I do hope that you'll send a good signal. I'm, I'm in Roanoke, and we're trying to shut down a Mountain Valley Pipeline over here. It's a terrible idea.

[04:45:56] Uh, and they don't, they say it's safe, and then years and years later, the cost goes up. They break the law. They get fined. They lose in court. It's a terrible idea. I mean (laughs) I, I can't imagine, uh, anyone being in favor of it that really understands what it means. I mean, it's a terrible idea.

[04:46:17] I hope you guys will, uh, sleep well at night, you know, and talk about, to your kids, how you, you stood up and protected the water and not how you, you know, gave away this, uh, space to a company that they want to make a quick buck.

[04:46:32] I mean, the reason why, uh, another reason is you need to encourage people to have energy retrofits and have, um, renewable powered heat pump, electric heating. The cost is going up, and it should go up, because it's terrible. You don't want fracked gas to heat your house. This is antiquated. Um, (laughs) you've got to, you guys got to block it for us.

[04:46:52] And we, we do appreciate the time and the, uh, opportunity to comment. But, uh, it makes me sad to think that it's even being considered. It ought to just be shut down so you can, uh, focus on more important work to have 100% renewable grid. Thank you for your opportunity.

Jennifer Howland: [04:47:10] Thank you for your comments. Next, we'll move on to Joe Jak.

Joe Jak: [04:47:19] Hi. Uh, my name is Joe Jak, J-O-E J-A-K. Yeah. I wanted to, uh, just, uh, I'll make some comments around, uh, you know, our president has, uh, declared that, uh, Vladimir Putin is a terrorist.

[04:47:34] And I'd like to have the Corps of Engineers make sure they do a study, or maybe get the FBI involved, um, to see what the association Enbridge has with Vladimir Putin, with Russia, Russian oil, um, and see if this is a national security issue as well, uh, because they're, they're acting like terrorists.

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[04:48:00] You know, they're not, uh, uh, honoring, you know, state boundaries, uh, municipalities, uh, sovereign boundaries, nothing, uh, court rulings. They're ignoring all of it, just like Vladimir Putin is.

[04:48:14] So, yeah. I mean, just by observation, it seems to me they might have an association with him. And that's surely something that we should consider, um, especially when it's not even an American company.

[04:48:28] So I don't know, uh, if they can get the FBI involved in this, but they should and, and check out all the officers and see where that goes because, uh, they're, they're acting like it. I mean, they're acting exactly like Vladimir Putin is with Ukraine and, and Russia. So, uh, that's what I have to say. Thank you very much.

Jennifer Howland: [04:48:50] Thank you for your comments. All right. Our last commenter today is Jill.

Jill Ferguson: [04:48:59] Can you hear me?

Jennifer Howland: [04:49:00] Yes.

Jill Ferguson: [04:49:02] Okay. Excuse me. Uh, my name is Jill Ferguson, and I am a water protector. I was at Line 3 in Minnesota last summer three times.

Jennifer Howland: [04:49:14] Could you spell your first and last name, please?

Jill Ferguson: [04:49:05] Yeah. It's J-I-L-L. Last name is Ferguson, F-E-R-G-U-S-O-N.

Jennifer Howland: [04:49:22] Thank you.

Jill Ferguson: [04:49:23] Okay. I'll start over. Um, I'm a water protector. I was at Line 3 in Minnesota last summer. I'm a 69-year-old white elder.

[04:49:32] I was arrested three times for protecting the water. The last time I was arrested, I was brutalized and severely injured protecting the Mississippi River.

[04:49:42] Enbridge is a cartel. It's a cartel that is holding this entire country hostage. I don't believe money is enough to cause a president and governors to allow what, what h- what Enbridge is doing to this, to this nation, to our pristine land and our pristine water.

[04:50:01] We're going through you know, it's coming from Canada through a shortcut through Minnesota, Wisconsin, and Michigan, back up into Canada. We don't get one gallon of this gasoline.

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[04:50:13] So these other grandmas that have been calling, saying they're worried about their grandchildren's future, I have eight grandchildren, and I know exactly who and what Enbridge is and what they're doing, what they're going to do.

[04:50:24] I also live in Wisconsin where the Line 5 r- uh, reroute is going through. And let me tell you, they have paid \$5 million to buy some acreage in Copper Falls State Park. That's a state park. I own that park. Anybody that lives in Wisconsin owns that park.

[04:50:44] It's time to ask questions why a foreign corporation, A, can poison our land, water, and air, and hence us in the end, because water is life isn't just a hashtag. It's a reality. And it's yours, and it's mine, and it's your eight grandchildren.

[04:50:58] And so I, I, I question, um, why, number one, that, uh, Enbridge paid min- Minneapolis, Minnesota, uh, sheriff departments to arrest people. They paid \$8.5 million to arrest people, peaceful people trying to protect the water. And these are mostly kids in their 20s who are scared shitless for their future and their grandparents, such as myself.

[04:51:23] So in Wisconsin, we have a candidate running against our current governor, Evers, Tim Michaels. Tim Michaels owns Michaels Corporation, who did all, who did all the pipelines throughout the country. He's destroying watersheds nationwide. And he is a, he, his corporation's a multibillion-dollar corporation.

[04:51:44] And he's, he already has the contract to put Line 5 in, and the DNR hasn't even approved it yet. That, again, shows Enbridge domination. Enbridge is funding also Tim Michaels to run for governor, so they don't even need the DNR permission. They'll, he will just dismantle the DNR like Scott Walker dismantled the DNR for fox, Foxconn.

[04:52:06] So I, I just want to say this (laughs) this is an, this is an absolute horrible idea, absolutely horrible. The only ones who benefit from this is, is financially, and it's Enbridge, and it's Canada, and it's the Michaels Corporation.

[04:52:22] We take all the risk, and we get none of the benefits. And their extensive, the, the, the supposed environmental impact statement, that was written (laughs) by... I read it. I read it. It was written specifically by Enbridge. Every word in it is in their packet of o- of propaganda that I have. I have a whole packet of Enbridge propaganda, and that's-

Jennifer Howland: [04:52:45] Please wrap up your comments.

Jill Ferguson: ... [inaudible 04:52:46] the environmental impact.

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Jennifer Howland: [04:52:47] It's been three minutes.

Jill Ferguson: [04:52:49] Okay. So bad idea.

Jennifer Howland: [04:52:54] Thank you for your comments.

Jill Ferguson: [04:52:57] I want an independent, uh, environmental true impact statement, and I think it's time you, you tell the people the truth about who and what Enbridge is, because you know. You know.

[04:53:05] And so for, to leave people guessing and thinking, "Oh, this is a good idea. Oh, my God. We're going to run out of oil," is insane on your part, too. You're part of the problem.

Jennifer Howland: [04:53:14] Thank you for your comments.

Jennifer Howland: [04:53:20] Okay. We've reached the conclusion of our time today, so we will move on to slide 17, and I will turn it over the Lieutenant Colonel Brett Boyle for closing comments.

Lt. Col. Brett Boyle: [04:53:34] I just want to thank you all for attending our public meeting. Uh, 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 14, 2022. Our website at line5tunneleis.com has additional detail on how to submit comments.

[04:53:59] We will consider all comments received verbally today and at our previous public meetings, and 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.

ENDS [04:54:36]