

AUG 20 2014



## Sandpiper Pipeline Project Receives Key Approvals

North Dakota Public Service Commission and Federal Energy Regulatory Commission Approve Project



Survey crews (shown here in Minnesota in July) have been working along the entire proposed Sandpiper route the past two summers. Surveyors have spent over 100,000 hours completing various surveys along the pipeline route.



Sandpiper's purpose is to safely and reliably deliver North Dakota crude oil by underground pipeline from the Bakken through Enbridge's existing crude oil terminal at Clearbrook, Minn. and onto its Superior, Wis. terminal.



Enbridge's Superior, Wis. Terminal is the main pipeline hub in the northern U.S., providing storage and transfer capabilities for connecting pipelines.



Pump station construction has begun in North Dakota. Pump stations like this one are needed to keep oil moving and include isolating valves for added operational safety.

### Sandpiper by State

After significant review from shippers, landowners, the affected public and regulatory bodies, the project has been approved by the Federal Energy Regulatory Commission (FERC). In May, FERC granted a declaratory order approving operational rates.

#### North Dakota:

On June 25, the North Dakota Public Service Commission (PSC) issued its route permit. The permit allows the project team to begin construction in North Dakota.

Construction will begin on pump stations and other infrastructure, but **no pipeline construction in 2014.**

#### Minnesota:

For more than 18 months, Enbridge has dedicated itself to evaluating and developing a route that minimizes environmental and human impacts, follows approximately 75% of existing pipelines or infrastructure, takes into consideration communities that have built up to existing Enbridge right-of-

way, and crosses fewer wetlands, no federal lands, and fewer miles of state forest.

The Minnesota Public Utilities Commission (MPUC) is reviewing and will determine the approved route. Public hearings are expected in January 2015. More information about the hearings and public comment periods will be provided on our website and future newsletters.

#### Wisconsin:

Enbridge must route pipelines through our Clearbrook, Minn., and Superior, Wis. Terminals. From Superior, Wis. Bakken production will have the ability to reach refineries across the Midwest.

The Wisconsin Public Service Commission is planning to hold a public hearing. We will provide information on our website and in future newsletters regarding a date and location of that event as information becomes available.

### Estimated Timeline

- Initial planning, regulatory permitting, and community leader and landowner notifications and outreach.
- Regulatory permitting. Construction of North Dakota pump station and facilities construction through 2015.
- Regulatory permitting in Minnesota. Pipeline construction begins.
- Construction completed. Restoration activities continue and pipeline in-service.

### For More Information

Toll-Free Number  
(855) 788-7805

Email  
sandpiperproject@enbridge.com

Website  
enbridge.com/SandpiperProject

# Survey Crews Collect Data

Prior to construction work, hundreds of professional survey crews have put in more than 100,000 hours of time surveying the Sandpiper route. These survey crews have been identifying areas of interest, including cultural and archeological sites, sensitive environment and habitat, and wetland sites along the route.

Enbridge respects the environments our pipelines cross. Construction begins only after careful assessment of biological, cultural and community conditions, and the implementation of appropriate protection and maintenance measures.

**If survey crews are working on your property, you might expect the following:**

- Land Agent will contact you about survey timing. Survey crews will not typically approach property owners. They are on-site to survey the property and collect data.
- Small crews in safety attire and minimal equipment transported by foot.
- Site work lasting anywhere from less than an hour to several hours over a few days.

**We're glad to be here and support communities along the right-of-way. We look forward to our ongoing operations in North Dakota, Minnesota, and Wisconsin. Please let us know if you have questions.**



**August 11 is national Safe Digging Day.**



**DON'T  
DIG  
YOURSELF  
INTO A  
MESS**

**ALWAYS CALL 811 BEFORE YOU DIG.**

Please remember to call 811 before performing any ground disturbing activities. Thank you.

## Keeping Our Neighbors Informed

The Sandpiper Pipeline Project team is committed to building and maintaining relationships with property owners, public officials and other stakeholders along the pipeline route.

We will continue to provide opportunities for you to learn about the Sandpiper Pipeline Project and share your views and concerns.

We are pleased to introduce you to this first Project Update newsletter, which will be routinely mailed to you to provide news and information on the Sandpiper Pipeline Project. If you wish to receive this newsletter electronically, please email [sandpiperproject@enbridge.com](mailto:sandpiperproject@enbridge.com) and ask to be added to our e-update list.

Included inside this newsletter will be general project updates in addition to specific information on project activities in North Dakota, Minnesota, and Wisconsin.

## Did You Know?

Enbridge is making a \$2.6 billion investment in the Sandpiper Pipeline Project to improve access to abundant U.S. sources of energy – increasing our energy security by reducing our dependence on imports from less stable, unfriendly areas of the world.

*North Dakota Pipeline Company LLC is a joint venture between Enbridge Energy Partners, L.P. and Williston Basin Pipe Line LLC, an indirect subsidiary of Marathon Petroleum Corporation.*

# Fond du Lac Band of Lake Superior Chippewa Reservation Business Committee

1720 Big Lake Rd.  
Cloquet, MN 55720  
Phone (218) 879-4593  
Fax (218) 879-4146



Chairwoman  
**Karen R. Diver**

Secretary/Treasurer  
**Ferdinand Martineau, Jr.**

Dist. I Representative  
**Wally Dupuis**

Dist. II Representative  
**David R. Tiessen, Jr.**

Dist. III Representative  
**Kevin R. Dupuis, Sr.**

Executive Director,  
Tribal Programs  
**Chuck Walt**

Executive Director,  
Enterprises  
**Michael Himango**

## Notice of Public Hearing and Consultation Sessions on Proposed Class I Redesignation

August 21, 2014

Nathan Burkett  
County Administrator, Aitkin County  
217 2nd Street NW Rm 130  
Aitkin, MN 56431

AUG 25 2014

Dear Mr. Burkett:

On August 4, 2014, the Fond du Lac Band of Lake Superior Chippewa ("the Band") announced to tribal, state and local municipal governments and federal land managers its intent to apply to the United States Environmental Protection Agency ("EPA") to redesignate its reservation lands to Class I air quality pursuant to Section 164(c) of the Clean Air Act. 40 CFR Part 52.21 requires consultation with tribes, states, local municipalities and Federal Land Managers. Under the procedural requirements for this process, the Band is required to hold a public hearing and to notify potentially affected governmental entities at least 30 days prior to the hearing.

The Band has scheduled a public hearing to be held at Black Bear Casino Resort in Carlton, Minnesota, on Thursday, October 2<sup>nd</sup>, 2014. The hearing will take place in the Otter Creek Room from 3 p.m. to 9 p.m. Informational sessions will take place at 2 p.m. and at 6 p.m., after which interested parties may sign up for five minute segments in which to submit oral comments. Comments may also be submitted in writing, either at the hearing or to the Fond du Lac Air Program offices. The public comment period will be open through October 13, 2014. Written and oral comments will be given equal weight.

At this time, the Band seeks to redesignate only the lands within the exterior boundaries of its reservation. Below please find a link that will provide you access to our technical support document, an economic study and a modeling report that provide a description and analysis of the health, environmental, economic, social, and energy effects of the proposed reclassification that must be made available for public review at least 30 days before the required public hearing. Printed copies can also be accessed at the Cloquet, Superior, and Duluth (Main Branch) libraries. Under the redesignation procedure

outlined in 40 CFR Part 52.21, and according to recently released guidance from the EPA, an Indian governing body is empowered to initiate redesignation requests provided that they adhere to the following administrative procedures:

- Hold at least one public hearing before submitting the redesignation request.
- Notify other tribes, states and federal land managers of areas that may be affected by the redesignation at least 30 days before the hearing.
- Consult with local and other sub-state general purpose governments in the area (e.g., cities, counties, local agencies).
- Prepare a description and analysis of the health, environmental, economic, social, and energy effects of the proposed reclassification that must be made available for public review at least 30 days before the required public hearing.
- Consult with any states the reservation is located within and that border the reservation. Supporting documentation can be found at (<http://www.fdlrez.com/newnr/environ/airclass1.htm>).

Additionally, Fond du Lac has offered to consult with any potentially affected governmental unit regarding this proposed action. We are planning to hold three general consultation sessions for this purpose. These sessions will be held at Black Bear Casino Resort on October 8th, 9th, and 10th, 2014. For the sake of efficiency, we have broken these down by government type, although governmental entities can feel free to attend whichever session works best in their schedule, with the exception that the tribal session is for tribal entities only. We have set aside the morning of October 8<sup>th</sup> from 9:00 a.m. to noon for consultation with cities and townships. The session for counties will be on October 9<sup>th</sup> from 10:00 a.m. to 3:00 p.m., with a break from noon to 1:00 p.m. The session for state and federal agencies will be on October 10<sup>th</sup> from 10:00 a.m. to 3:00 p.m., with a break from noon to 1:00 p.m. The afternoon of October 8<sup>th</sup> will be set aside for tribal agencies from 1:00 p.m. to 4:00 p.m.

Please contact Alex Jackson, Air Program Coordinator, at [Class1Air@fdlrez.com](mailto:Class1Air@fdlrez.com) with further questions.

Sincerely,



Joy Wiecks  
Air Quality Technician

# AITKIN COUNTY HISTORICAL SOCIETY

## DEPOT HIGHLIGHTS NEWSLETTER

Summer 2014 – Volume 19, Issue 3

Summer is quickly disappearing and before we know it, fall will be here. What do we need to accomplish before the end of the year. We need to receive some bids for our addition to display building #2. The addition will be 40' to 50'. **Now looking for bids on this addition project!!** Our log cabin display that was taken down to make room for the Electrifying Minnesota display will be recreated in our new addition. In the Depot space we will be building a **research center for our visitors**. We are looking for grant funding to help pay for this addition. This addition will give us an opportunity to create more displays depicting life in early Aitkin County.

Also, we are working on grant funding to purchase the land under our museum buildings. We have around \$30,000 set aside for this purchase but need around \$70,000. If you have any ideas please share them with me.

The Electrifying Minnesota display was dismantled on August 5<sup>th</sup> and sent to its new location. The radiator that was in the room has been removed, the walls from the log cabin display have been removed, and the two window displays have been moved. Now we have to patch and repaint walls, add some additional electrical outlets, have a wall of book cases installed, build a counter for research, pick up some additional computers for visitors to use, move our history library to book shelves, Catalog our book library and move additional research materials into the room. It is my hope that we will be able to have the research room up and running by Thanksgiving. We will be using memorial money to pay for the research center.

Volunteers are needed to help with our many projects in the works. Look at the list of projects listed in this newsletter and see if there is one you would be willing to help with. We will need help moving and cataloging our research books, moving research materials to our new research center. The center will have computers, printers/copier for visitors to use. Visitors will be able to use ancestry.com on those computers. A flat screen TV will be placed on the South wall. Also, one of our microfilm readers will be available. File cabinets with research materials will be located in our new facility.

Our **Historical Map of Aitkin County** is coming along. The sites have been chosen. Now we need to travel around the County and GPS the sites. This map will list 80 historic sites in the county with descriptions of each site. Some grant funding has been received for this project and additional funding is being requested. The initial run will be 10,000 two sided maps. (18" X 24") Once that the map has been printed we will share it with everyone in the county to hand out to visitors. The hope is that visitors will spend more time exploring Aitkin County and want to spend more time here. More time means more money spent in the county. It will help tourism throughout the county.

The Aitkin County Historical Societies Annual Garage Sale was a huge success again this year. Total sales surpassed \$9,200.00 this year. Last year we just broke the \$8,000.00 dollar mark for the first time. This year 1825 people attended our garage sale. Our Annual Garage sale is our largest fundraiser of the year. **The society collects merchandise for this sale all year long.** Please do not forget about us when you are moving to a smaller home, buying new furniture or have things that you no longer use to donate those items to the ACHS. It is because of your donations that we continue to have great sales. **I want to thank everyone who donated items, helped setup and mark our sale items, worked the sale, and all those people who bought items at our sale.** Help us break the 10,000 dollar mark in 2015. Clean out your garage, storage sheds, barns, basements, closets and junk drawers. Every item donated for our sale helps us reach our goal.

Do you have any copper wire sitting around? Maybe the pieces are too small to use or ones that the outside casing is crumbling? Please consider donating them to the historical society. Help the society raise additional funds by donating these pieces of wire. Volunteers will strip off the outside coating and take the wire in and sell it for the society. Not only will these wire donations help the society, but they will help you clean out a space in your home. Please consider helping us with this new fundraising project.

**VOLUNTEER! VOLUNTEER! VOLUNTEER! VOLUNTEER! VOLUNTEER!**

**Gregory Leach (Administrator)**

## 2014 EARLY-BIRD DRAWING

1. 18 - holes golf + cart for four at Emily Greens – **Adam Christensen - Aitkin**
2. Dinner & Show for 2, Chanhassen Dinner Theater – **Janet Miller - McGregor**
3. 2-18 hole rounds of golf with cart donated by Cross Woods Golf Course – **Sheryl Wiechert**
4. \$55.00 Gift bag from Jeanie & Co. – **Maryann Holder - Aitkin**
5. Amana Digital Thermostat donated by Gravelle Plumbing & Heating – **Korena Hammond - Aitkin**
6. Coffee basket donated by Lundgren Plumbing – **Gayle Janzen – Aitkin**
7. Family Portrait sitting donated by Duane's Photography – **Gary Seiger, Sr. - Aitkin**
8. Necklace donated by Jessica's Treasure Chest – **Tom Brand - Aitkin**
9. Oil Change donated by Brandl Motors – **David Blakesley - Aitkin**
10. Case of Canoe Wild Rice – Donated by Mille Lacs Wild Rice Corp. – **David Hasskamp - Aitkin**
11. \$25.00 Verizon Gift Certificate – **Justin Hendricks - Bloomington**
12. \$20.00 Gift Certificate to Aitkin Municipal Liquor Store – **Dee Munson - Aitkin**
13. \$20.00 Gift Card for Auli Z's & the Bippity Bop Ice Cream Shop – **David Braskowski - Aitkin**
14. \$20.00 Gift Card from Bare's Bootery – **Gloria Olson - Aitkin**
15. ACHS Family Membership – (\$20.00 value) – **Dorothy Glidden - Aitkin**
16. "Barns of Aitkin County, MN" book – **Pete Welchon - Aitkin**
17. 2 Rounds of Mini-golf at Whistling Wolf Mini golf – **Lane Fischer - McGregor**
18. \$15.00 Gift Certificate for Simply Chic – **Sue Fox - Aitkin**
19. 1 Large Take n Bake Pizza from Hot Stuff Foods – **Nancy Jacobson - Aitkin**
20. \$10.00 Gift Card from Aitkin Flowers & Gifts – **Gale Leach - Crosby**
21. \$10.00 Gift Certificate for Bill's Sportsmans Service – **Ross Wagner - Aitkin**
22. Subway 6-inch fresh Value Meal – **Linda Hommes - Aitkin**
23. Two McDonalds Sandwiches – **Kathy Novak – Crosby**
24. Shiperio Card Game of Golf – **Harold Larson - Wilmar**
25. Subway 6-inch Fresh Value Meal – **Jim Hausaur**
26. Vikings womens T-Shirt (L) donated by the Landing – **Corrine Becke - Isle**
27. Two McDonalds Sandwiches – **Jay Ferdelman - Aitkin**
28. Pine Insurance Agency cozy and flashlight – **Cathren Just - Aitkin**
29. Child Guard for Firearms donated by American Legion – **Toby Gabrio - Aitkin**
30. 12 pack of Pepsi donated by EZ Stop – **Bonnie Mickelson - Aitkin**
31. Tech Stain Remover 2oz bottle donated by Hudrlik Carpet & Tile – **Doug Olson - Aitkin**

## 2014 RAFFLE PRIZE'S COLLECTED

1. Dinner & Show for 2, Chanhassen Dinner Theater – Donated by KKIN radio (\$140.00 value)
2. Mille Lacs Grand Casino Hotel/dinner for two – (\$125.00 value)
3. One 18" x 68" Dressing Mirror donated by Aitkin Glass – (\$116.00 value)
4. Ripple River Motel Jacuzzi Room – (\$85.00 value)
5. Smoke & Carbon Monoxide Alarm donated by Northern Air Plumbing & Heating – (\$60.00 value)
6. 2013 US Mint Proof Set donated by Peoples National Bank – (\$49.95 value)
7. Amana Digital Thermostat donated by Gravelle Plumbing & Heating – (\$40.00 value)
8. Necklace donated by Jessica's Treasure Chest – (\$39.00 value)
9. Necklace donated by Jessica's Treasure Chest – (\$39.00 value)
10. 20 LED Camp Lantern – (\$35.00 value) Donated by Mille Lacs Energy Cooperative
11. Squirrel Feeder – Donated by Hyttinen's Hardware Hank – (\$35.00 value)
12. Welcome Bear donated by Aitkin Furniture – (\$34.95 value)
13. Garstang Loving Monkey donated by Crossroads In Time – (\$34.95 value)
14. A gift Subscription to the Aitkin Independent Age – (\$32.00 - \$37.00 value)
15. Oil Change donated by Cuyuna Auto – (\$32.00 value)
16. Oil Change donated by Cuyuna Country Auto – (\$32.00 value)
17. Case of Canoe Wild Rice – (\$30.00 value) Donated by Mille Lacs Wild Rice Corp.
18. \$30.00 gift card from Paulbecks County Market
19. \$30.00 Visa Card – Donated by Security State Insurance
20. \$30.00 Visa Card – Donated by Security State bank
21. \$30.00 gift card from Paulbecks County Market
22. Minnesota Sweat shirt donated by Shirts Plus – (\$29.95 value)
23. \$25.00 Rialto Movie Theater Gift Certificate
24. \$25.00 Verizon Gift Certificate

25. \$25.00 Roadside Restaurant Gift Certificate
26. \$25.00 Gift Card to Freedom Gas Station
27. \$25.00 Gift Certificate Aitkin Pet & Farm supply
28. \$25.00 Verizon Gift Certificate
29. \$25.00 Rialto Movie Theater Gift Certificate
30. \$25.00 Gift Certificate for Hometown Building Supply
31. \$25.00 Roadside Restaurant Gift Certificate
32. \$25.00 Gift Certificate for Gramma's Pantry
33. Lawn Chair donated by Bremer Bank – (\$25.00 value)
34. \$25.00 Verizon Gift Certificate
35. Sterling Ring donated by Jessica's Treasure Chest – (\$25.00 value)
36. \$25.00 off a \$50.00 purchase at Lightning Motorsports
37. Universal Notebook Case donated by American Legion – (\$24.95 value)
38. 8" DQ Cake – (\$21.00 value) Donated by Aitkin Dairy Queen
39. \$20.00 Gift Certificate for the Office Shop
40. \$20.00 Gift card to 40 Club Resaurant or Player's Sports bar
41. Universal Remote – Donated by Enberg's TV – (\$20.00 value)
42. 3-in-1 Power Tools for kids donated by Midwest Machinery Co. – (\$20.00 value)
43. \$20.00 Gift Card from CVS Pharmacy
44. \$20.00 Gift Certificate for Aitkin Lanes
45. \$20.00 Gift Card from Toby's Thrift Shop
46. 10 ½" X 15" Picture donated by Unclaimed Freight North – (\$20.00 value)
47. First Aid Kit from Riverwood Healthcare Center – (\$20.00 value)
48. \$20.00 Gift Certificate to Aitkin Municipal Liquor Store
49. ACHS Family Membership – (\$20.00 value)
50. \$18.00 Gift Certificate for Lorrie's Hair Studio
51. Coombs cuts gift certificate – (\$18.00 value)
52. Stonetech Stone & Tile Cleaner donated by Hudrlik Carpet & Tile & Tech stain remover – (\$18.00 value)
53. Hand saw donated by Aitkin Rental Center – (\$17.60 value)
54. Tire Rotation – (\$16.00 value) Donated by the Tire Barn
55. Umbrella donated by Bremer Bank – (\$15.00 value)
56. Snap Fitness cup plus one week pass – (\$14.50 value)
57. 1-Large 2 topping pizza donated by Farm Island Store – (\$13.99 value)
58. 1-Large 2 topping pizza donated by Farm Island Store – (\$13.99 value)
59. Mohawk Carpet Stain Remover donated by Hudrlik Carpet & Tile & Tech stain remover– (\$13.00 value)
60. 40-Club Restaurant & Bar shirt (XL) – (\$12.00 value)
61. 1 Large Take n Bake Pizza from Hot Stuff Foods – (\$11.99 value)
62. 1 Large Take n Bake Pizza from Hot Stuff Foods – (\$11.99 value)
63. \$10.00 Gift Certificate for Sew Much & More
64. \$10.00 Gift Certificate for the Beanery an Internet Café
65. \$10.00 Gift Certificate to Cedarbrook Lumber Company
66. \$10.00 Gift Certificate for Rasley Oil Co.
67. Snap Fitness Journal – (\$10.00 value)
68. Two McDonalds Sandwiches - (\$8.00 value)
69. Subway 6-inch fresh Value Meal – (\$8.00 value)
70. Shiperio Card Game of Golf donated by Shiperio games Chanhassen – (\$8.00 value)
71. Two McDonalds Sandwiches – (\$8.00 value)
72. Subway 6-inch Fresh Value Meal – (\$8.00 value)
73. Shiperio Card Game of Golf donated by Shiperio games Chanhassen – (\$8.00 value)
74. Two McDonalds Sandwiches – (\$8.00 value)
75. Subway 6-inch Fresh Value Meal – (\$8.00 value)
76. Measuring Tape Holder for belt donated by Aitkin Rental Center – (\$7.90 value)
77. Aitkin County Soil & Water hat – (\$7.00 value)
78. Pine Insurance Agency cozy and flashlight (\$6.00 value)
79. Aitkin County Naturally bird book – (\$5.00 value)
80. 12 pack of Pepsi donated by EZ Stop – (\$5.00 value)
81. Tech Stain Remover 2oz bottle donated by Hudrlik Carpet & Tile – (\$3.00 value)

**Members Lost**  
**During 2014**

**Gordon Root**

6/20/1939 to 1/24/2014

**Elsie Dotson**

11/22/1938 to 5/30/2014

**Larry Nelson**

11/26/1937 to 6/5/2014

**New Members**

Jeremy & Jessi Goble

Donald J. Christiansen

Schwebel, Goetz, & Sieben

Ardith Kane

The Tire Barn, Inc.

Bruce W. Garbrecht

Dorothy Winegarner –  
Pinther

Terry & Wendy Johnson

Kevin Fillips

James Gustavson

Robin Keyworth

David & Cordy Strand

Gordon Prickett

Kevin & Cheryl Gorsuch

**WWII Flight Simulator**

The Depot museum has received a WWII Flight Simulator as a donation.

Volunteers worked on receiving this donation for a year and a half. The Simulator will need 100's of volunteer hours to get it operational again. When it is completed, visitors to the museum will be able to try flying. This donation adds another hands-on display to our museum and will bring additional visitors to the Depot Museum.

**Memberships**

**Senior - \$7.50**

**Individual - \$15.00**

**Family - \$20.00**

**Business - \$30.00**

**On particularly rough days when I'm sure I can't possibly endure, I like to remind myself that my track record for getting through bad days so far is 100%, and that's pretty good"  
-Author Unknown**

**GRANT WRITER NEEDED!**

**Need grants for the following:**

- Purchase land under depot.
- Addition to building #2
- Publish Historical map of Aitkin County.
- Purchase Caboose for Depot.
- Purchase scanner for negatives.
- Tables & Computers for research area.
- Book shelves for library.

**GOALS FOR 2014**

1. Membership surpasses 472
2. Raffle over \$3000.00 again
3. Garage Sale over \$7000.00 – **Accomplished!**
4. Publish book about our Aitkin County Country schools. - 2015
5. Visitor count over 5000.
6. Research library & facility set up.
7. Find a Caboose or railroad car for display.
8. Publish Historic map of Aitkin County.
9. Publish GPS walking tour of the City of Aitkin.
10. Find additional funding for the Depot Museum.
11. Add another museum sign south of Aitkin on Hwy 169.

**SUPPORTING TOWNSHIPS**

**FARM ISLAND TOWNSHIP**

**IDUN TOWNSHIP**

**LAKESIDE TOWNSHIP**

**LIBBY TOWNSHIP**

**NORLAND TOWNSHIP**

**BEAVER TOWNSHIP**

**PLINY TOWNSHIP**

**AITKIN COUNTY**

**2014 PROJECTS**

1. Complete Obituary files.
2. Historical Map of Aitkin County published for use throughout county.
3. Research/assemble/publish Country Schools of Aitkin County book.
4. Research Riverboats of Aitkin County for future book.
5. Collect information on all Churches located in Aitkin County for book.
6. Expand information on our web site.
7. Complete our set of AHS yearbooks.
8. Increasing our membership to 472
9. GPS Walking Tour of the City of Aitkin.
10. Developing research facility at Depot.
11. Have land under Depot appraised for possible purchase.
12. Increasing local interest in Museum.
13. Create photo albums for each display connecting artifacts to Aitkin County.
14. Build addition on Building #2
15. Find Caboose or railroad car.
16. Interview Aitkin County seniors.
17. Purchase Warren William movies to show at movie night at the museum.
18. Clean out basement of Depot.
19. Go on KKIN monthly.
20. Remove trees South of Building #3
21. Clean fill for area South of Building #3
22. Transfer videos from VHS to DVD
23. Create more hands on displays for children.
24. Label more items in our displays.
25. Big screen TV for movie nights at the museum.
26. Frame photo of backdrop located in building #4 for visitors to see.
27. Send more articles to newspaper.
28. Sell raffle tickets at Paulbecks.
29. Install new billboard south of town.
30. Collect photos and information about Resorts located in Aitkin County for future book.

**BUSINESS MEMBERSHIPS**

1. Cost only \$30.00 a year.
2. Businesses are listed in our quarterly newsletter for other members to support.
3. Businesses are listed on our web site with links to their web site or email.
4. ACHS uses our business members first.
5. Items purchased from Business members first.



## Second Quarter Accessions

4/2/2014	14.33	Davies/Nordean	100's of post cards
4/2/2014	14.34	Carol Munson	womens hats and hat box
4/2/2014	14.35	Virginia Van Horn Jerry & Ruth	Glory school reunion book
4/5/2014	14.36	Erickson	5 - car Silver bullet train
4/5/2014	14.37	Beverly Bailey	Bennettville School photo, AkSarBen garden photos
4/10/2014	14.38	Chuck Knutson	Pharmacy bottle from Trudgen's pharmacy
4/10/2014	14.39	Janet Miller	Photos
4/10/2014	14.4	Latvala family	McGregor High School band uniform
4/11/2014	14.41	Beverly Bailey	5 - post cards of AkSarBen gardens
4/23/2014	14.42	Randy Wall	67 - postcards plus CD of 100 post cards
4/23/2014	14.43	Marjorie Anderson	Photos & School information
4/23/2014	14.44	Aitkin Public Library	Northside Study Club info., and 7 dwarfs from the original Carnegie Library
5/2/2014	14.45	Unknown	1968 AHS Yearbook
5/2/2014	14.46	Don Christiansen	School items
5/2/2014	14.47	Pat Killeen	Bank
5/2/2014	14.48	John Hendrickson	All-star wrestling at the Armory Posters
5/2/2014	14.49	Jerry Thompson	Post Cards
5/2/2014	14.5	Mary Rea	Razor
5/2/2014	14.51	Bryan McGinnis	Post Card
5/9/2014	14.52	Hella Buchhiem	2 - books
5/9/2014	14.53	Marlys Morris	Misc. Advertising
5/9/2014	14.54	Ruth Hauge	Misc. School items
5/9/2014	14.55	Itasca Co. H.S.	Photos & maps
5/14/2014	14.56	Marty Tolvanen	Many photos & Jacobson information
5/16/2014	14.57	Jennie Hakes	3 - Antique dolls
5/16/2014	14.58	Ardith Kane	Photo Album
5/17/2014	14.59	Patrick Hiltz	1957 AHS Graduation Uniform
5/21/2014	14.6	Cuyuna Heritage	Teacher qualification record, Scrapbook pages
5/21/2014	14.61	Dale Johnson	Grist Mill
5/23/2014	14.62	Debra Janzen	Concertina, Lanterns, typewriter, yearbooks, clarinet, Snow White, misc. box
5/23/2014	14.63	LaVonne L. Blount	Guernsey Dairy Cookbook
5/23/2014	14.64	Janet Miller	21 - photos
5/24/2014	14.65	Paul & Rose Boucher	Assorted Ziske photos & information
5/28/2014	14.66	Don Hyytinen	Photo
5/28/2014	14.67	Doris Nordean	2 - photos
5/28/2014	14.68	Leslie Coleman	Book - The Swedish Ancestors
5/30/2014	14.69	Kathy Buckholtz	Crazy Quilt - Wool & Fabric mix
6/11/2014	14.7	Marlys Gustofson	Ladies aid song book
6/18/2014	14.71	Diana Rian	2-maps - plat of Hassman & Hwy 210/169
6/20/2014	14.72	Dennis Tennison	Ball Bluff fire tower plat book, Ball Bluff Grange books
6/25/2014	14.73	Gail Voll	Bethel Church
6/27/2014	14.74	Dennis Baumann	Railroad Scematics
6/27/2014	14.75	Shirley Lake Barber Byran & Karin	1957 AHS Class Ring - Case of Copy paper
6/27/2014	14.76	McGinnes	Cradle, Kitchen ware
6/27/2014	14.77	MacDonald family	AHS items, HILites & Homecoming Buttons
6/13/2014	14.78	Terry Betley	Staff Mining Compass

## Country Schools of Aitkin County

Research is moving forward on this book. Volunteers have been researching County records, old maps and other records. They are finding the locations of all schools that operated in Aitkin County.

**Total count of schools so far:**

**274**

## Resorts of Aitkin County

The Aitkin County Historical Society is looking for photos, post cards, brochures and any other information pertaining to Resorts that were or still are operating in Aitkin County. Information received will be used in a future publication. All information/photos received will be placed in files. If you would like to keep the originals, we can scan them into our system and return them to you. Please help us with this project before the information is lost.

## Trains, Trains, Trains

The Depot museum is still looking for more model trains of any size (O, HO, N, etc.) to put on display in our railroad room. They can be donated for the display or placed on loan. This is a permanent display which adds more interest for children visiting the museum. Help us fill the display. Currently eighteen trains are on display.

## Churches of Aitkin County

Another future book will be Churches of Aitkin County. The Aitkin County Historical Society is requesting photos, and histories of all churches that were/are located in Aitkin County. If you have any information, or know of someone who does, please share it with the society. We want to make our series of books to be as complete as possible. That is only possible with the help of the residents of Aitkin County.

## Research Room Progress

1. Log Cabin display walls removed.
2. Radiator removed.
3. Holes in floor cemented.
4. Window displays moved.
5. Walls patched.
6. Walls painted.
7. Book cases on order.

## Garage Sale Numbers

- 1825 people attended this event
- Total sales - \$9,395.82
- Total sales at Fairgrounds - \$7,636.12
- Subtract expenses - \$711.48 = \$6924.64
- 10% for rent of Fairgrounds - \$692.46
- Total sales outside of fairgrounds - \$1759.70
- Total Profit - \$7,991.88
- Raffle tickets sold - 386

## Looking for Family Histories

Have you or someone in your family put together a family history? If you have, please consider donating a copy to the Depot Museum. We receive requests all the time looking for information about family members. Currently working on your family history? Don't forget to ask us if we have any information for you. Maybe, someone has already done some of the research for you.

The society filled two of the large Fair buildings with merchandise that had been donated for our sale. Garrison Disposal donated a 10 yard dumpster for cleanup after the sale. Left overs were offered to DAV, they took some books and left. Toby Gabrio picked up everything else.

## International Flag Display

Every winter we buy 14 new flags to hang at the museum. (US Flag, Minnesota flag, 12 International) The cost of each flag is \$12.50 which includes shipping. On the fence next to each flag is the history of that country's flag. If you would like us to hang a flag from your ancestor's country, please send a **check for \$12.50** made out to ACHS to P.O. Box 215, Aitkin, MN 56431. Let us know which country the check is for and we will make up a plaque with that flag's history to hang on the fence next to the flag. We hang the flags from May 1<sup>st</sup> through Labor Day.

## Business History

Has your family now or in the past owned a business located in Aitkin County? The Aitkin County Historical Society wants those histories to preserve for future generations. Share those histories.

Museum Visitors	2009	2010	2011	2012	2013	2014
January	30	24	40	40	86	45
February	18	22	22	55	29	46
March	30	61	23	187	99	307
April	28	36	48	153	48	61
May	77	72	50	100	110	116
6th Graders	84	109	101	91	91	74
June	84	157	472	183	127	180
July	149	229	266	356	251	294
County Fair	1331	1441	1171	0	1500	1695
August	202	201	214	202	248	
Garage Sale	1232	1356	1423	1814	1723	1825
September	42	68	128	118	132	
Rendezvous	0	0	0	1077	0	0
October	77	141	75	72	102	
November	30	43	93	41	150	
Open House	77	60	83	71	66	
December	13	23	48	50	132	
<b>Totals</b>	<b>3504</b>	<b>4043</b>	<b>4257</b>	<b>4610</b>	<b>4894</b>	<b>4643</b>

### Items Needed at Museum

1. Toilet paper
2. Cleaning Supplies
3. Paper Towels
4. Garrison garbage tickets
5. Multipurpose Copy paper
6. HP 564 Ink cartridges
7. Apple Boxes
8. Model Trains – any size
9. 8 ½ X 11 Photo paper
10. Tall Kitchen bags
11. Wrapped chocolate candy for volunteers.
12. Cases of bottled water.

### Donations

- Lual Leistiko - \$40.00  
 Alice Fageroos - \$50.00  
 Ardis Ivory – Paper Towels  
 Shirley Barber – Case of copy paper  
 Greg Leach – 2 cs. Water  
 Carolyn Kuechle - \$25.00

### Volunteer Opportunities

Here is a partial list of projects:

1. Photo archiving.
2. Accession artifacts & info into museum collection.
3. Assemble new displays.
4. Research Resorts in Aitkin County (Past & Present)
5. Catalog & set up Museum Library.
6. Maintain museum grounds.
7. Grant writing.
8. Repair & paint museum interior walls.
9. Organize museum files.
10. Assemble photo albums for displays.
11. Research Riverboats that made Aitkin their home.
12. Research Churches of Aitkin County.
13. Volunteer to work on our WWII Flight Simulator.
14. Help set up our new research center in the Depot museum.

### Completed Projects 2014

1. Electrical Outlets added in Depot museum homestead room.
2. Glass case repaired for use in depot museum.
3. Past Perfect software updated.
4. Electrifying Minnesota display and signage set up.
5. Train display case repaired.
6. Loft built in log cabin.
7. Fence repaired at Depot.
8. Property line surveyed.

### Aitkin County Fair Numbers

1. Visitors to building – 1695
2. Book sales - \$440.00  
(22 Barn books sold)
3. Memberships – 3
4. Raffle tickets sold – 60
5. Cost of Fair booth - \$125.00

### We have received Memorial Money for the following:

Larry Turner  
 Stewart Lehrke  
 Wilma Holder  
 M.M. Welshons  
 Jeannette Zilverberg  
 Dwight A. Coleman  
 Evelyn V. Coleman  
 Marie M. Sellers  
 Johanna M Reiter  
 Larry Nelson  
 Patricia Cummings  
 George "Everett" Landrus  
 Lyndon Hasskamp

# VOLUNTEER

### A Great Big

#### Thank You, Thank You, Thank You

To everyone who donated items for our Garage Sale, helped set up and mark for the sale, worked at the sale, helped clean up after the sale and purchased items at our sale. 2014 is another record setting year. Thank you for everyone's support.

### My Plate Is Overflowing

I want to apologize to everyone who has donated something to the museum and has not received a Thank You letter. I am about three months behind because of so much going on at the museum. No excuse. I will be working hard during the next several weeks to catch up. I want everyone to know that we appreciate everything that we receive whether it is information, photos or artifacts. Letter will be coming soon.

### DEPOT MUSEUM GARDENS

The flower gardens outside of the fenced area took a big hit from the local deer population. Need ideas about plant selections that deer do not like and other ideas about keeping deer out of garden. Inside the fenced area the flowers are thriving. Could use 6 to 8 more Hastas to fill in the center garden. Plants can be dropped off at the Depot Museum on Wednesdays, Fridays and Saturdays.

### Books in Our Book Store

The Oranges Are Sweet  
Warren William  
Can't Never Did Nothin'  
Barns of Aitkin County  
Minnesota Railroads  
Ole & Svens Bucket List  
Our Love of Loons  
Boomer Humor  
Shadow of Time – (Minnesota  
Surviving Railroad Depots)  
Minnesota Memories & Images  
Birds of Minnesota  
The Seven States of Minnesota  
The Great Minnesota Hot Dish  
Betty's Pies Favorite Recipes  
The Pie Place Café  
Little Minnesota – (100 Towns)  
Scandinavian Cooking  
Furuly – Shelter in the Pines  
Minnesota Activity Book  
A Minnesota Remembrance – (Series  
by Robert Harder)  
Aitkin County Naturally  
Fish of Minnesota – Field Guide  
The Fireflies Book  
Aitkin County Heritage book  
(Over 200 titles available)



### 1908 Northern Pacific Derailment

On May 7<sup>th</sup>, 1908 this west bound Northern Pacific train derailed when a switch failed sending the engine and coal tender down one set of tracks and the cars down the other. The wreck was located one half block east of Hwy 169/Minnesota Ave. in downtown Aitkin. Only the mail clerk was seriously injured. The clerk, George Westcott, was a resident of this community living in the Cedar Lake area. Mr. Westcott never returned to duty and died about a year later as a result of his injuries. This was the only serious passenger train wreck of record within the village.

**Board of Directors:** Darlene Maciej (President), Cheryl Meld (Vice-President), Colleen Bremner (Secretary), Alice Dotzler, Connie Pettersen, Susan Benson, Carol Bailey, Ron Kemmett, John Hendrickson, Bob Lake, Lorraine Liljenquest, Joel Hyytinen, Allen Ladd Hakes, Russell Peterson, Mark Wedel (County Commissioner), Sherry Arvidson (Accountant), Greg Leach (Administrator)

## **AITKIN COUNTY HISTORICAL SOCIETY MEMBERSHIP**

Business Members – 36, Individual Members – 29, Senior Members – 117, Family Members – 255,  
Life Members – 16, Perpetuity Members – 2  
**TOTAL MEMBERSHIP – 455**

### **BUSINESS MEMBERS**

Aicota Health Care Center  
Aitkin Body Shop  
Aitkin Chamber of Commerce  
Aitkin County Abstract Co.  
Aitkin Family Chiropractic Center  
Aitkin Flowers & Gifts  
Aitkin Furniture & Carpet  
Aitkin Independent Age  
Aitkin Iron Works  
Aitkin Lodge #164 IOOF  
Aitkin Motor Company  
American Legion Post 86  
Arvidson Tax & Accounting  
Bremer Bank  
Crosby Eye Clinic  
D.Q. Grill & Chill  
Eyecare Center of Aitkin & McGregor  
Garrison Disposal  
Gobles Sewer Service  
Gravelle Plumbing & Heating  
Hasskamp Brox. Well Drilling  
Hudrlik Carpet & Tile  
Jim Blakesley Enterprizes  
K & J C-Stores, Inc.  
KKIN-KEZZ Radio  
Lundberg Plumbing & Heating  
Members Coop Credit Union  
Mille Lacs Energy Cooperative  
Paulbecks County Market  
Peoples National Bank  
R & K Cabinets  
Schwebel, Goetz, Sieben  
Security State Bank  
Sunset Bay Resort  
The Tire Barn, Inc.

### **SUPPORTING BUSINESSES**

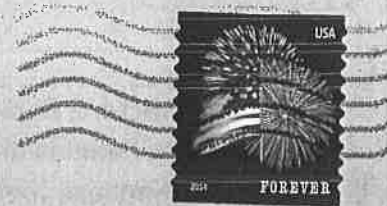
Aitkin Bowling Lanes  
Aitkin Co. Soil & Water Dist.  
Aitkin Dairy Queen  
Aitkin EZ Stop  
Aitkin Flowers & Gifts  
Aitkin Furniture  
Aitkin Glass  
Aitkin Independent Age  
Aitkin McDonalds  
Aitkin Municipal Liquor Store  
Aitkin Pet & Farm  
Aitkin Rental Center  
Bare's Bootery  
Beanery Internet Café  
Auli Z's & Bippity Bop  
Ice Cream Shop  
Bill's Sportsmans Service  
Brandl Motors  
Bremer Bank  
Cedarbrook Lumber  
Coombs Cuts  
Crossroads In Time  
Cross Woods Golf Course  
Cuyuna County Auto  
CVS Pharmacy  
Duane's Photography  
Enberg TV  
Farm Island Store  
40 Club/Players  
Freedom Gas Station  
Garrison Disposal  
Grand Casino Mille Lacs  
Gravelle Plumbing & Heating  
Grandmas Pantry  
Hometown Building Supply  
Hot Stuff Foods  
Hudrlik Carpet & Tile

### **SUPPORTING BUSINESSES**

Hyytinen Hardware Hank  
Jeanie & Company  
Jessica's Treasure Chest  
KKIN AM & FM Radio  
The Landing  
Lightning Motorsports  
Lorries Hair Studio  
Lundberg Plumbing  
Midwest Machinery Co.  
Mille Lacs Energy  
Mille Lacs Wild Rice Corp.  
Northern Air Heating & Plumbing  
Northwood Equipment  
The Office Shop  
Paulbecks County Market  
Peoples National Bank  
Pine Insurance Agency  
Rasley Oil  
Rialto Movie Theater  
Ripple River Motel  
Riverwood Healthcare  
Roadside Restaurant  
Security State Bank  
Security State Insurance  
Sew Much & More  
Shiperio Games  
Shirts Plus  
Simply Chic  
Snap Fitness  
Subway in Aitkin  
The Tire Barn, Inc.  
Toby's Thrift Shop  
Unclaimed Freight North  
Verizon  
Whistling Wolf Mini-golf

MINNEAPOLIS MN 553

15 AUG 2014 PM 7 L



Knox Bridge

AITKIN COUNTY HISTORICAL SOCIETY  
20 Pacific Street S.W. / P.O. Box 215  
Aitkin, MN 56431

We are located just 2 blocks south of the stoplights in downtown Aitkin, south of the railroad tracks and west of highway 169.

Phone: 218-927-3348

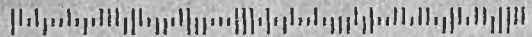
Email: [achs3348@embarqmail.com](mailto:achs3348@embarqmail.com)

Web Site: [www.aitkincohs.org](http://www.aitkincohs.org)

Aitkin County  
Board of Commissioners  
209 2<sup>nd</sup> Street N.W.  
Aitkin, MN 56431

AUG 18 2014

56431 126999



## CALENDAR OF EVENTS 2014

### Annual Open House/Cookie Walk/Raffle Drawing December 6<sup>th</sup>, 2014

Visit the museum, enjoy our Annual Holiday display, drink some coffee or apple cider, and eat some cookies. Open 9am to 4pm. At 9:30am walk to our second display building, pick out your holiday cookies from 1000's available. Then at 2pm we will hold our Annual Raffle drawing. (82 prizes)

### JOIN ACHS TODAY!!

#### MUSEUM HOURS

##### June thru August

Tuesday, Wednesday, Friday &  
Saturday 10am to 4pm

##### September thru May

Wednesday, Friday & Saturday  
10am to 4pm


THE PRESERVATION OF  
OUR HERITAGE  
DEPENDS ON YOU

Editor: GREGORY LEACH

## AITKIN COUNTY ADMINISTRATION

Aitkin County Courthouse  
Nathan Burkett, Administrator  
217 Second Street N.W. Room 130  
Aitkin, MN 56431  
218-927-7276  
Fax: 218-927-7374

TO: County Board

FROM: Nathan Burkett, County Administrator 

RE: Requested information on Enbridge Sandpiper Pipeline proposal

DATE: August 26, 2014

### INTRODUCTION

The County Administrator was asked to prepare information for the County Board on the above referenced matter. What follows is the best information available as of the date of this memo for the County Board's consideration.

### GENERAL INFORMATION

#### Public Utilities Commission (PUC) Process

On August 7, 2014 the PUC held a hearing to consider alternative routes to Enbridge's proposed preferred alignment. During that meeting, the PUC approved for comparative environmental analysis (CEA) of the preferred route as well as a second route known as SAO-3.

On September 11, 2014, the PUC will hear additional testimony in consideration of additional routes known as SAO-1 through SAO-8. The PUC may order additional routes to be considered in the CEA.

The PUC is a quasi-judicial body, meaning that in general, they are bound to uphold the law and make decisions based on science and fact, as opposed to making political decisions. MN Statutes Chapters 216, 216A, 216B, and 216G enumerate the powers, responsibilities and factors for consideration of the PUC in their quasi-judicial role. In addition MN Rules Chapter 7852 explains in more detail the process and Chapter 7852.1900 specifically outlines the criteria that are used by the PUC. This section is included with this document as Attachment A.

At this point, absent the PUC making the decision to study any other alternative routes the schedule is likely to be that the CEA is available in December 2014, hearings will be in January 2015 and a final decision in May of 2015.

## Routes to be Studied as per the PUC

Maps of the routes currently under consideration by the PUC are included with this document as Attachments B and C. Attachment B is the Enbridge preferred route, and Attachment C is SAO-3.

## FINANCIAL INFORMATION

### Property Tax Capacity

Attachment D to this document represents the best estimate of staff as to the potential tax capacity of the Sandpiper Pipeline if approved and constructed in accordance with Enbridge's preferred route.

To summarize, the County Assessor and County Administrator agree that a reasonable projection at this time is that the most conservative projection is that the tax capacity across Aitkin County will increase by at least 2.7 million. Tax capacity by jurisdiction is also available on Attachment D.

It is important to note that this property tax capacity calculation does not include revenues to the County based on the value of product flowing through the pipeline. Enbridge estimates the annual revenue from that portion of tax to be approximately \$1 million annually in Aitkin County.

### Property Tax Revenues

Property Tax Revenues are impossible to accurately predict. Each jurisdiction which gains tax capacity in the event a pipeline is constructed within its borders must make its own decision as to the amount of property taxes to levy.

There are many different ways to analyze the potential revenues from the proposed pipeline. The examples that follow do not analyze all potential circumstances, but provide a general range of what may be expected with relation to property taxes. All examples are for demonstration purposes only.

#### Example 1. Aitkin County maintains 43.3% tax rate

Property Tax Capacity Increase from Pipeline	2,727,556
- Fiscal Disparities (based on 2014)	-293,737
New Property Tax Capacity – Fiscal Disparities	2,433,819
Property Tax Rate @ 43.3% (2014 Levy)	x .433
<b>Resulting Property Tax Revenue Increase</b>	<b>\$1,053,843</b>
Net property tax change to all other properties (on average)	No change



**Example 2.** Aitkin County increases levy to capture all property tax capacity from the pipeline.

Property Tax Capacity Increase from Pipeline	\$2,727,556
Existing Property Tax Capacity (2014)	\$27,077,480
New Tax Capacity	\$29,805,036
- Fiscal Disparities (based on 2014)	-293,737
Property Tax Capacity – Fiscal Disparities	\$29,511,299
Base Levy (2014)	\$11,725,696
Levy Increase	\$2,433,819
New Levy	\$14,159,515
Property Tax Rate	.480
Average Property Tax @ .433 (County only)	\$344
Average Property Tax @ .485 (County only)	\$381
<b>Average Property Tax Increase (County only)</b>	<b>\$37</b>

**Example 3.** Aitkin County maintains levy at the level established in 2014.

Property Tax Capacity Increase from Pipeline	\$2,727,556
Existing Property Tax Capacity (2014)	\$27,077,480
New Tax Capacity	\$29,805,036
- Fiscal Disparities (based on 2014)	-293,737
Property Tax Capacity – Fiscal Disparities	\$29,511,299
Base Levy (2014)	\$11,725,696
Property Tax Rate	.397
Average Property Tax @ .433 (County only)	\$344
Average Property Tax @ .485 (County only)	\$315
<b>Average Property Tax Decrease (County only)</b>	<b>\$29</b>

**Alternative Estimates.** Enbridge has provided estimates that the property tax capacity of the Sandpiper pipeline could be as much as \$4 million annually to Aitkin County. Administration has not determined whether or not this estimate is reliable, but is confident of the conservative projections in this document.

**Summary.** Given the three examples, and depending on the future decisions of the County Board, if the pipeline is constructed as proposed by Enbridge through Aitkin County, Aitkin County (not including school districts or townships) may expect:

Item	High	Low
Property Tax Rate	.480	.397
Property Tax Revenues	\$2,433,819 (does not include value of materials flowing through the pipeline)	\$0 (does not include value of materials flowing through the pipeline)
Average Property Tax Change	Increase \$37	Decrease \$29

## **Fiscal Disparities**

Estimates based on fiscal disparities are included in the above examples. However, it must be noted that fiscal disparities has a somewhat unstable nature. The projections are based on 2014 data, and it is not uncommon to see 20% plus swings in the distribution in a given year. The following link has a detailed report on fiscal disparities prepared by the Minnesota Department of Revenue.

[http://www.revenue.state.mn.us/propertytax/reports/iron\\_range\\_fiscal\\_disparities\\_study.pdf](http://www.revenue.state.mn.us/propertytax/reports/iron_range_fiscal_disparities_study.pdf)

## **ENVIRONMENTAL AND SAFETY**

### **Pipeline Safety**

According to the Pipeline and Hazardous Materials Safety Administration a pipeline is the most cost effective (which includes safety considerations) method of transferring petroleum products. After review of several articles, one has been chosen that seems to represent all sides of the safety issue, with some good resources included as Attachment E.

In addition, an article that summarizes viewpoints against pipelines in general is included with this document as Attachment F.

For further information on pipeline safety the following are a few websites for your consideration:

<http://projects.propublica.org/pipelines/>

<http://phmsa.dot.gov/pipeline>

<http://www.enbridge.com/SandpiperProject/Information-Materials.aspx>

## **LAND ACQUISITION**

### **Easement Purchases**

Easement payments are made directly to landowners. The amount of the easement purchases is not publicly available at this time.

Enbridge would need to purchase approximately 50 - 90 acres of easement from Aitkin County. The anticipated revenue to the county would be at least \$80,000.

### **Use of Eminent Domain**

If the PUC approves the Sandpiper Pipeline, Enbridge would have the ability to use eminent domain to obtain easements. In discussions with Enbridge representatives, they have made clear that they do not prefer to use eminent domain. The example given to administration was that during the acquisition process for the Alberta Clipper pipeline, there were approximately 12 easements obtained by eminent domain. The

length of the Alberta Clipper and the proposed route of the Sandpiper Pipeline is very similar.

## **ECONOMIC IMPACT**

### **Job Creation during Construction**

During construction of the Sandpiper Pipeline, Enbridge expects to create 1500 construction jobs, with 50% being hired from local union shops. This figure does not include economic stimulus and job creation in the area of construction.

### **Long Term Job Creation**

Enbridge has not committed to long term job creation in Aitkin County. It has been suggested that it is possible that there is an office opened in or near the northern part of Aitkin County that may create a few jobs that Aitkin County residents may be interested in.

**7852.1900 CRITERIA FOR PIPELINE ROUTE SELECTION.**

Subpart 1. **Scope and purpose of criteria.** The scope and purpose of this part is to specify the criteria used by the commission in determining the route of a pipeline in parts 7852.0800 to 7852.1900. The commission shall make a specific written finding with respect to each of the criteria. Any new easements or right-of-way agreements obtained from potentially affected landowners before issuance of a pipeline routing permit are obtained at the sole risk of the applicant. The fact that the agreements have been obtained shall not be considered by the commission in selecting the route.

Subp. 2. **Standard.** In determining the route of a proposed pipeline, the commission shall consider the characteristics, the potential impacts, and methods to minimize or mitigate the potential impacts of all proposed routes so that it may select a route that minimizes human and environmental impact.

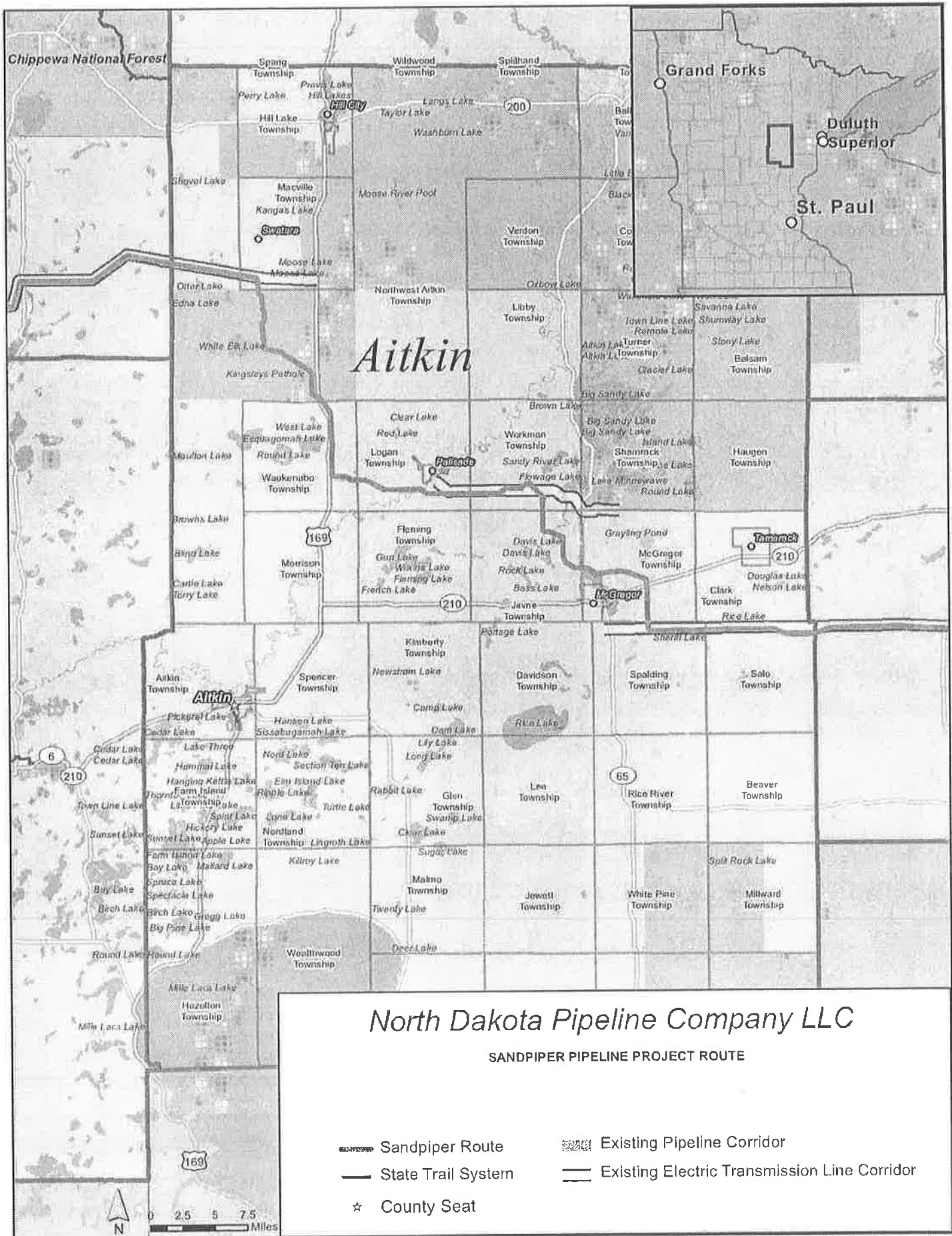
Subp. 3. **Criteria.** In selecting a route for designation and issuance of a pipeline routing permit, the commission shall consider the impact on the pipeline of the following:

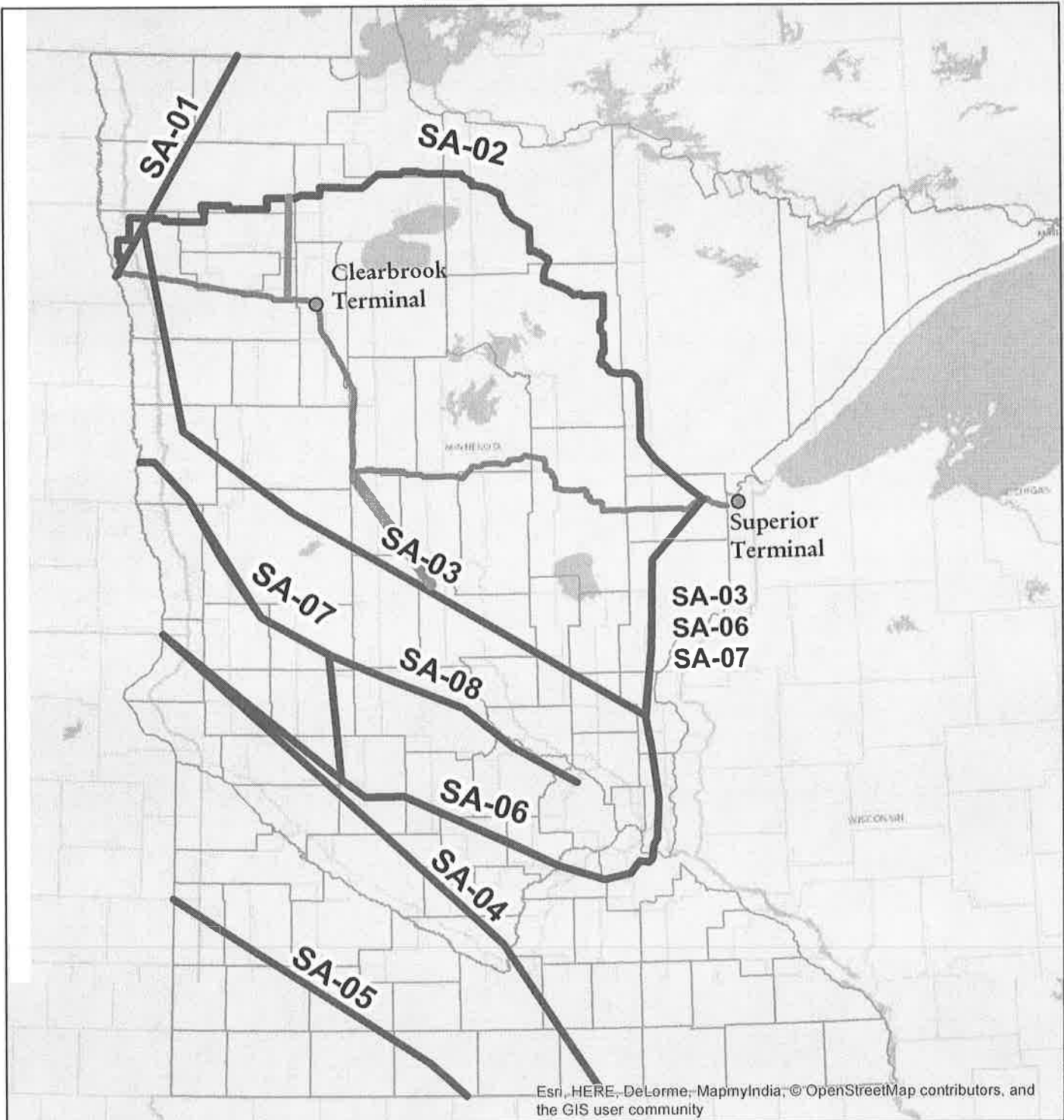
- A. human settlement, existence and density of populated areas, existing and planned future land use, and management plans;
- B. the natural environment, public and designated lands, including but not limited to natural areas, wildlife habitat, water, and recreational lands;
- C. lands of historical,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

**Statutory Authority:** *MS s 116I.015; 216G.02*

**History:** *13 SR 2046; L 2005 c 97 art 3 s 19*





**Published Electronically:** *August 21, 2007*





Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

**Legend**

-  System Alternative
-  System Alternative Connector
-  Sandpiper Proposed Route
-  County Boundary



**Enbridge Pipeline Projections as of 8/15/2014**

Division by Township:	Estimated Mileage	Projected Property Tax	Projected Property Capacity	Projected Tax Capacity	Projected Total EMV
Unorg 51-27	3.6	\$ 248,521	\$ 193,673	\$ 9,683,631	
Macville Twp	1.6	\$ 110,454	\$ 86,077	\$ 4,303,836	
Unorg 50-26	7.5	\$ 517,751	\$ 403,485	\$ 20,174,232	
Waukenabo Twp	5.5	\$ 379,684	\$ 295,889	\$ 14,794,436	
Logan Twp	6.5	\$ 448,718	\$ 349,687	\$ 17,484,334	
Workman Twp	5.5	\$ 379,684	\$ 295,889	\$ 14,794,436	
Jevne Twp	5	\$ 345,168	\$ 268,990	\$ 13,449,488	
McGregor Twp	5.5	\$ 379,684	\$ 295,889	\$ 14,794,436	
Spalding Twp	3.5	\$ 241,617	\$ 188,293	\$ 9,414,641	
Salo Twp	6.5	\$ 448,718	\$ 349,687	\$ 17,484,334	
<b>Total Aitkin County</b>	<b>50.7</b>	<b>\$ 3,500,000</b>	<b>\$ 2,727,556</b>	<b>\$ 136,377,805</b>	
Division by School District:					
School District	Estimated Mileage	Projected Property Tax	Projected Property Capacity	Projected Tax Capacity	Projected Total EMV
ISD #2	5.2	\$ 358,974	\$ 279,749	\$ 13,987,467	
ISD #1	19.5	\$ 1,346,154	\$ 1,049,060	\$ 52,453,002	
ISD #4	26	\$ 1,794,872	\$ 1,398,747	\$ 69,937,336	
<b>Total Aitkin County</b>	<b>50.7</b>	<b>\$ 3,500,000</b>	<b>\$ 2,727,556</b>	<b>\$ 136,377,805</b>	
Average Aitkin County Local Property Tax Rate 2014 Payable= 76.16					
State General Tax Rate for 2014 Payable= 52.16					
Tax Capacity Rate for Pipeline for value over \$150K 2%					

Notes:  
 "Projected Property Tax" total for the county is the most conservative number provided by Enbridge for all of Aitkin County  
 The division of tax by jurisdiction is done based on mileage assuming that the value apportionment is even (i.e. no extra value items along the line)  
 The calculation of tax capacity is based on the average Aitkin County local rate and the state general rate for C/1 property  
 Mileage estimates were made based on the Enbridge right of way map from Feb 2014 prepared for the MN PUC (some ROW changes not included)  
 Fiscal Disparity and Referendum Market Value based taxes are not included in this projection.

Attachment D





James Conca Contributor

Opinions expressed by Forbes Contributors are their own.

Attachment E

ENERGY 4/26/2014 @ 10:35AM | 15,180 views

## Pick Your Poison For Crude -- Pipeline, Rail, Truck Or Boat

[Comment Now](#)

Crude oil is moving around the world, around our country, around pristine wilderness, around our cities and towns. It's going to keep moving, will undoubtedly increase during our new energy boom, so what is the safest way to move it?

The short answer is: *truck worse than train worse than pipeline worse than boat* ([Oilprice.com](#)). But that's only for human death and property destruction. For the normalized amount of oil spilled, it's *truck worse than pipeline worse than rail worse than boat* ([Congressional Research Service](#)). Different yet again is for environmental impact (dominated by impact to aquatic habitat), where it's *boat worse than pipeline worse than truck worse than rail*.

So it depends upon what your definition is for *worse*. Is it death and destruction? Is it amount of oil released? Is it land area or water volume contaminated? Is it habitat destroyed? Is it CO2 emitted?

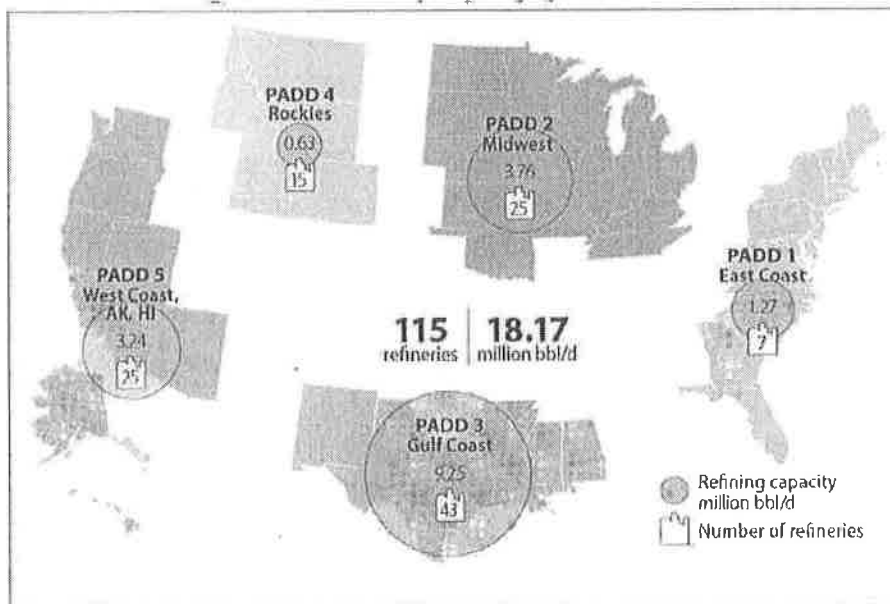
In both the United States and Canada, more crude oil, petroleum products, and natural gas are transported in pipelines than by all other modes combined, using the unit of ton-mile which is the number of tons shipped over number of miles ([The Fraser Institute](#)).

In the U.S., 70% of crude oil and petroleum products are shipped by pipeline. 23% of oil shipments are on tankers and barges over water. Trucking only accounts for 4% of shipments, and rail for a mere 3%. In Canada, it's even more lopsided. Almost all (97%) of natural gas and petroleum products are transported by pipelines ([Canadian Energy Pipeline Association](#)).

Amid a North American energy boom and a lack of pipeline capacity, crude oil shipping on rail is suddenly increasing. The trains are getting bigger and towing more and more tanker cars. From 1975 to 2012, trains were shorter and spills were rare and small, with about half of those years having no spills

above a few gallons ([EarthJustice.org](http://EarthJustice.org)). Then came 2013, in which more crude oil was spilled in U.S. rail incidents than was spilled in the previous thirty-seven years.

Crude is a nasty material, very destructive when it spills into the environment, and very toxic when it contacts humans or animals. It's not even useful for energy, or anything else, until it's chemically processed, or refined, into suitable products like naphtha, gasoline, heating oil, kerosene, asphaltics, mineral spirits, natural gas liquids, and a host of others.



Sources: Congressional Research Service; Energy Information Administration.

Note: PADD = Petroleum Administration for Defense Districts, five districts established by executive order during World War II for gasoline rationing.

U.S. Refinery Capacity by PADD (Petroleum Administration for Defense Districts) in 2012. Source: Congressional Research Service; Energy Information Administration

Every crude oil has different properties, such as sulfur content (sweet to sour) or density (light to heavy), and requires a specific chemical processing facility to handle it ([Permian Basin Oil&Gas](http://PermianBasinOil&Gas.com)). Different crudes produce different amounts and types of products, sometimes leading to a glut in one or more of them, like too much natural gas liquids that drops their price dramatically, or not enough heating oil that raises their price.

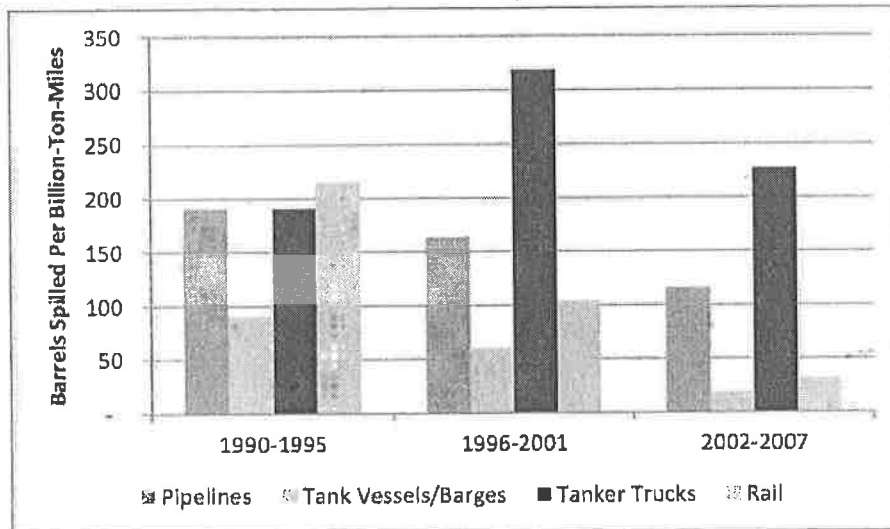
As an example, the second largest refinery in the United States, Marathon Oil's Garyville Louisiana facility, can handle over 520,000 barrels a day (bpd) of heavy sour crude from places like Mexico and Canada but can't handle sweet domestic crude from New Mexico.

Thus the reason for the Keystone Pipeline or increased rail transport – to get heavy tar sand crude to refineries along the Gulf Coast than can handle it.

The last entirely new petroleum refinery in the United States opened in 1976 (Congressional Research Service). Since then, the number of refineries has steadily declined while refining capacity has concentrated in ever-larger facilities. 25% of U.S. capacity is found in only eleven refineries. Recently, Shell's Baytown refinery in Texas, the largest in the nation, was expanded to 600,000 bpd. Most of the big refineries can handle heavy crude, but many smaller refineries can process only light to intermediate crude oil, most of which originates within the U.S.

Thirty-three states have refineries, and most refineries can handle tens-of-thousands to hundreds-of-thousands of barrels per day, but the largest capacity sits around the Gulf Coast and in California where the oil boom in America began. However, in the 1990s after production of sweet domestic crude had significantly declined from mid-century highs, the big companies like Exxon, Shell, CITCO and Valero spent billions upon billion of dollars to retool their refineries to handle foreign heavy crudes.

Crude Oil and Petroleum Products during Domestic Transportation



Source: Prepared by CRS; oil spill volume data from Dagmar Etkin, *Analysis of U.S. Oil Spillage*, API Publication 356, August 2009; ton-mile data from Association of Oil Pipelines, *Report on Shifts in Petroleum Transportation: 1990-2009*, February 2012.

Notes: Pipelines include onshore and offshore pipelines. The time periods were chosen based on the available annual data for both spill volume and ton-miles. The values for each time period are averages of annual data for each six-year period.

*Oil spill volume per billion-ton-miles compared among transportation modes. Source: the Congressional Research Service*

With the number of refineries decreasing, and capacity concentrating in fewer places, crude usually has to be moved some distance. There are four ways to move it over long distances: by pipeline, by boat, by truck, or by rail. Each has its unique problems and none is without harm.

The question is: which is safest and which should we invest in most? Take two spills for comparison.

The Quebec train wreck last year killed 47 people and spilled 1.5 million gallons of crude onto land ([Bloomberg.com](#)). The Enbridge pipeline rupture in 2010 spilled over a million gallons of similar crude into the Kalamazoo River but did not kill anyone ([Wikipedia](#)).

Contamination of water is generally much worse for the environment than contamination of land as it spreads quickly over more area and impacts more species and habitat. But killing people makes a big difference. I don't want to put a price tag on human life, but the Government has, and it's about \$8 million a person ([NYTimes](#)).

So the Quebec train derailment cost over \$400 million in human life, and will cost another \$150 million or so for clean-up and rebuilding the town. The Enbridge pipeline cost no human lives but will cost about a billion dollars to clean-up and, like the Exxon Valdez, will never really succeed.

Note: using this value of \$8 million a person, we 300 million Americans are worth \$2.4 quadrillion, hmm...maybe not a good number. If we use our net value for America as a whole, about \$75 trillion, divide by 300 million people, then the average value of a human life in America would be \$250,000. So the Quebec train derailment cost less than \$12 million in human life. Thus the danger of trying to gauge the value of a human life.

These are not easy questions and one's vested interest has a great deal of sway in the answer. You really do need to pick your poison.

Like always, it will probably come down to money. And it won't be about jobs ([Pipeline Jobs](#)), regardless of which end of the spectrum you believe, because there just isn't enough jobs to matter compared to the value of the oil itself and the refinery capacity. It's simply cheaper and quicker to transport by pipeline than by rail or by truck. The difference in cost is about \$50 billion a year for shipping via the Keystone versus rail, totally eclipsing any economic effect of jobs in either direction.

A rail tank car carries about 30,000 gallons ( $\div 42$  gallons/barrel = about 700 barrels). A train of 100 cars carries about 3 million gallons (70,000 barrels) and takes over 3 days to travel from Alberta to the Gulf Coast, about a million gallons per day. The Keystone will carry about 35 million gallons per day (830,000 barrels). This puts pressure on rail transport to get bigger and bigger, and include more cars per train, the very reason that crude oil train wrecks have dramatically increased lately.

The Congressional Research Service estimates that transporting crude oil by pipeline is cheaper than rail, about \$5/barrel versus \$10 to \$15/barrel ([NYTimes.com](#)). But rail is more flexible and has 140,000 miles of track in

the United States compared to 57,000 miles of crude oil pipelines. Building rail terminals to handle loading and unloading is a lot cheaper, and less of a hassle, than building and permitting pipelines.

It isn't acceptable to just say we shouldn't be moving oil, because we will for the next decade or more, no matter what. So, keeping in mind the difference between death/damage to humans and damage to the environment, which would you choose?

Like a few weeks ago, I would appreciate just one comment from each person for the first 24 hours after posting so we can get a tally before we get into the normal animated back and forth debates. Below is some more information on each transportation mode.

## Rail

Two seemingly opposite facts –

1) from 1980 to 2012, the train accident rate in the United States fell 80 percent, the rail employee injury rate fell 85 percent and the RR crossing collision rate fell 82 percent, but

2) more crude oil was spilled in U.S. rail incidents in 2013 than was spilled in the previous thirty-seven years.

Huh?

Using data from the Pipeline and Hazardous Materials Safety Administration, 1.5 million gallons of crude oil were spilled from rail cars in 2013. On the other hand, from 1975 to 2012, railroads spilled a total of 800,000 gallons of crude oil ([McClatchy](#); check out their great interactive map of spills over space and time).

Even worse, these data do not include rail accidents in Canada. 1.5 million gallons of crude oil spilled in a single day last year in Lac-Megantic, Quebec, and 47 people were killed. The shipment did originate in North Dakota so take your pick of provenance.

If crude oil shipping on rail is becoming a preferred mode for oil producers in our North American energy boom, this trend is very disturbing. In 2011, crude rail capacity between southern Alberta and the northern U.S. Great Plains tripled to about 300,000 barrels per day, about a third of the Keystone XL capacity. U.S. railroads delivered 7 million barrels of crude in 2008, 46 million in 2011, 163 million in 2012, and 262 million in 2013 (almost as much as that anticipated by the Keystone XL alone). To replace the Keystone XL with rail shipments would mean another doubling of rail capacity, but that would be just another couple of years given this trend.

The Association of American Railroads points out that over 11 billion gallons of crude were shipped in 2013, so these spills account for only one-hundredth of one percent. On the other hand, the environment and people's health don't care about what made it though OK, just what was spilled.

Our railroad infrastructure was not built to handle this mass of crude on its system and doesn't use enough specialty cars. If this trend continues, major infrastructure investments need to occur on both sides of the border, as well as significant changes in protocol and regulation.

Like: big oil trains have to go slower, or oil tank cars have to be hazardous material cars.

It turns out that the rail industry recently modified its guidelines in response to the Quebec derailment (Congressional Research Service) as follows:

- restrict train speeds to less than 50 mph
- increase the frequency of track maintenance
- install wayside defective equipment detectors, such as "hot box" detectors, that detect wheels with faulty bearings, every 40 miles, with specific protocols for conductors when defects are indicated
- use only track in good condition to support speeds of 25 mph or higher.

Reducing train speed can reduce the number of cars that derail as well as the likelihood that oil will be released from those cars, or that explosions will result.

## **Truck**

Although the news is filled with comparisons between pipelines and trains, the third vector is trucks. While we can compare relative risks, the issue with trucking is that it takes lots and lots of trucks to move billions of gallons of crude since a single tank trailer only holds about 9,000 gallons or 200 barrels, a little under a third of a rail car. Our present fleet only handles 4% of our needs, so shipping by truck instead of the Keystone XL would take another million-and-a-half tanker trucks. Trucking is the most risky form of transport from an accident standpoint (yes, driving is one of those things, like smoking, that will always be in the top four *most risky things to do* – What's Really Gonna Kill You?) and also from a spill standpoint. However, it is the least impactful from an environmental standpoint since each truck is small and is mainly on land, so large spills to waterways are less likely than any other mode of transport.

What is important to note, however, is that regardless of the long-hauling mode, most petroleum eventually gets onto a truck for the short moves. This limits the tons-mile risk but increases the incident number risk.

In a white paper about the dangers of transporting dangerous goods by truck, the Canadian Trucking Alliance repeats its long-standing position that “*the federal government should introduce a universal mandate requiring all trucks, where the driver is currently required to carry a logbook under the federal hours of service regulations, to be equipped with an electronic recording device; and introduce a manufacturing standard (in lock-step with the United States) requiring all new heavy trucks to be equipped with a roll stability system*” ([Canadian Trucking Alliance](#)). In addition, the Alliance wants all Canadian provinces and U.S. states to follow Ontario’s and Quebec’s lead by requiring truck speed limiters.

### **Boat**

Ship transport is possible along coastal waters and along large rivers and is the method that is used for almost all foreign imports except from Canada. The thing about ships is that they carry a lot of oil per boat and many of the largest spills in history are from boats, such as the Exxon Valdez and the latest one from a collision in the Houston Ship Channel just last month ([NOLA](#)).

Five out of the ten largest oil spills in U.S. history were from boats ([List of oil spills](#)). Most important is that they have immediate impact on aquatic ecosystems both in the ocean, in rivers, or along shorelines that are usually sensitive habitats. I still don’t understand why these keep happening with modern technologies to detect water depth and nearby boats. Human error needs to be better removed from this equation.

### **Pipeline**

The most controversial transport mode today is pipeline, mainly because of the Keystone XL debate and the recent Pegasus and Enbridge pipeline ruptures. The industry points to the generally good safety record in terms of percentages. Among oil pipeline workers, the rate hospitalization was 30 times lower compared to rail workers involved in transporting oil, and 37 times lower than for road transport, between 2005 and 2009, the latest period for which complete data exists ([Intermodal Safety in the Transport of Oil](#)).

But pipeline spills are inevitable. About 280 pipeline spills occur each year in the U.S. that are deemed *significant* ([USDOT](#)), that is, either there is a fatality or injury requiring in-patient hospitalization, it causes \$50,000 or more in total costs (measured in 1984 dollars), there are highly volatile liquid releases of more than 5 barrels or other liquid releases of more than 50 barrels, or there are liquid releases that result in an unintentional fire or explosion.

Again, you’ll notice that these measures are in human health and property damage, not environmental effects. Environmental impacts are very difficult to estimate and, in almost all cases, are not even attempted.

In the end, all of these transportation modes can be made safer if stricter regulatory controls and modern technologies are emplaced, but the questions remain – can we make the industry comply and which ones do we want to invest in?

Finally, what brave reader wants to calculate the value of an acre of land destroyed by an oil spill? The EU recently allotted \$100 per acre for removing pristine land for energy use, but this seems way too low. My muse suggests you start with Sierra Club, NRDC and EDF.

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This article is available online at: <http://onforb.es/1ISYIQS>

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Effective September 15, 2014, The Huffington Post privacy policy will be updated. To learn more about this update, please review our frequently asked questions.

CLOSE



August 22, 2014

HUFF POST GREEN

Attachment F

# 10 Reasons to Oppose the Keystone XL Pipeline

Posted: 02/18/2014 4:18 pm

Recommend 793 people recommend this. Sign Up to see what your friends recommend.

With the clock ticking down on a final decision by the Obama administration on Keystone XL, it's a good time to summarize reasons to oppose a project that looks more like a pathway to pollution than a gateway to our gas pumps.

Citing the threat to public health and how the project would hasten the climate crisis, nurses have been on the front line of protests against Keystone, a 1,700-mile pipeline that would transport 830,000 barrels of dirty tar sands oil every day from Alberta, Canada to U.S. Gulf Coast refineries, largely for export.

Here's 10 reasons why:

## 1. No jobs on a dead planet

More jobs are certainly needed, but even the just concluded State Department assessment conceded Keystone would support only 35 post-construction jobs.

Infrastructure repair and promoting a green economy is a far better solution for the jobs crisis than a project that NASA scientist and climate expert James Hanson famously calls "game over" on the climate front.

If the threshold issue is jobs, nurses should support the pipeline as a full employment act in the volume of additional patients sickened by the pipeline's health hazards and toll from accelerated climate change. But nurses see an inseparable link between environmental justice and the health of our communities and planet.



## 2. Don't drink the water...

From the ground to the pipe to the refineries, Keystone's tar sands oil, with its thick, dirty, corrosive properties, pose a far greater hazard than conventional oil -- a major reason for National Nurses United and nurse opposition.

Toxic contaminants in the massive water needed for extraction are infecting clean water supplies with towns nearby Alberta experiencing spikes in cancer deaths, renal failure, lupus, and hyperthyroidism. Huge pipeline spills near Marshall, Mi. and Mayflower, Ar. have led to respiratory ailments and other health ills. Pollutants from tar sands refineries are linked to heart and lung disease, asthma, and cancer.

## 3. And don't breathe the air

Mounds of Petcoke, the carbon residue of tar sands refining, piled up for export for burning, have produced toxic dust storms that have left area residents gasping near Detroit, Chicago, and other locales. Canadian scientists are also alarmed at mercury "wafting" into the air from tar sands production which, in chronic exposure, have been linked to brain damage.

#### 4. An asthma nation

Nurses see an explosion of asthma sufferers, especially children. More than 40 percent of Americans now live in areas slammed by air pollution with levels of particle pollution that can also cause higher incidents of heart attacks and premature death.

Keystone will multiply carbon emissions and speed up climate change resulting in more polluted air, higher air temperatures which can also increase bacteria-related food poisoning, such as salmonella, and animal-borne diseases such as West Nile virus.

#### 5. The gathering storms

In the last year alone, we've seen the worst cyclone ever to hit landfall, fueled by sub-surface ocean temperatures 9 degrees above normal, the largest tornado ever recorded, record droughts, and other unprecedented weather anomalies. While some discount the link to climate change, there's no dispute that the past decade was the hottest on record.

Nurses, as volunteers with National Nurses United's RNRN project can attest, treat the human collateral damage, thousands of patients affected by Typhoon Haiyan/Yolanda in the Philippines, for example, who endured life threatening injuries and loss of their homes and livelihoods.

#### 6. The carbon bomb

All workers and their families live in the same communities affected by the climate crisis and the pipeline health hazards. Despite naysayers who insist there is no environmental justification to block it, there is as much scientific consensus on Keystone as there is on the human hand behind the climate crisis, or the factual evidence of evolution.

In addition to Hanson, who calls Keystone "the biggest carbon bomb on the planet," dozens of other prominent scientists signed a 2013 letter stating "the actual and potential environmental damage (are) sufficiently severe to reject Keystone to protect the climate, human health, and the multiple ecosystems this project threatens."

In simple terms, Keystone would generate the carbon emission equivalent of 40 million more cars or 50 coal-fired power plants every year.



#### 7. Not headed to your gas pump

Contrary to the myth, Keystone would contribute little to U.S. energy independence. The oil is headed to Texas ports for a reason -- to be shipped overseas. TransCanada, the corporation behind Keystone, balked at a Congressional proposal to condition approval on keeping the refined oil in the U.S., and reports say TransCanada already has contracts to sell much of the oil to foreign buyers.

#### 8. Pipeline or bust for the tar sands industry

Proponents insist that if Keystone is blocked, the tar sands crude will just be shipped by rail. Many disagree, among them a pro-pipeline Canadian think tank that predicts without Keystone, "investment and expansion will grind to a halt," a view shared by the International Energy Agency, Goldman Sachs and some oil executives. Increasingly, it appears, the pipeline is the linchpin for tar sands development.

#### 9. Which side are you on?

In one corner, the American Petroleum Institute, the oil billionaire Koch Brothers, other fossil fuel giants, the far right American Legislative Exchange Council (ALEC), and politicians they influence -- the same folks behind the attacks on unions, worker rights and health care and social justice reforms.

Standing with NNU in opposition are every major environmental group, farmers, ranchers and community leaders along the pipeline pathway, First Nations leaders, most Canadian unions, and U.S. transit unions.

**10. A last word, from Robert Redford**

"The more people learn about the Keystone XL tar sands pipeline, the less they like it," says actor/environmentalist Redford. "Tar sands crude means a dirtier, more dangerous future for our children all so that the oil industry can reach the higher prices of overseas markets. This dirty energy project is all risk and no reward for the American people."

**Follow Rose Ann DeMoro on Twitter: [www.twitter.com/NationalNurses](http://www.twitter.com/NationalNurses)**

CERTIFIED COPY OF RESOLUTION OF COUNTY BOARD OF AITKIN COUNTY, MINNESOTA

ADOPTED August 26, 2014

By Commissioner: xx

082614-0xx

**Statement of Neutral Position on Sandpiper Pipeline Proposed Route**

WHEREAS, statutory authority to determine the routing of pipelines in the State of Minnesota is given to the Public Utilities Commission;

WHEREAS, the Public Utilities Commission is bound by statute and Minnesota Rules 7852.1900 to consider specific factors related to the routing of pipelines;

WHEREAS, the public has had an opportunity to comment on proposed routes and State agencies have prepared and submitted analysis for consideration;

NOW, THEREFORE BE IT RESOLVED, that the Aitkin County Board of Commissioners formally remains neutral on the alignment of the proposed Sandpiper Pipeline. The Aitkin County Board of Commissioners additionally requests that the PUC ensure to consider the following specific factors in their analysis and determination of a route;

1. The potential safety and impact of a pipeline through sensitive water resource areas;
2. The possibility that there will be increased rail traffic of oil carrying cars through Aitkin County, and the potential safety hazards posed by said increased rail traffic;
3. The human settlement around proposed pipeline areas, and how the pipeline may potentially effect nearby residents and visitors;
4. The economic impact of the pipeline through any routed area including jobs created, impact to agriculture, commercial, forestry and recreational interests, as well as potential property tax revenue to counties, towns, school districts and cities through which the pipeline route travels.

**FISCAL NOTE:** There is no direct cost to the county resulting from the adoption of this resolution.

Commissioner XX moved the adoption of the resolution and it was declared adopted upon the following vote

FIVE MEMBERS PRESENT

All Members Voting Yes

STATE OF MINNESOTA)  
County of Aitkin ) ss.  
Office of County Auditor,)

I, Kirk Peysar, Auditor, of the County of Aitkin, do hereby certify that I have compared the foregoing with the original resolution filed in my office on the 26<sup>th</sup> day of August A.D., 2014, and that the same is a true and correct copy of the whole thereof.

WITNESS MY HAND AND SEAL OF OFFICE at Aitkin, Minnesota, this 26<sup>th</sup> day of August A.D., 2014

KIRK PEYSAR, County Auditor

BY \_\_\_\_\_, Deputy

CERTIFIED COPY OF RESOLUTION OF COUNTY BOARD OF AITKIN COUNTY, MINNESOTA

ADOPTED August 26, 2014

By Commissioner: xx

082614-0xx

**In support of Consideration of Additional Proposed Routes for the Sandpiper Pipeline**

WHEREAS, the comment period for the public, organizations and agencies to recommend alternate routes to Enbridge's proposed Sandpiper Pipeline Route (the "Enbridge Route") has ended;

WHEREAS, the Department of Commerce ("DOC") has completed its review of the comments regarding proposed alternate pipeline routes to the Enbridge Route and has issued its comments and recommendations to the Public Utilities Commission ("PUC") on which alternate routes should be included in the Comparative Environmental Analysis (CEA) along with the Enbridge Route;

WHEREAS, there have been up to 8 additional routes proposed that would relocate the route of the Sandpiper pipeline away from the Aitkin County lakes, rivers, aquifers, wetlands and watershed;

WHEREAS, the Minnesota Pollution Control Agency's (MPCA) comments to the PUC included a number of its concerns relating to the Enbridge route, including;

1. That the Enbridge route presents a significantly higher potential for environmental damage than alternate routes 3 or 4 proposed by the Friends of the Headwaters and the MPCA;
2. That in the event of a significant oil release the Enbridge route has a significantly greater potential for large-scale environmental damage than the proposed alternate routes;

WHEREAS, the alternate route approved by the PUC for inclusion in the CEA moves the pipeline out of the area of Aitkin County lakes, rivers, aquifer, wetlands and watersheds.

WHEREAS, many organizations have supported consideration of additional alternate routes which would remove the route of the Sandpiper pipeline away from vulnerable water resources.

NOW, THEREFORE BE IT RESOLVED, that the Board of Commissioners of Aitkin County hereby agrees that it is in the best interest of the County and all those who use and enjoy the lakes, rivers, aquifers, wetlands and watersheds as well as other natural resources in the county to support the PUC consideration of additional alternate routes in the CEA.

**FISCAL NOTE:** There is no direct cost to the county resulting from the adoption of this resolution.

Commissioner XX moved the adoption of the resolution and it was declared adopted upon the following vote

FIVE MEMBERS PRESENT

All Members Voting Yes

STATE OF MINNESOTA)  
County of Aitkin ) ss.  
Office of County Auditor,)

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**WITNESS MY HAND AND SEAL OF OFFICE at Aitkin, Minnesota, this 26<sup>th</sup> day of August A.D., 2014**

KIRK PEYSAR, County Auditor

BY \_\_\_\_\_, Deputy

**In support of the Sandpiper Pipeline Project and Enbridge's proposed route**

**WHEREAS**, North Dakota Pipeline Company LLC (Enbridge) has been operating safely and successfully in Minnesota for more than 65 years;

**WHEREAS**, significant improvements to the nation's energy infrastructure are desperately needed in order to increase national security and energy independence;

**WHEREAS**, Enbridge places safety and environmental protection at the forefront of all its daily operations and major projects, and constantly improves procedures, technologies and training to reduce the potential for spills as well as improve results from remediation;

**WHEREAS**, Enbridge is currently investing nearly \$2.5 billion in the Sandpiper Pipeline Project in Minnesota, is paying more than \$34 million in annual property taxes to the state of Minnesota, and will pay approximately \$25 million in additional property tax payments in the first year of Sandpiper's operation;

**WHEREAS**, Sandpiper will create approximately 1,500 construction jobs in Minnesota; about 50 percent hired from local union halls;

**WHEREAS**, the Sandpiper Pipeline project will bring additional \$2.5 million tax revenue to Aitkin County which will allow for better services without a tax consequence for property owners;

**WHEREAS**, route and system alternatives fail to cross Aitkin County and any delay in the Sandpiper Project, or any significant reroute, will prevent Aitkin County from benefiting from the significant positive economic impact that will result from this project and will negatively impact Aitkin County.

**WHEREAS**, Enbridge has worked with all state and local authorities to determine the proposed route of the Sandpiper Pipeline Project in Aitkin County and across the state of Minnesota, respecting all impacts to people and the environment while fulfilling all applicable regulatory requirements and surpassing other route alternatives;

**NOW, THEREFORE, BE IT RESOLVED** that the Aitkin County Board of Commissioners extends its support for Enbridge's proposed route of the Sandpiper Pipeline Project and urges the Public Utilities Commission to adhere to an efficient permitting process for the Sandpiper Pipeline and to approve Enbridge's proposed route;

**BE IT FURTHER RESOLVED** that Enbridge be recognized for its work with local units of government, the Aitkin County Board, as well as its longstanding performance and continual efforts to



protect the environment, wildlife and habitats, as well as the people who live in the communities in which it operates.

**FISCAL NOTE:** There is no direct cost to the county resulting from the adoption of this resolution.

Commissioner XX moved the adoption of the resolution and it was declared adopted upon the following vote

FIVE MEMBERS PRESENT All Members Voting Yes

STATE OF MINNESOTA)  
County of Aitkin ) ss.  
Office of County Auditor,)

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WITNESS MY HAND AND SEAL OF OFFICE at Aitkin, Minnesota, this 26<sup>th</sup> day of August A.D., 2014

KIRK PEYSAR, County Auditor  
BY \_\_\_\_\_, Deputy

CERTIFIED COPY OF RESOLUTION OF COUNTY BOARD OF AITKIN COUNTY, MINNESOTA

ADOPTED August 26, 2014

By Commissioner: xx

082614-0xx

**Resolution in opposition of the proposed route of the Sandpiper Pipeline Project by the North Dakota Pipeline Company LLC (“NDPC” or sometimes referred to as “Enbridge”)**

**WHEREAS**, the proposed route of the Sandpiper Pipeline would cross waters, lakes, wetlands, watersheds, aquifers, and wild rice beds in Aitkin County, and

**WHEREAS**, the primary rivers, lakes, and watersheds of Aitkin County would be at great risk of economic and environmental harm in the event of an oil spill, and

**WHEREAS**, Enbridge has not established, with certainty, that there is a need for the Sandpiper Pipeline on their “preferred” route, and

**WHEREAS**, Enbridge has already had 800 spills, including the 2010 Kalamazoo spill and the 2014 oil byproduct spill in the Missouri River, and

**WHEREAS**, the BSLA believes it is therefore in the best interest of the County and all those who use and enjoy the lakes, rivers, aquifers, wetlands, watersheds, and other natural resources in the County, to oppose the Sandpiper Pipeline Project.

**NOW, THEREFORE RESOLVED**, that the Board of Commissioners of Aitkin County hereby support the BSLA’s request to oppose the Sandpiper Pipeline Project through Aitkin County.

**FISCAL NOTE:** There is no direct cost to the county resulting from the adoption of this resolution.

Commissioner XX moved the adoption of the resolution and it was declared adopted upon the following vote

FIVE MEMBERS PRESENT

All Members Voting Yes

STATE OF MINNESOTA)  
County of Aitkin ) ss.  
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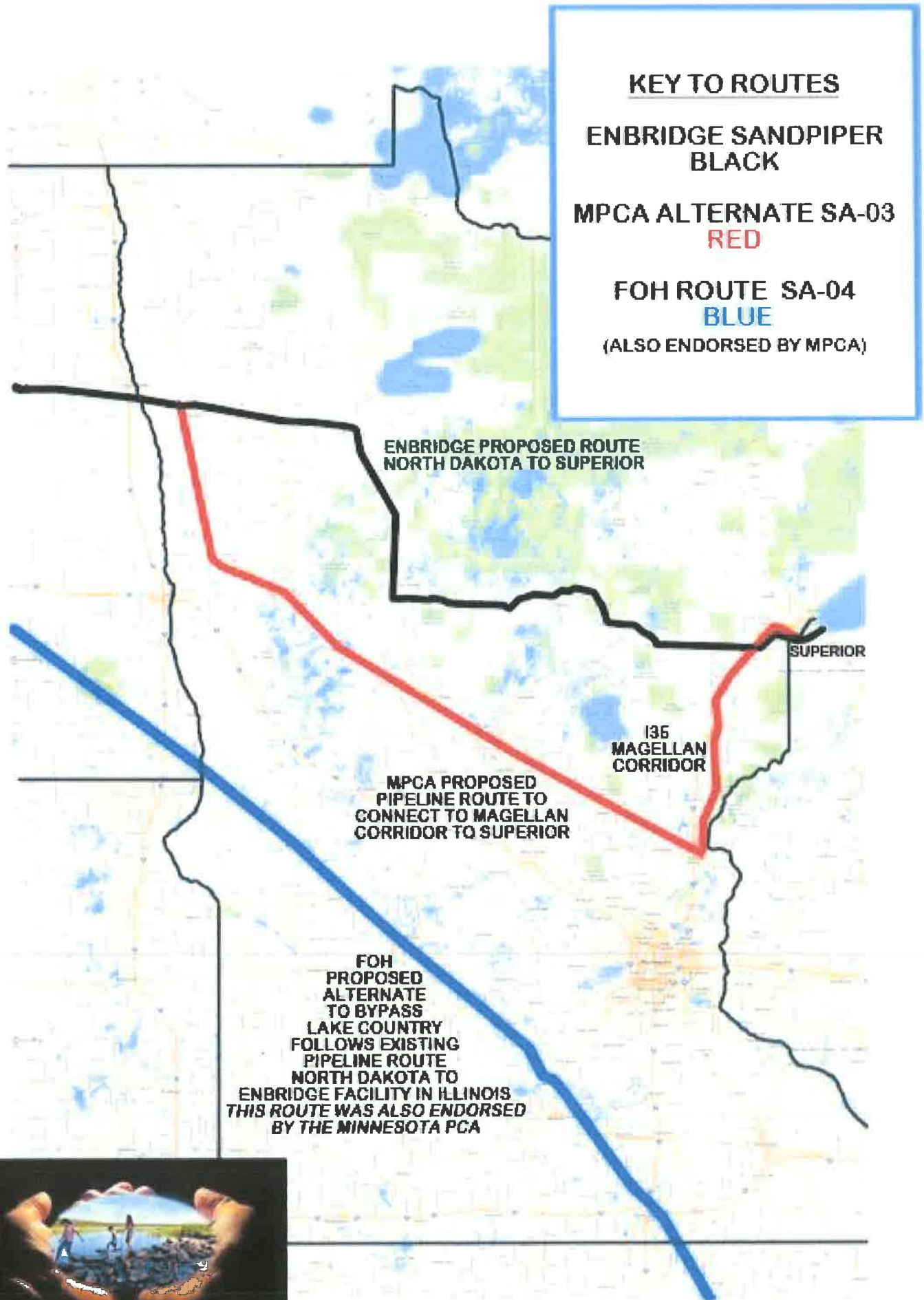
WITNESS MY HAND AND SEAL OF OFFICE at Aitkin, Minnesota, this 26<sup>th</sup> day of August A.D., 2014

KIRK PEYSAR, County Auditor

BY \_\_\_\_\_, Deputy



# Friends of the Headwaters ROUTE COMPARISON MAP



**CERTIFIED COPY OF RESOLUTION OF COUNTY BOARD  
HUBBARD COUNTY, MINNESOTA**

Commissioner XXXXXXX moved the adoption of the following Resolution:

**RESOLUTION No. 80514XX**

**RESOLUTION IN SUPPORT OF THE FRIENDS OF HEADWATERS' ("FOH") REQUEST OF THE PUBLIC UTILITIES COMMISSION ("PUC") REGARDING ADDITIONAL ROUTES FOR CONSIDERATION IN THE MATTER OF THE SANDPIPER PIPELINE PROJECT (THE "SANDPIPER PROJECT")**

**WHEREAS**, the Department of Commerce's ("DOC") recommendations to the PUC on the alternate routes that the PUC should consider in all further proceedings in the Sandpiper Project did not include a route to the west and south of the route proposed by Enbridge and which goes around the Hubbard County lakes, rivers, streams, wetlands, watersheds and aquifer (the "Non Water Route").

**NOW, THEREFORE RESOLVED**, that the Board of Commissioners of Hubbard County hereby supports a FOH's request to the PUC that it consider a Non Water Route in all further proceedings relating to the Sandpiper Project.

Commissioner XXXXXXX seconded the motion for the adoption of the Resolution and it was declared adopted upon the following vote:

Ayes: \_\_\_\_\_ Nays: \_\_\_\_\_  
\_\_\_\_\_

STATE OF MINNESOTA )  
                                  ) ss.  
COUNTY OF HUBBARD )  
                                  Office of the Coordinator

I, Debbie Thompson, duly appointed Coordinator of the County of Hubbard, do hereby certify that the above is a full, true, and correct copy of a Resolution duly adopted by the Board of County Commissioners of the County of Hubbard at its regular meeting held on August 5, 2014.

\_\_\_\_\_  
Debbie Thompson  
Hubbard County Coordinator

**THE RESOLUTION**

- 1. Has been simplified substantially so that the County Board is only asking as part of the process on August 7<sup>th</sup> that a Non-Water Route be considered by the PUC.**
- 2. The Resolution IS NOT :**

**A VOTE FOR OR AGAINST THE SANDPIPER PIPELINE**

**A VOTE FOR OR AGAINST THE ENBRIDGE PROPOSED ROUTE**

**A VOTE FOR OR AGAINST ANY OF THE ALTERNATE ROUTES RECOMMENDED TO THE PUC FOR CONSIDERATION IN FURTHER PROCEEDINGS.**

**MINNESOTA POLLUTION CONTROL AGENCY RECOMMENDED THAT THE PUC CONSIDER TWO NON-WATER ROUTES IN FURTHER PROCEEDINGS**

*Minnesota Department of Natural Resources on August 21, 2014 in a regulatory filing said the State Public Utilities Commission should strongly consider one of several alternative routes.*  
**August 2, 2014**

August 26, 2014

To: Aitkin County Board of Commissioners

From: Dale Lueck, Aitkin County Citizen

Thank you for consideration of this matter. The question of whether a pipeline can be built and safely operated in through Aitkin County will have long term implications on public safety and the environmental and economic health of Aitkin County.

On August 7<sup>th</sup> state Public Utilities Commission (PUC) unanimously agreed to study 7 new routes for the proposed Sandpiper pipeline, all of which would exclude the Aitkin County route. The recent action by the PUC significantly delays construction of the pipeline by as much as three years.

I would ask the commissioners to consider the following factors that would favor construction of the pipeline through Aitkin County.

**Public safety:** Currently coal and seasonal grain is shipped on the Burlington Northern Santa Fe (BNSF) rail line through Aitkin County. It is one of the few major rail lines in Minnesota that is not currently running back-to-back large crude oil unit trains. 70% of the oil produced in North Dakota currently is transported to refineries via rail and truck, with only 30% being transported by the much safer pipeline method.

Further delay in providing modern safe pipelines could result in the local BNSF becoming another route to move crude to refineries in Wisconsin, Illinois and other points east. Rail and truck transport of crude presents a much greater risk to public safety than transportation via modern pipelines. That risk is especially significant for the small towns along the BNSF track like Aitkin, McGregor and Tamarack.

**Risk to the Environment:** There is little dispute that pipeline versus rail or truck transport of crude oil is much safer for the environment. Preventing or delaying pipeline construction invites more rail traffic and places the environment at greater risk.

**Economic Impact:** There may be disagreement on exactly how much local property tax revenue a pipeline will generate to the county, townships and school districts, however, there is general agreement it will be significant. The magnitude of new property tax revenue will likely be several million dollars annually. The lowering of property taxes will make Aitkin County a more attractive place to live and locate businesses.

**Long Term Consequence:** Should there be a determination that Aitkin County is too environmentally sensitive to allow construction of new modern pipeline, it should be anticipated that the same logic will apply to mining the area's mineral resources in the future. The too sensitive premise also will be used to impede manufacturing and other industries from locating in the area.

The too sensitive narrative if accepted as the standard for Aitkin County will ultimately threaten the long term sustainability of the area's forest and agriculture industry.

I urge the county board to take an affirmative stand with the PUC in favor of the current proposed Sand Piper pipeline route that includes Aitkin County.

Sincerely Yours,

A handwritten signature in black ink, appearing to read "Dale Lueck", with a long horizontal flourish extending to the right.

Dale Lueck

**Aitkin County Meeting 8/26/2014**

- 1. Aitkin County does not have a considerable amount of highly taxable properties. We are not a rich County. The greatest source of tax revenue is associated with recreational properties comprised of lake homes, cabins and lakeshore property. Other major sources of taxable properties include businesses and homes of workers in these businesses engaged in services to the residences of these recreational properties. Recreational properties are the backbone of Aitkin County's future. Any single activity that threatens these recreational resources must be carefully considered.**
- 2. The Sandpiper Pipeline is a taxable property that depreciates in value and represents a diminishing source of income. A pipeline is not this County's economic future. Pipelines do rupture. Pipelines are not fail safe. It is not if it is when and where the next rupture will occur. Also, pipelines that rupture are not found as easily as a truck or train oil spill. Most pipeline spills are never fully cleaned up and represent a threat to surface and groundwater for decades. County residents are the ones that pay the greatest price for pipeline spills. A failure in the wetlands, near ditches, rivers or lakes tributary to our greatest lake resources is very possible. There are far better environmental alternatives than the Sandpiper Pipeline. This risk can be avoided by selecting a better, safer and more environmentally sound alternative.**
- 3. Minnesota's environmental experts at the MPCA and DNR have determined that the Sandpiper route is the "WORST" route from an environmental standpoint. Minnesota's laws prohibit actions that may cause pollution, impairment and destruction when there is an alternative that has less environmental impact. This law applies to every government agency including Aitkin County.**
- 4. There are other pipeline companies that will not cross the lake region to get product to refineries. Only the Sandpiper Pipeline project proposes to locate in the most sensitive part of the State.**
- 5. Ignoring the negative economic impact and threatening the environment that is necessary to support the county's greatest asset must be very carefully considered.**
- 6. This County Board represents citizens of the county. You are elected by us. A foreign company that wants to transport hazardous materials in a dedicated pipeline is not your constituency. The people in this County do not want our greatest assets threatened by this pipeline.**
- 7. The question before you is very simple. Will you be "Sold" by a big oil pipeline company on false promises and short term payments?**

OR

Will you support your constituents and say no to the threats caused by a bad pipeline route through the County's greatest asset.

- 8. The people in Aitkin County and this County Board are working hard to protect the environment. Many of us donate time, money and our expertise to environmental education so that our children and grandchildren can do a better environmental job than we have done. Our children are our future. Please don't leave them with a bad pipeline decision.**



# Aitkin County Board of Commissioners Board Meeting Attendance Record

Date: August 26, 2014

Name	Please check the boxes that apply.		
	Aitkin County Citizen	Aitkin County Employee	Company Representative - please list.
Dale Luell	✓		Self
Kathryn Beatty	✓		Self
Richard Beatty	✓		Ris Sandy Lake Assoc.
<del>Richard Beatty</del>	✓		<del>all (Stinson)</del>
<del>Richard Beatty</del>	✓		
Robert Plamondon	✓		MSLE
Sandra Stinson			Grady Lake Digbuc
Janet Spangher	✓		Aitkin Age
JOHN GORVICK	✓		BSLA
Paul Hill	✓		BSLA
<del>JEFF BAKOWSKI</del>	✓		BSLA

# Aitkin County Board of Commissioners Board Meeting Attendance Record

Date: August 26, 2014

Name	Please check the boxes that apply.			Company Representative – please list.
	Aitkin County Citizen	Aitkin County Employee		
<i>Sharon Skingard</i>	✓			<i>Sandy Haller Bixbie</i>
<i>Helen Skingard</i>	X			<i>Sandy Lake Bixbie</i>
<i>Veronica Skingard</i>	✓			<i>Sandy Lake Board of Mississippi Chippewa Indian</i>
<i>Don Tapscott</i>	✓			
<i>Ann Tapscott</i>	✓			<i>SELF</i>
<i>Loretta Sparks</i>	✓			