

James M. Moak

February 6, 2008

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First St. N.E., Room 1-A
Washington, D.C. 20426

Reference: Docket No. PF07-4-00 & CP08-6

Dear Ms. Bose:

11-1

I have not received any emailed information for weeks now regarding Docket No. PF07-4 regarding Midcontinent Pipeline Express, LLC; but, today have learned that Midcontinent Expressed, LLC has entered the last phases of permit approval for its Oklahoma to Alabama pipeline under Docket No. CP08-6. In my opinion, this was done to hide from the public the submission of its Environmental Impact Statements, as amended.

11-1

As shown in Appendix A, copies of the Draft EIS were issued to members of the public, non-governmental organizations, and local, state, and federal government representatives. Mr. Moak is included on the Project mailing list and FERC confirmed that Mr. Moak received a copy of the Draft EIS.

You can be sure, your sins will find you out.

Very sincerely yours,



James M. Moak
501 Trailwood Drive
Clinton, MS 39056-5424
601 924-4852
moakj@bellsouth.net

Attachment: Draft Environmental Impact Statement for the Midcontinent Express Pipeline Project (Docket no. CP-6-00)

James M. Moak

Federal Energy Regulatory Commission
888 First Street, N.E.
Washington, DC 20426

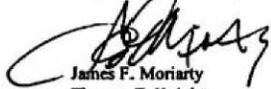
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FEDERAL ENERGY REGULATORY COMMISSION
WASHINGTON, DC 20426

Re: Midcontinent Express Pipeline LLC
Docket No. CP08-6-000
Application for Certificates of Public Convenience and Necessity

Dear Ms. Bose:

On October 9, 2007, Midcontinent Express Pipeline LLC ("MEP") filed its application in the above-captioned matter pursuant to Section 7(c) of the Natural Gas Act and Subpart A of Part 157 of the Commission's regulations. As described more fully in the application, MEP is planning to build approximately 502 miles of new natural gas transmission facilities that will originate in southeastern Oklahoma and continue in an easterly direction through Texas, Louisiana, Mississippi and terminate in western Alabama. Consistent therewith, MEP is planning to have a design capacity of 1,500,000 Dth/d in Capacity Zone 1, and 1,200,000 Dth/d in Capacity Zone 2. This capacity would be phased in over the described period by the addition of the identified compression facilities. Please do not hesitate to contact the undersigned if you have any questions or require further information.

Respectfully submitted,



James F. Moriarty
Thomas E. Knight
Attorneys for
MIDCONTINENT EXPRESS PIPELINE LLC

The screenshot shows the FERC website interface. At the top, there is a search bar and navigation links for 'About FERC', 'News', 'Congress', 'Documents & Filings', 'Industries', 'Legal Resources', 'Market Oversight', 'For Citizens', 'Careers', 'Contact Us', and 'Help'. A left-hand navigation menu lists various industry categories: Energy Supply & Demand, Electric, Hydropower, Gas, Annual Changes, Safety and Inspections, Environment, Environmental Impact Statements (EIS), Seminars, Guidelines, Title Entry Connection, Industry Statistics, General Information, Gas Safety (GAST), and Liquefied Natural Gas (LNG). The main content area is titled 'Industries' and 'Gas - Environment - Environmental Impact Statements (EISs)'. It features a prominent heading: 'Draft Environmental Impact Statement for the Midcontinent Express Pipeline Project (Docket No. CP08-6-000)' with a sub-heading 'Issued: February 6, 2008'. Below this, there is a paragraph of introductory text, followed by a list of bullet points detailing the project's scope and the staff's findings. A 'File your comments' box on the right indicates a deadline of March 31, 2008. At the bottom of the page, there is a list of links for the document sections, including 'Cover Letter', 'Table of Contents', 'Executive Summary', and sections 1 through 5, along with a link for 'Additional Documents in eLibrary'.

Industries
Gas - Environment - Environmental Impact Statements (EISs)

Draft Environmental Impact Statement for the Midcontinent Express Pipeline Project (Docket No. CP08-6-000)
Issued: February 6, 2008

FERC staff prepared a Draft Environmental Impact Statement for Midcontinent Express Pipeline, LLC's (MEP) Midcontinent Express Project (Project). The proposed Project would consist of approximately 544.3 miles of new 30-, 36-, and 42-inch-diameter interstate natural gas pipeline extending from Bryan County, Oklahoma to a terminus in Choctaw County, Alabama; a 4.1-mile-long, 16-inch-diameter lateral pipeline in Richland and Madison Parishes, Louisiana; a total of approximately 111,720 horsepower (hp) of compression at one booster and four new mainline compressor stations; and associated ancillary facilities.

The Draft EIS was prepared in coordination with our cooperating agencies for the Project, which included the U.S. Fish and Wildlife Service, the National Park Service, the Natural Resources Conservation Service, the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, the Louisiana Department of Environmental Quality, the Texas Parks and Wildlife Department, and the Alabama Department of Conservation and Natural Resources.

FERC staff have determined that if the proposed Project is approved and is constructed and operated in accordance with MEP's proposed minimization and mitigation measures, our recommended mitigation measures, and applicable laws and regulations, the proposed facilities would result in limited adverse environmental impacts. The primary reasons that the FERC staff concludes the proposed Project would be an environmentally acceptable action are:

- The proposed Project's mainline would be collocated with existing utility rights-of-way for approximately 257.2 miles, or about 51 percent of the proposed route;
- MEP would implement the Project Plan and Procedures and other plans, which would minimize and mitigate impacts to natural resources during construction and operation of the proposed Project;
- We recommended the limitation of MEP's federal eminent domain authority to acquire permanent rights-of-way to 50-foot-wide, and to reduce its proposed nominal construction right-of-way width to 100 feet along most of the proposed mainline route;
- We recommended that MEP use HDD methods to cross several streams containing threatened and endangered species and to consult further with the FWS regarding streams containing significant recreational fisheries;
- We recommended that MEP develop impact avoidance or minimization measures for extensive forested wetland crossings and crossings of high-quality cypress-tupelo forested wetlands;
- MEP would compensate for all unavoidable wetland impacts; and
- MEP would implement an environmental inspection and monitoring program that would ensure compliance with all proposed and recommended mitigation measures.

FERC Commissioners will take into consideration the staff's recommendations and the Final EIS when they make a decision on the Project. The deadline for filing comments is on or before March 31, 2008.

- [Cover Letter](#)
- [Table of Contents](#)
- [Executive Summary](#)
- [Section 1](#)
- [Section 2](#)
- [Section 3](#)
- [Section 4](#)
- [Section 5](#)
- [Additional Documents in eLibrary](#)

File your comments
eFile your comments is on or before **March 31, 2008**

Needham Carswell

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Federal Energy Regulatory Commission
888 First St. NE
Washington, DC 20426

Dear Commission,

12-1 Midcontinent Express Pipeline LLC is proposing to locate a natural gas pipeline on my property. There is at present a natural gas pipeline on my property which takes virtually the same route proposed by Midcontinent. Gulf South has purchased and developed a right of way parallel to the existing pipeline. Gulf South right of way is beside and south the existing pipeline. Gulf South located Native American artifacts in the proposed right of way west of my western most border and re-routed south of the artifacts. The Gulf South right of way rejoins the existing pipeline further west. Midcontinent is proposing to run beside and north of the existing pipeline to a point on the west end of my property at which they want to break off and run some distance north of the existing pipeline and rejoin the pipeline further west. This will result in three separate pipeline right of ways exiting my property to the west.

12-2 I requested that Midcontinent route follow the Gulf South right of way through their field service representative. The response was that the construction group looked into it and decided to level the route as proposed.

12-3 I am requesting the Midcontinent route run beside the established pipelines of (Kinder Morgan) and Gulf South. I would like the Federal Energy Regulatory Commission to pursue this with Midcontinent. I am told it is a practice to parallel existing pipelines as opposed to creating new routes.

Yours Truly,

Needham Carswell
3195 Co. Rd. NE 2110
Talco, TX 75487

12-1 As depicted in Appendix B and Section 4.4.1.3, MEP is proposing to align the Project north of an existing pipeline right-of-way on the Carswell property. MEP reports that the deviation from the existing pipeline alignment to the north is to minimize the numbers of crossings of Lewis Creek, which meanders directly north of the existing right-of-way. The proposed Gulf Crossing Project would be routed south of the existing right-of-way due to the presence of cultural artifacts in the area. We evaluated and recommend the adoption of the Carswell Route Variation in Section 4.4.1.3. Adoption of this route variation would result in the Project collocation with the proposed Gulf Crossing Project to the south of the existing pipeline right-of-way that would result in two rights-of-way on the Carswell property.

12-2 Comment noted.

12-3 As described in Section 2.2.1.1 of this EIS, FERC regulations (18 CFR Section 380.15[d][1]) give primary consideration to the use, enlargement, or extension of existing rights-of-way over developing a new right-of-way in order to reduce potential impacts. Adoption of the recommended route variation described in Section 4.4.1.3 would collocate the proposed Project with the proposed Gulf Crossing Project, which would minimize greenfield construction.

Mary Kathryn Roach Linder and Donald Ray Linder

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1611 Barkada Road
Monticello, Arkansas 71655
March 21, 2008

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street NE, Room 1A
Washington, DC 20002

RE: Midcontinent Express Pipeline Draft EIS Comments
OEP/DG2E/Gas Branch 3
Docket No.CP08-6-000

FERC/EIS 0220D

Attention: One copy **Gas Branch 3**

Dear Ms. Bose:

We have reviewed the Draft Environmental Impact Statement for Midcontinent Express Pipeline LLC, Docket No.CP08-6-000, FERC/EIS 0220D. Our concerns and comments are being provided because of the present plan for this pipeline to cross a 40-acre tract owned by Margaret Susan Roach and Mary Kathryn Roach Linder. The pipeline would enter the southern one-third of this tract at MP LA 79.8 and exit the property at MP LA 80.1. This tract will often be referred to in subsequent portions of our comments as the Roach property.

Our review of this EIS is based on cultural expertise provided by Dr. Susan Roach and environmental expertise provided by Mr. Ray Linder, husband of Mary Kathryn Roach Linder. Dr. Roach's expertise is based on having a Ph. D. in Anthropology (Folklore) from the University of Texas at Austin. She has been involved in the identification, documentation, and preservation of the traditional folk culture (including folk architecture) of north Louisiana since 1980, and since 1998 has served as one of three regional folklorists for the Louisiana Division of the Arts, a state agency in the Department of Culture, Recreation and Tourism. She was project director for the restoration of the Autrey House Museum, an 1840's log, dog trot house, located near Dubach on Highway 151/152 and continues to work to preserve the architectural heritage of north Louisiana. She also serves on the governor-appointed Louisiana Folklife Commission. Mr. Linder's expertise is based on his having a Bachelor of Science Degree in Wildlife Management and a Master's Degree in Fisheries Science. His experience includes two years of work assessing impacts of thermal effluents and industrial pollutants on fisheries and other aquatic organisms and water quality in the Galveston Bay Area of Texas. In addition, Mr. Linder gained 32 years of experience working with the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) in Tennessee and Arkansas. During this time he prepared EIS's; commented on EIS's prepared by other entities; specialized in assessing impacts to fish, other aquatic organisms, plants, wildlife, wetlands, threatened and endangered species, and water quality; developed management plans for fish, wildlife, wetlands, and water quality improvement; and ultimately was responsible for supervision of all NRCS employees and managing all NRCS programs in the southern one-third of the state of Arkansas. He has retired from his position with the NRCS within the last two years. Mr. Linder is very familiar with

the natural resources on the Roach property and has assisted in maintenance and management of the land for the past 35 years.

We are specifically requesting that FERC and MEP return to their original right-of-way route rather than follow the route variation between MP LA 79.1 and MP LA 80.5 as shown in Appendix J-2. We contend that the original route will be less environmentally damaging than the subject variation and provide the following facts to support this contention:

- 13-1 1. A basic geometric postulate is "The shortest distance between two points is the straight line segment connecting the two points." The original route followed a straight line. The 1.4 mile variation results in a very distinct straight-line deviation that is noticeable even on the large-scale, multiple-state route map contained in the EIS. One would assume that this route variation would be more costly; therefore, MEP must have a very good reason to propose such a variation. The EIS states that the reason is to avoid a residence and farm structures. By observation of topographical, NRCS soils, and aerial photographic maps and by an onsite visit along the original route, a person would observe that the route continues along an adjacent existing pipeline. Chicken houses are very close to the original right-of-way at one point, but there appears to be room to avoid the chicken houses. If right-of-way in this area is limited, the HDD method of installing the pipeline should be an option. Even though we cannot speak for the owner of these chicken houses, he specifically told us that he would prefer the original route across his land because the variation route will impact his ability to expand his operations. This fact should be further explored by MEP with that landowner.
- 13-1 There are two old, abandoned, uninhabitable houses just to the east of these chicken houses where the pipeline crosses Herren Road. There are at least two mobile homes in the pasture area along the original route between Herren Road and State Highway 152. There is a house adjacent to LA State Highway 152. This house, as well as the mobile homes, were built or placed in very close proximity to the existing pipeline that MEP followed on its original route. A short-length, southern variation in the MEP pipeline route at this location should be possible to avoid these structures. Keeping the pipeline closer to its original route would confine it to upland soils within pastureland. Since MEP plans to completely restore the right-of-way area back to pasture, long-term impacts would be avoided. MEP may have concluded that the route variation avoided a high consequence area. However, this route has encountered an additional high consequence area on the Roach property. More information on this subject is provided in the immediately following comment.
- 13-2 2. Pages 3-182 through 3-186 discuss safety standards and High Consequence Areas (HCA's) crossed by the pipeline. Such areas are defined as being within 220 yards of the pipeline; within such areas, special safety provisions apply. Table 3.12.1-1 lists HCA's for the subject pipeline. The nearest HCA to the Roach property in this table is MP LA 78.9 to MP LA 79.8. The pipeline appears on these maps to enter the Roach property on its southwest corner at approximately MP LA 79.8 and exits the property on its western boundary at MP LA 80.1. The pipeline is within 220 yards of a currently-occupied residence. The resident is 91 years old, does not drive, and has very limited mobility, i.e., walks with a cane only within the house and a 25-yard radius around the house. In case of an accident related to the pipeline, she would be totally

13-1 As shown in Appendix J, MEP has adopted a route variation that would avoid the Roach property.

13-2 HCA identified sites are described in 49 FR §192.903 and in Section 3.12.1 as "a facility that is occupied by persons who are confined, are of impaired mobility, or would be difficult to evacuate". Examples of these facilities include, but are not limited to, hospitals, prisons, schools, day-care facilities, retirement facilities or assisted-living facilities. Identified sites do not include private residences. Section 3.12.1 has been updated to clarify the definition of an identified site.

Mary Kathryn Roach Linder and Donald Ray Linder

13-2 dependent on someone else rescuing her, provided she survives the initial blast. The only rescue route to this house is within 50 yards of the proposed pipeline and, therefore, could be blocked in the case of a severe accident with fire. Such a fire could easily spread and destroy the residence prior to the time the local volunteer fire department could effectively respond. In addition, the proposed variation route appears to be within 220 yards of a physically-impaired resident to the south of the Roach property. Based on explanations of an HCA provided in the EIS, an extension of HCA's and related safety features appears to be applicable from MP LA 79.8 to at least MP T.A 80.1. This statement is based on the fact that two physically-impaired persons live within 220 yards of the variation route as it crosses the Roach property. If this fact does not constitute an extension of the HCA's, then the EIS should clarify its explanations of an HCA and an "identified site."

13-3 3. On page 3-12 of the EIS, the information about hydric soils should be expanded by adding a discussion of hydric inclusions. Such inclusions occur within non-hydric soil associations, are relatively small, and cannot be detected without on-site inspections. These inclusions, which are quite common in the upland stream areas of northern Louisiana, will be encountered on a portion of the Roach property. This portion occurs within the Iuka-Dela Soil Association located on the property. The dominant over story vegetation is water oak (*Quercus nigra*), indicative of hydric soils and hydrophytic or wetland vegetation. Personal observation of this area for the last 40 years by the Roach family reveals that portions of this area have continuous water near the surface to two inches over the surface well into the growing season. Without special provisions, serious rutting caused by heavy machinery will occur. In addition to the previously described area, the route variation will result in the pipeline being located within the valley of and paralleling an upland stream on the Roach Property, just southwest of LA State Highway 152. The riparian area of this stream will be totally converted to pipeline right-of-way. Why not move the right-of-way to its originally proposed route, on top of the hill, in pastureland where wetness, wetlands, and riparian habitat destruction are avoided?

13-4 4. On page 3-27 and several subsequent pages, springs are discussed. A total of 85 springs were identified by landowners; locations are identified in Appendix E-1. The spring inventory shown in Appendix E-1 does not contain a spring that occurs on the Roach property. The spring is located within 150 feet of the variation right-of-way at MP LA 79.8. This spring was used as a water source for a family of five persons on the Roach Property for more than fifteen years. For at least 50 years prior to this time, the spring provided water for livestock. The yield of this spring is still as constant as it has been in the past. The residence on the Roach property is now connected to a rural water system and the spring is no longer in use; however, it is considered to be a back up water supply in the event the local water system fails. One resident, the mother of Susan Roach and Mary Kathryn Roach Linder, still resides in the house. Although the spring is not presently being used as a water source, the importance of both the quantity and quality of water coming from the spring should not be diminished. The spring overflows into a small fish pond that provides water for both fish and wildlife. In the future, the family may again want to return to the spring as a source of drinking water. The EIS, after much discussion and speculation, finally concludes on page 3-31 that impacts to springs will be unknown until construction is completed and impacts are

13-3 As shown in Appendix J, MEP has adopted a route variation that would avoid the Roach property and would result in the avoidance of any hydric soils, wetlands, and riparian vegetation within the Roach property.

13-4 As shown in Appendix J, MEP has adopted a route variation that would avoid the Roach property and would result in the avoidance of any natural springs on the Roach property.

13-4 observed. MEP is willing to "mitigate" if necessary. How can the deterioration of water quality or the loss of yield of a spring be mitigated? Should either of these situations occur, the spring will be damaged. It cannot be replaced with a spring of identical water quality and yield at the same location. The MEP yield and water quality spring testing program is good. On Page 5-2, FERC states that it is recommending MEP extend the coverage of its Water Well Testing Program to all wells and springs used for domestic water supply or agricultural use. If the landowner requests this service, it needs to be extended to include any well or spring regardless of present use so that future uses of such water are not precluded. The Roach family will request this service. However, this service will only identify damage, not repair it. MEP is unlikely to dig up their pipeline to correct the problem. Why not move the right-of-way to its originally proposed route, on top of the hill, in pastureland where no springs are likely to exist?

13-5 5. On page 3-32 of the EIS, water body crossings are discussed, and Appendix B-2 provides additional information about these crossings. Impacts caused by water body crossings mainly occur to aquatic organisms and water quality downstream due to increased turbidity and sediment loads during construction. Permanent impacts within wooded areas such as those along the subject route variation include permanent destruction of riparian woody vegetation and the habitat it provides to several species of wildlife along the permanent right-of-way. A total of 12 water body crossings are listed within the variation route MP LA 79.1 to MP LA 80.5. By following the original route, the number of water body crossings could be reduced by at least 50 percent and possibly by as much as 75 percent. Why not move the right-of-way to its originally proposed route, on top of the hill, in pastureland where the number of water body crossings and their associated impacts are minimized?

13-6 6. On page 3-66 of the EIS, extensive forested tracts are discussed and Table 3.5.1-2 provides further information about these tracts. This table identifies an extensive forested tract from MP LA 79.7 to MP LA 80.2 along the subject route variation. The Roach property is located entirely within this section. Although a portion of this segment has reverted from pasture to woodland through natural plant succession during the past 35 years, at least half of the route has been in timber for at least the last 60 years. Therefore, both hardwood and pine trees of this age or greater are common along the proposed right-of-way. In fact, several of the pine trees are of a size to be suitable as nesting trees for the red-cockaded woodpecker although this species is not likely to occur on this site due to present management techniques favoring mid-story species rather than under-story species. On page 3-66, the EIS makes the following statement about extensive forested tracts: "Although these areas are relatively non-fragmented, MEP has indicated that many of these tracts are still subject to periodic harvest and/or thinning, thereby reducing their overall quality." This statement misleads the public into concluding that none of these areas have value and that individual landowners have no desire to develop and maintain mature forest habitat. One of our management goals on the Roach property is to maintain the mature forest along the proposed variation route. This route will destroy the most mature forest on the Roach property. This type of forest provides high quality habitat for several species of wildlife such as tree squirrels. Why not move the right-of-way to its originally

13-5 As shown in Appendix J, MEP has adopted a route variation that would avoid the Roach property and would result in the avoidance of waterbodies and riparian areas on the Roach property.

13-6 As shown in Appendix J, MEP has adopted a route variation that would avoid the Roach property and would result in the avoidance of forested areas on the Roach property.

Mary Kathryn Roach Linder and Donald Ray Linder

- 13-6 proposed route, on top of the hill, in pastureland where no portion of an extensive forested tract exists and no permanent impacts to wildlife will occur?
- 13-7 7. The pipeline variation route's permanent right-of-way is located within 150 yards of the Roach family's 1880's home located on forty acres originally farmed by the grandfather of Susan Roach and Mary Kathryn Roach Linder. The house is of the historical "dog trot" construction of the 1880's era, and is the oldest such house in Lincoln Parish on Highway 152 west of the 1849 Absalom Autrey House Museum, which is an earlier log, dog trot placed on the National Register of Historic Places. As a regional folklorist serving Northeast Louisiana, Dr. Susan Roach has participated in the preservation of the Autrey House and the Dubach Dogtrot Welcome Center on Highway 167/151. The Roach home, including several original outbuildings (blacksmith shop, smoke house, well shed, barn, etc.), is the only existing structure of its kind in this area which has been owned by three generations where the family has lived continuously. Our goal is to pass this property in its present pristine condition, without the influence of developments such as a pipeline, to the present fourth and fifth generations of the Roach family. The proposed variation route will have negative visual and noise impacts on the 1880's Roach family home. At least half of the forested vegetation between State Highway 152 and this home will be removed. The visual setting will be altered by replacing existing forestland with pipeline right-of-way. Noise from traffic on State Highway 152 will permanently increase. In the case of a pipeline accident involving fire, local volunteer fire-fighters would not likely be able to contain the fire to avoid total destruction of the home and outbuildings. Moving the variation route to its original location would avoid these impacts to this historically-significant property.
- 13-8 8. Our foremost concern is the health of the 91-year-old mother of Susan Roach and Mary Kathryn Roach Linder. Our concerns for our mother's welfare, as well as for our 1880's home as described above, were previously stated to FERC on May 29, 2007, in a letter from Dr. Susan Roach. Our mother has continued to live alone in her preferred secluded environment in the 1880's family home for the past 36 years. Her anxiety level is greatly increased by any disturbance to the surrounding land. For this reason, the current gas lease on the property forbids any drilling, pipelines, or other development on the property. Installation of the pipeline across the Roach property is likely to increase her anxiety level to the point that she will have to seek residence elsewhere. Moving the variation route to its original location would avoid this impact.
- We have the following additional comments of a general nature dealing with topsoil segregation and soil compaction, access barriers, lack of coordination by MEP, and significance of site-specific impacts to individual landowners:
- 13-9 9. On pages 2-32, and 3-18, the EIS states that topsoil will be segregated in agricultural, residential, and wetland areas and that soil compaction issues will be corrected in agricultural and residential areas. Page 3-15 indicates that topsoil segregation would be available in other areas where landowners desired. The EIS should be consistent throughout and clarify that both topsoil segregation and correction of compaction issues will occur on any land use where the landowner desires. Fertilization and liming, if needed, should also be available on any land use if the landowner desires. This will

- 13-7 As shown in Appendix J, MEP has adopted a route variation that would avoid the Roach property and would result in the avoidance of historic resources on the Roach property.
- 13-8 As shown in Appendix J, MEP has adopted a route variation that would avoid the Roach property.
- 13-9 Construction and restoration would be completed in accordance with the Plan and Procedures. As described in Section 3.2.4.1, topsoil would be segregated in agricultural, residential, and wetland areas and/or at the landowner's request. Compaction testing would only be required in agricultural and residential areas. Compaction testing completed at the landowner's request would have to be agreed upon during the easement negotiation phase. FERC does not get involved with negotiations between the pipeline companies and the landowner. MEP has consulted with the NRCS regarding revegetation measures that include the use of fertilizers and liming. MEP proposes to follow the recommendations of the NRCS Critical Area Planting Specifications or recommendations from state wildlife management agencies' consultations, as contained in the EMCP, in those areas in which a landowner has not requested the use of a specific seed mix. To ensure that construction work areas return to a vegetative state to prevent erosion, MEP would conduct follow-up monitoring in accordance with the Plan and Procedures.

Mary Kathryn Roach Linder and Donald Ray Linder

I3-9 maximize the potential for successful revegetation in the shortest period of time, thus protecting the soil resource from erosion and minimizing sediment delivery to surface waters.

I3-10 10. Page 3-17 of the EIS states that MEP will coordinate with landowners on access barriers needed. The EIS should clarify that MEP is responsible for constructing, operating, and maintaining all access barriers requested by landowners and that access would be provided to landowners.

I3-11 11. The EIS as well as information provided during the scoping process indicates that MEP is providing complete, timely, and thorough information to local landowners and that they are truly committed to minimizing environmental impacts. We have not found this to be true. One problem we have encountered is that MEP and FERC correspondence contains only one copy of information and is sent to an address on the Roach property. Both of the property owners live at other locations not conducive to sharing a single copy. Correct contact information has recently been provided to both MEP and FERC; hopefully, this problem has been corrected.

I3-12 Other problems include MEP's six-month delay in informing us that the pipeline would cross the Roach property as well as their failure to obtain permission to survey on the Roach property. In a letter dated January 26, 2007, we were initially contacted by MEP. This letter contained no site-specific information about the pipeline's crossing our land. A large scale map was attached to this letter; additionally, a similar map was available on the MEP website. By comparing these maps to topographic and aerial photo maps, the pipeline was proposed along an existing pipeline right-of-way and would not be located on the Roach property. Clint Walker of MEP contacted Susan Roach on February 28, 2007, asking for permission to go on the land to survey. Dr. Roach stated to Mr. Walker that we did not want the pipeline or any surveys on the Roach property. Mr. Walker indicated that MEP just wanted to do some preliminary work related to surveys needed on adjacent properties. Dr. Roach instructed Mr. Walker to contact her again at least 24-to-48-hours prior to entering the property to prevent strangers on the property who would alarm her mother. MEP did not provide this notice nor did they further request permission to enter the land, much less to conduct a survey on the land.

On February 5, 2008, nearly a year after Mr. Walker first contacted us, MEP representative Amanda Sloan contacted Susan Roach about wanting a meeting with her to discuss the fact that the pipeline was going to touch the south corner of the Roach property. Dr. Roach requested a copy of a map showing details of the proposed pipeline route. Upon receiving a copy of this map, Dr. Roach discovered that the pipeline route appeared to be crossing the southern one-third of the Roach property. A few days later, one copy of the EIS was sent to the Roach property address. By looking at maps in the EIS as well as viewing maps on-line, we discovered that the pipeline was now impacting the Roach property because of a route variation (MP LA 79.1 to MP LA 80.5) from the originally proposed route. On February 23, 2008, Dr. Roach and Ms. Linder and her husband traveled to the Roach property and found a surveyed right-of-way with flagging attached to stakes bearing the letters "MEP" along with specific

I3-10 As required by the Plan, at the request of landowners of forested lands, MEP would install and maintain signs, fences with locking gates, slash and timber barriers, and/or would plant appropriate trees or shrubs to block off-road vehicle access to the right-of-way. MEP would coordinate with affected landowners regarding the installation of access barriers on their property and ensure adequate landowner access.

I3-11 As shown in Appendix A, the Project mailing list has been updated to include both Mary Catherine Roach Linder and Susan Roach.

I3-12 FERC encourages pipeline companies to cooperate in a professional manner with individual landowners. FERC has made every effort to address landowner complaints and issues as the FERC is made aware of problems. With that being said, FERC is not involved in the actual landowner/Company right-of-way easement negotiations.

13-12 numbers. A five-to-ten foot band of vegetation had been removed along the entire length of the right-of-way, including some hardwoods 6-8 inches in diameter. Based on observation of resprouting of woody vegetation, we estimated that this survey was conducted sometime during June to early September, 2007. Prior to this survey, no permission was granted to enter the property nor did MEP ever approach the landowners with information about a route variation or their true intentions of routing the pipeline through the Roach property. On February 25, 2008, Mr. Ray Linder contacted the MEP office in Monroe, Louisiana, to inquire about the reasons for the variation of the pipeline route and to try to negotiate with MEP to not enter the Roach property. Mr. Linder talked with Mr. Mike Knox who was very polite but did not have the requested information. He stated that he or someone else would contact Mr. Linder about his concerns. As of the date of preparing these comments, a return phone call from MEP has not been received.

13-13 An additional concern is that MEP is obtaining land rights along the subject variation route prior to the completion of the EIS process. Based on our contacts with other landowners in our immediate area, MEP has obtained land rights on property that touches the Roach property. This negotiation of right-of-way prior to completion of the EIS gives the appearance that the EIS process is ineffective and that MEP is not interested in minimizing impacts. Hopefully, this purchase of land rights from an adjacent landowner will not preclude serious consideration of our concerns and recommendation that the right-of-way be moved back to its original location.

13-14 Overall, our experience with MEP at this point is that they have been deceptive, have failed to provide accurate information to us in a timely fashion, have conducted surveys on our property without our permission, and have moved forward with their project without adequate input from the public through the EIS process. Such actions by MEP cause us to further question if they will adequately follow construction techniques to minimize environmental impacts as described in the EIS. The construction monitoring program by MEP-hired Environmental Investigators provides little assurance to us at this point. In fact, we feel that, should MEP construct the right-of-way across the Roach property, we should provide our own additional oversight to assure that MEP follows procedures outlined in the EIS.

13-15 12. Throughout the EIS, resources and impacts are discussed with a final conclusion of "no significant impact." Although overall impacts to such resources on a national scale or even a multi-state scale are not significant, such impacts on a site-specific basis can be extremely significant to the small landowner. Often, monetary compensation for a right-of-way does not satisfactorily offset such an impact. What is insignificant nationally is extremely significant locally. The EIS should at least recognize this fact. Several of these impacts will occur on the Roach property and are **extremely significant to us.**

We appreciate the opportunity to comment on this Draft EIS and urge both FERC and MEP to **seriously consider our comments by moving the subject variation route to its original location.** By following the original route, overall impacts to the environment will be less; a short

13-13 Natural gas pipelines companies do not have federal authority from the Natural Gas Act to use eminent domain until they receive a certificate from the FERC approving the project. Depending on individual state law, the pipeline companies may petition for eminent domain under state jurisdiction. It should be noted that any lands condemned under state jurisdiction or that are procured by landowner easements are done so at the company's own risk should FERC recommend the adoption of route alternatives or variations or should the Commission not approve the project.

13-14 MEP would be represented by at least one EI per construction spread, consistent with the Plan. If the Project were authorized, MEP would be required to develop and submit an Implementation Plan for our approval prior to construction. During our review of the Implementation Plan, we would consider the absolute number and qualifications of the EI personnel proposed by MEP. If the Project is authorized, MEP has agreed to support a third-party ECMR Program during construction. The ECMR Program would involve the use of full-time, third-party compliance monitors representing the FERC (independent of MEP) at each construction spread to monitor compliance with Project mitigation measures and requirements throughout construction. The monitors would provide continuous feedback on compliance issues to us, as well as to MEP's personnel. Additionally, the monitors would track and document the progress of construction through preparation and submittal of reports to our staff on a regular and timely basis.

13-15 Comment noted. As shown in Appendix J, MEP has adopted a route variation that would avoid the Roach property.

Mary Kathryn Roach Linder and Donald Ray Linder

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Kimberly D. Bose, Secretary

Page 8 of 8

March 21, 2008

route variation to the south of occupied homes while staying within pastureland would minimize impacts to humans and the environment. Pipeline construction costs should also be less by avoiding wetness, clearing of forested areas, and stream crossings and by minimizing the length of the route variation.

Sincerely,

Mary Kathryn Roach Linder

Donald Ray Linder

CP08-06

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SECRETARY
FEDERAL ENERGY
REGULATORY COMMISSION

Robert L. Alexander
5117 Oak Court
Dickinson, Texas 77539
Phone: 281-534-2292

2008 MAR 25 P 4: 01

FEDERAL ENERGY
REGULATORY COMMISSION

March 16, 2008

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First St., N.E. Room 1A
Washington, DC 20426

Reference: Docket No. CP07-398-001
CP07-01-000

Dear Ms. Bose:

I would like to present the following comments on the Draft Environmental Impact Statement for The Midcontinent Express Pipeline (MEP) Project (Docket Nos. CP 08-6-000, PF 07-4-000 and FERC EIS 0220 D).

I question the need for two large-diameter (42-inch) pipelines along the same route from southern Oklahoma, North Texas, North Louisiana, and Mississippi. The pipelines proposed by Midcontinent Express and Gulf Crossing would parallel each other and in many areas be adjacent to each other for much of the proposed route.

Is there sufficient present and estimated further natural gas production in the area served by these two pipelines to justify both of these proposed projects? Is there sufficient present and future predicted demand for natural gas to justify both these projects?

I propose that the permit for the Midcontinent Express Pipeline Project be denied on the bases of insufficient economic justification. I recommend the NO ACTION PLAN.

However if you approve the Midcontinent project, I have several alternate proposals that I would like to present for your consideration. They are presented in my preferred preference as to the benefit of landowners and the environment.

Personal Number 1

Gulf Crossing or one of its subsidiary companies owns and operates an old pipeline (believed to be 24-inch diameter) that is located along much of the proposed routes. This old pipeline is parallel and adjacent to most of the proposed route for both the Midcontinent and Gulf Crossing proposed projects, including my property in Lincoln Parish, Louisiana. This old pipeline was constructed in 1929 using some type of mechanical coupling (not welded) and has been in continuous service since it was built. There was one pipeline leak on my property that I personally witnessed, and reports of other leaks that I cannot verify. It is my personal opinion that this old pipeline is a disaster just waiting to happen. See Attachment 1 for more information. Under the Freedom of Information Act I have requested information

14-1

MEP has shown a sufficient number of customers and the need for natural gas is discussed in Section 1.1. Likewise, the Gulf Crossing Final EIS discusses the need for that Project. The Commission has found there to be sufficient need for both projects. As discussed in Section 4.1, nationwide consumption of natural gas is projected to increase by approximately 19 percent by 2030. Much of this growth in demand is projected to occur before 2020. The MEP Project would supply up to 1.5 Bcf/d of natural gas from unconventional sources to eastern markets through 14 receipt and/or delivery interconnections with existing interstate and intrastate natural gas pipeline systems. MEP believes that the addition of incremental supply at the proposed interconnect locations would help meet growing energy demands, enhance reliability, and result in supply diversification by providing access to domestic natural gas supplies.

14-2

Maintenance of and safety concerns associated with existing pipelines are under the jurisdiction of the DOT. DOT regulations specify the requirements for the integrity management plans for existing pipelines at § 192.911, which typically include procedures for aerial surveillance flights, on-ground leak detection surveys, internal pipeline inspection with pigging equipment, and cathodic protection system inspection and maintenance to prevent pipeline leaks. Results of these measures would be reported to the appropriate agencies, as required under § 192. The FERC does not have jurisdiction to recommend the abandonment of existing pipelines so their rights-of-way could be used for the installation of new pipeline projects, such as MEP or Gulf Crossing.

14-1

14-2

March 16, 2008
Page 2

14-2 on recent inspections of this old pipeline and reported leaks. My request was submitted on 12/02/07 but so far I have not received answers to my questions. A copy of my request and the form is included as Attachment 2.

I propose that Gulf Crossing be required to shut down this old out-of-date pipeline and the existing 40-foot right-of-way plus 30 additional feet be used as a combined right-of-way for both the Midcontinent Express and Gulf Crossing pipelines. See Attachment 3 for the drawing.

This proposal would save landowners many acres of land, prevent the destruction of thousands of trees and be less disruptive to the environment.

Proposal Number 2

14-3 If Gulf Crossing refuses to discontinue the use of the 1929 pipeline, I would propose the following. Midcontinent Express and Gulf Crossing would be required to share a common 70-foot right-of-way that would be located on the south side of the 1929 right-of-way on my property and as much of the total right-of-way distance as is possible.

The 70-foot right-of-way would be parallel with and adjacent to the 1929 right-of-way with no space between the new and old right-of-ways. This would occur on my Lincoln Parish, Louisiana property and as much of the total pipeline route as possible.

Using a shared right-of-way for both pipeline projects will save landowners much property, save thousands of trees from destruction and have less impact on the environment.

Proposal Number 3

14-4 Midcontinent Express would construct its pipeline on the north side of the existing Gulf Crossing 40-foot right-of-way on my Lincoln Parish, Louisiana property. The 50-foot permanent right-of-way would be adjacent to and parallel with the existing Gulf Crossing right-of-way with no space between the two right-of-ways. Midcontinent Express would be required to use the existing 40-foot Gulf Crossing right-of-way as a construction area. This can be done safely by using mats over the existing pipeline. If Gulf Crossing feels that this is an unsafe procedure, then the old pipeline is unsafe to be in operation and should be shutdown NOW!

If this procedure were used along all places where the two pipelines are collocated, it would save landowners many acres of land and greatly reduce the number of trees being cut down.

The following comments are provided in the case where Proposals Numbers 1 through 3 are not acceptable.

14-5 The only route alternative (Section 4.3.1) that would benefit me is the "Southern Route Alternative" which would by-pass my Lincoln Parish property. You rejected this alternative on the basis of longer route and more compressor horsepower required.

The SESH pipeline system brings up an interesting question. Since this pipeline extends from Mobile County, Alabama to the proposed route of Midcontinent Express in eastern Louisiana, will it be used to transport foreign liquefied natural gas (LNG) to the proposed pipeline systems?

- 14-3 MEP would be collocated with the existing Gulf South pipeline across the Alexander property, the Gulf Crossing Project would also abut the existing pipeline right-of-way on the opposite side. As depicted in Appendix D, the MEP permanent right-of-way would directly abut the existing Gulf South right-of-way. Due to the differences in project schedules, routing differences, and safety concerns, it would not be practical for the MEP and Gulf Crossing Projects to share a common 70 foot permanent right-of-way.
- 14-4 MEP proposes to abut the north side of an existing Gulf South pipeline on the Alexander property. The use of mats for crossing existing pipelines over short periods of time is common practice; however, working over a pipeline for a longer period of time could represent more of a long-term safety risk, compared to a brief crossing. Due to this reason, the FERC does not recommend working over existing pipelines with the use of mats. As depicted in Appendices C and D, MEP does propose to overlap existing rights-of-way in several locations, where it is safe to do so. The existing pipeline that crosses the Alexander property is under the jurisdiction of the DOT, not the Commission.
- 14-5 The Southeast Supply Header Project was approved to provide access to diverse sources of United States natural gas supplies, including emerging basins of new supply, such as the Barnett Shale, Bossier Sands, Arkoma, and Fayetteville Shale, as well as providing access to traditional Gulf Coast supplies. In reference to the proposed Project alignment between MP LA 85 and LA 86, the MEP alignment travels north of the existing Gulf South pipeline right-of-way in this area to maximize the distance of the Project from several existing residences. The Gulf Crossing Project alignment was reviewed independently of the MEP Project review in the Gulf Crossing Final EIS that was issued in March of 2008.

March 16, 2008
Page 3

14-5 On Figure B-1 (Attachment 4) between LA 85 and LA 86, the Midcontinent Express pipeline is routed north of the existing Gulf Crossing 1929 right-of-way. This routes the proposed pipeline north of Fellowship Church and houses in the area. However Gulf Crossing proposed route for their pipeline takes a route south of Fellowship Church. Why are the companies proposing such different routes? The Gulf Crossing route is longer with several more road crossings. It also bypasses several miles of existing right-of-way that could be used as a construction area.

I have the following general comments.

14-6 1.) Not enough emphasis is placed on the loss of timber production on the permanent right-of-way. This decreases income for landowners that sell timber and especially for those operating tree farms. I have attached a number of photographs, as Attachment 5, to show the equipment I have for operating my TREE FARM!

14-7 2.) Midcontinent Express will make a profit each year on the pipeline that crosses my property. I will lose money each year on the loss of timber production on the permanent right-of-way, but still have to pay TAXES on that piece of property.

14-8 3.) The pipeline will decrease the value of my property in the area extending several hundred feet on either side of the pipeline right-of-way. Who wants to build a house barn, or any other structure near a high-pressure gas pipeline? This restricts where I or anyone else could construct a residence on the property.

14-9 4.) The pipeline operating pressure was given as 1480 psi. Nowhere did I see what hydrostatic test-pressure would be used.

14-10 5.) Every electric weld should be checked by Radiography (X-Ray) since the pipeline will be operated at 1480 psi.

14-11 6.) MEP should be required to do inspections on the pipeline at least once per year using intelligent pigs. The results of the inspections should be reported to the proper federal and state agencies.

14-12 7.) All pipeline leaks should be reported to proper federal and state agencies. The report should state the location of the leak, severity, method of repair, and action(s) taken to prevent future leaks.

Thank you for the consideration of my comments on this proposed gas pipeline right-of-way.

Sincerely,

Robert L. Alexander

CC:
William R. Hagart

14-6

As described in Section 3.8 and 3.9.5, construction and operation of the proposed Project would result in a permanent conversion of some lands currently used for commercial forestry operations to a maintained utility right-of-way. Timber production would be precluded within the permanent pipeline right-of-way, and affected landowners would therefore suffer a loss of economic returns that might otherwise be achieved. As part of the right-of-way procurement process, MEP would negotiate with the affected landowners to obtain an easement agreement that eliminates timber production within the permanent pipeline right-of-way. Compensation for any losses or limitations on future timber production values would be addressed during those easement negotiations.

14-7

Landowners are responsible for all property taxes levied against parcels of land, and this responsibility would be independent of the existence of any Project-related pipeline easement. However, if a landowner thought that the proposed Project, should it be constructed, would reduce the value of their property, he or she could appeal the assessment and subsequent property taxation to the local property taxation agency. If the parcel of land was re-appraised, the landowner would then be responsible for property taxes based upon an appraisal that directly incorporated the easement. FERC does not get involved in Landowner negotiations regarding the value of the land or for compensatory damages.

- 14-8 Structures that would be precluded from the permanent pipeline right-of-way include aboveground structures not associated with the proposed Project. Also, the planting or cultivation of trees or orchards would not be allowed. Structures may be built outside of the permanent right-of-way, but their location in relation to the proposed route would depend on many factors including personal preference in regard to proximity to a pipeline. In Section 4.4, we evaluate several route variations that were identified in response to specific landowner requests. During the easement negotiation process, minor reroutes to the proposed Project pipeline alignment could also be made in accordance with landowner requests, if they do not impact significant environmental resources or other landowners.
- 14-9 MEP indicated that the minimum test pressure would be 1.25 times the operating pressure of 1,480 psi.
- 14-10 MEP would visually inspect the welds and use non-destructive testing techniques to examine the welds, such as X-ray or ultrasound (see Section 2.3.1 of the EIS). Pipelines would be constructed in accordance with the DOT Minimum Federal Safety Standards, as described in 49 CFR Part 192. Once installation and backfilling are completed and before the Project begins operation, the pipeline would be hydrostatically pressure tested in accordance with DOT safety standards. Once a segment of pipe has been successfully tested, it would be cleaned and dried using mechanical tools (pigs) moved through the pipeline with pressurized, dry air.

- I4-11 MEP would implement an integrity management program in accordance with the DOT regulations that specify the requirements for the integrity management plan at § 192.911. MEP has implemented procedures for aerial surveillance flights, on-ground leak detection surveys, internal pipeline inspection with pigging equipment, and cathodic protection system inspection and maintenance to prevent pipeline leaks. Results of these measures would be reported to the appropriate agencies, as required under § 192.
- I4-12 Project pipelines would be maintained and incidences would be reported in accordance with DOT regulations in 49 CFR Part 191 (see Section 3.12.2).

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15 March 2008
2008 MAR 26 P 3:36

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street NE, Room 1A
Washington, DC 20002

REFERENCE: Midcontinent Express Pipeline, Docket No. CP08-6-000

SUBJECT: Landowner (MS 2.5 – MS 3.1) comments on the Draft Environmental Impact Statement for the subject project.

I have several concerns as a property owner who is being forced to host approximately 2,500 feet of the Midcontinent Express Pipeline (MEP) project in Warren County Mississippi. I will restrict my comments to the Draft Environmental Impact Statement and not the significant negative impact the project will have on my quality of life and the value of the property.

The MEP project will have a significant negative impact on the environmental resources of my property. This property is currently managed for wildlife and natural resource enhancement as evidenced by wildlife food plots, a lake with wood duck boxes, and very large mast producing trees that have not been harvested, but left for wildlife habitat.

Specific concerns include:

- 15-1 [1. Timing. Today is the 15th day of March and I do not have a confirmed route for the pipeline on my property. I (or anyone else) cannot intelligently comment on its potential environmental impacts before the deadline of 31 March.
- 15-2 [2. Routing. The route that MEP is proposing on my property (not the one on MEP drawings for environmental considerations) parallels the recently constructed GulfSouth Pipeline, but does not abut that right-of-way. This is contrary to the MEP's stated concept of reduced environmental impact by co-location where possible.
- 15-3 [3. Environmental Resources. This deviation from traveling adjacent to the GulfSouth pipeline right-of-way will greatly enhance ease of construction for MEP, but will have a negative impact on the only Environmental Impact Statement identified "Extensive Forested Tracts Crossed by the Proposed Midcontinent Express Pipeline Project" in Warren County, Mississippi.
- 15-4 [4. Wildlife Habitat. This fragmentation of the forested habitat and loss of mast producing trees will severely impact the large population of wildlife resident to the site including; whitetail deer, turkey, ducks, squirrel, pileated woodpeckers, and other abundant forms of wildlife.

15-1 Comment noted.

15-2 MEP has indicated that Project collocation with the Gulf South pipeline along the entire Bridges' Property would present construction safety issues due to the steep hillside and the highly erodible soils. We evaluate several route variations across the Bridges' Property in Section 4.4.1.6. In this evaluation, we consider the presence of forested lands and wildlife habitat in addition to landowner impacts. We recommend the adoption of the Bridges Route Variation II, which would allow for the Project to be safely constructed in this area while minimizing forest and wildlife impacts to the maximum extent practical.

15-3 See response to comment 15-2.

15-4 See response to comment 15-2.

15-5 [5. Woodlands. The area of concern consists of mature bottomland and upland hardwoods that cannot be replaced during the design life of the MEP project. The loss of 150 year-old oak trees and other irreplaceable woodland resources will negatively impact wildlife habitat, environmental quality, and scenic and environmental enjoyment for me and my family for the rest of our lives.

15-5 See response to comment I5-2.

15-6 [Observation. The "rush to approve" process currently being utilized by MEP (and allowed by FERC) results in inaccurate and incomplete information. Numerous gaps exist and numerous changes have been made, and are being made, since the Environmental Impact Statement was published. I realize that this is a DRAFT statement, but it will be very hard to keep it adequately updated and evaluated before the environmental damages have been incurred. The constantly changing document with hundreds of pages is practically impossible for the typical concerned land owner or private citizen to adequately evaluate.

15-6 The Final EIS has been updated with the most recent information available. This Final EIS contains lines in the page margins to denote text that has been changed from what was presented in the Draft EIS.

15-7 [Recommendation. The MEP project will have a negative environmental impact. To require MEP to use, share, or remain adjacent to existing rights-of-way near the proposed route will help to reduce these negative environmental impacts.

15-7 FERC regulations (18 CFR Section 380.15[d][1]) give primary consideration to the use, enlargement, or extension of existing rights-of-way over developing a new right-of-way in order to reduce potential impacts. As depicted in Appendix C and D, MEP has collocated the Project for more than half of the project length. MEP was not able to collocate in those areas where there were engineering or safety constraints. We recommend the adoption of the Bridges Route Variation II which would result in Project collocation with a roadway and existing pipeline for a portion of the Bridges' property crossing.

Please consider these significant environmental concerns and require MEP to adhere to the stated procedures they initially presented when trying to secure project approval.

Thank you for your careful consideration of these Environmental Impact Statement comments.

Respectfully,

 Billy C. Bridges
 Landowner

From: Wayne Hudry in Docket(s)/Project(s) CP08-6-000
 Submission Date: 3/26/2008

Reference:
 Docket number: CP08-6-000
 Docket number: PF07-4-000
 FERC EIS 02201D

Subject: Comments to Draft Environmental Impact Statement (EIS), Midcontinent Express Pipeline Project.

To:
 Kimberly D. Bose, Secretary
 Federal Energy Regulatory Commission
 888 First St., N.E., Room 1A
 Washington, DC 20426

Attn: Gas Branch 3

- I6-1 [The draft EIS, dated February 2008, for the above pipeline project is inaccurate and misleading. The EIS has the appearance of being written by the company proposing the pipeline as most, if not all, of the conclusions drawn within the EIS favor the company and minimize the impact of the proposed pipeline.
- I6-2 [- Did Midcontinent Express Pipeline, LLC provide a draft EIS to FERC? If so, the current draft EIS is invalid.
- I6-3 [The EIS contains inaccurate statements. For example, 3.9.5 page 3-156 states that "Compensation for any losses or limitations on future timber production values would be addressed during those easement negotiations." This statement is not true. The contract that is being offered to landowners does not address future income loss due to the easement. It only addresses the current value of the timber that will be cut down to initially clear the easement. FERC cannot produce a public document such as this EIS that presents a false picture that the landowners are being fully compensated for their losses.
- I6-4 [Similarly, 3.9.5 page 3-156 attempts to address property value loss but does not specifically address the problem. FERC makes general comments about resale values, intended future use, and that each potential purchaser has differing criteria and means. This ambiguous paragraph is worthless and does not address the issue. Loss of property value is a core issue to the landowners and the EIS did not address it properly or sufficiently. For example, in Jasper County, Mississippi, the pipeline easement for tracts # MS-JS-090.000 and MS-JS-092.000 cuts directly through the middle of a 10 acre parcel where a family had planned to build a home. Not only has the best part of the land been taken for the pipeline, but the family is concerned about the safety of the area. Needless

- I6-1 The EIS is written and produced by the FERC with the assistance of a third-party contractor who takes direction solely from the FERC. MEP provided information via the Environmental Reports submitted as a part of their application. This information in conjunction with outside data sources were used for the production of this EIS. The COE, FWS, NPS, NRCS, EPA, LDEQ, TPWD, ADCNR, MDWFP, and LDFW all served as cooperating agencies who reviewed drafts of the EIS and provided comments that were incorporated into the Draft and Final EIS.
- I6-2 See response to comment I6-1.
- I6-3 The compensation for losses of future timber production value would be addressed during easement negotiations between the pipeline company and the landowner. FERC does not get involved in landowner negotiations regarding the value of forested land or for compensatory damages.
- I6-4 The FERC does acknowledge in Section 3.9.5 that a variety of factors could affect the resale value of land. Potential property value loss would be addressed during easement negotiations. The FERC does not get involved in landowner negotiations with the pipeline company. If the Commission approves the project and no agreement with the landowner is reached, the pipeline may acquire the easement under eminent domain with a court determining compensation under law.

- 16-4 ↑ to say, a valuable parcel (with road frontage) has lost its intended purpose and will be difficult to sell to any prospective buyer. Why did FERC minimize this impact? FERC's general comments concerning lost property values are vague, ambiguous, without meaning and could result in an erroneous overall finding that the impact of the pipeline is minor.
- 16-5 ┌ Safety, addressed in 3.12, pages 3-182 to 3-190 is a history lesson that provides generalized data and information. It does not address this pipeline project. FERC states that the gas is "... colorless, odorless, and tasteless." (page 3-182). However, the EIS does not state that Midcontinent will not use an odorant (Midcontinent Express Pipeline letter dated 5/9/2007). How will the residents know if the pipeline is leaking if there is no odor to the gas? This is a significant safety issue that FERC omitted.
- 16-6 ┌ The EIS analysis of route alternatives (4.3, page 4-16) and system alternatives (4.2, page 4-4) lack credibility. FERC's claim that cutting a new pipeline route has less impact than using existing rights of way is not believable. There are hundreds of new landowners that affected by the proposed route. They are severely impacted by the new pipeline path and they would not have been affected if the pipeline used existing rights of way. FERC should have concluded that Midcontinent must use existing pipeline routes and rights of way.
- 16-7 ┌ Cumulative Impacts, 3.13.5 page 3-206 states that the "... impacts associated with the proposed Midcontinent Express Pipeline Project would be relatively minor, ..." FERC has forgotten that they are supposed to objectively assess the impact of the pipeline on the people/landowners affected and not just the pipeline company. FERC has already notified landowners that if the project is approved then the pipeline company can initiate condemnation proceedings if easement negotiations fail to produce an agreement (Notice of Intent to Prepare and Environmental Impact Statement For Dated April 27, 2007). Lawyers representing the pipeline company have already sent correspondence threatening to institute legal proceedings against a landowner if the landowner did not fully execute and return a survey permit form within a seven day period. Remember that the affected landowners lose the use of their land, they have to pay taxes on the land they cannot use, and they are unable to generate any income from the affected land. The impact of this pipeline is major.
- 16-8 ┌ In April 2007, FERC was requested to assign an action officer to oversee this project with the hope that our concerns would be addressed by FERC. To date, we have not been contacted by FERC. Additionally, the instructions provided in the EIS for electronically submitting a response to the draft EIS are incorrect. It is difficult to understand how this EIS as well as the entire project can be considered valid.
- 16-9 ┌ - Has this project been referred to FERC's Designated Agency Ethics Official (DAEO)?

- 16-5 The natural gas conveyed by this pipeline would not contain an odorant. MEP would implement an integrity management program in accordance with the DOT regulations that specify the requirements for the integrity management plan at § 192.911. MEP has implemented procedures for aerial surveillance flights, on-ground leak detection surveys, internal pipeline inspection with pigging equipment, and cathodic protection system inspection and maintenance to prevent pipeline leaks.
- 16-6 As described in Sections 4.2, current pipeline systems within the Project area are currently operating at or near full capacity. For these systems to accommodate the proposed Project capacity, existing and proposed system alternatives would require looping and/or additional compression, which would result in a greater or similar impacts compared to those impacts associated with the proposed MEP Project. As shown in Appendix C and D, MEP does propose to abut or overlap existing rights-of-way for approximately 263 miles.

- 16-7 FERC does not get involved with negotiations between the pipeline companies and the landowner over the value of the land and its uses. Natural gas pipeline companies do not have federal authority from the Natural Gas Act to use Eminent Domain until they receive a certificate from the FERC approving the project. Depending on individual state law, the pipeline companies may petition for eminent domain under state jurisdiction. It should be noted that this procedure is "at risk" should the Commission not approve the project or require a route variation. If the pipeline was constructed and the landowner felt the presence of the pipeline reduced their property value, he or she could appeal to the local property taxation agency and obtain a reassessment of the property value that incorporated the easement. Property can be used (for farming and livestock grazing for example), however, structures are not permitted in the right-of-way.
- 16-8 As shown in Appendix L, multiple FERC employees, in addition to a third-party contractor that reports to FERC, were responsible for the oversight of this Project. E-filing instructions are provided in the FERC produced pamphlet *Your Guide to Electronic Information* at FERC and is also provided on the FERC website under the eLibrary link (<http://ferc.gov/docs-filing/efiling.asp>).
- 16-9 The Project review has been conducted in accordance to FERC regulations and standard procedures. The FERC Designated Agency Ethics Official has not been contacted.

C108-6

Charles Brown

From: David L. Bridgers, Jr [dbridjr@cablelynx.com]
Sent: Friday, February 29, 2008 11:56 AM
To: Charles Brown
Subject: Mid Continent Pipe Line - Bridgers property Hwy 27, Vicksburg, Ms

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FEDERAL ENERGY
COMMISSION

Dear Mr. Brown:

17-1 I just wanted to let you know that Mid Continent has made no effort to meet with me concerning the re-route on our land. You had previously told me that we should come to an agreement as soon as possible. I told them that I would be ready to talk with them any time. This was back in December.
17-2 It seems to me that if the re-route was that important, they would be anxious to talk with me. Their lack of interest in talking, makes me think that they are up to something. Like maybe telling your office that we have agreed to something that we have not. These pipe line people really have little regard for the land owner. They believe that the law allows them to take what they want. The imminent domain law is based on the idea that the public need must be met. I believe that the public need can be met with the original route adjacent to the existing power line. Any deviation from the original route is for convenience or cost saving purposes, which is not covered or allowed under the law.
17-3 From our prior communications, you know that I was willing to look at the re-route as something that might be mutually beneficial, even though it would create a severance on our land. The worst thing that any re-route does, in moving north of the power line, is that the next pipe line that wants to come through, in keeping proper distances from existing lines, will probably want to come through our houses.
17-4 I believe that due to their lack of interest in talking with us, we would like them to stay with the existing route and we will just have to fight over wheter they drain the lakes or drill under them. I believe that we can show that there is sufficient room for the to drill under the ponds.
I appreciate your consideration concerning this matter
Regards,
David Bridgers

ORIGINAL

17-1 Comment noted.
17-2 We evaluate several route variations across the Bridgers property in Section 4.4.1.7. In this evaluation, we recommend the adoption of the Bridgers Route Variation I, which would collocate the Project alignment with the north side of the Entergy powerline right-of-way.
17-3 We evaluate several route variations across the Bridgers property in Section 4.4.1.7. Adoption of this route variation would provide increased distance between the proposed Project and the Bridgers residence and we recommended that MEP provide adequate water supply for livestock at this property.
17-4 See response to comment I7-3.

3/20/2008

ORIGINAL

FEDERAL ENERGY REGULATORY COMMISSION

NATIONAL ENVIRONMENTAL POLICY ACT ENVIRONMENTAL REVIEW FOR THE MIDCONTINENT EXPRESS PIPELINE PROJECT

Docket No. CP08-6-000

DRAFT EIS COMMENT MEETING FORM (Circle appropriate date/location)

Tuesday, March 25, 2008 Quitman Depot Quitman, Mississippi
Wednesday, March 26, 2008 Eudora Welty Library Jackson, Mississippi
Thursday, March 27, 2008 Delhi Civic Center Delhi, Louisiana

Comments can be: (1) left at the sign-in table, (2) mailed to the addresses below, or (3) filed electronically by following the instructions provided below.

Please send an original and two copies of your comments, referenced to Docket No. CP08-6-000, to the address below. Label one copy to the attention of Gas Branch 3. Please mail your comments so they are received by March 31, 2008.

For Official Filing:

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street, NE, Room 1A
Washington, DC 20426

To expedite receipt and consideration of your comments, the Commission strongly encourages electronic filing of any comments to this proceeding. See 18 CFR 385.2001(a)(1)(iii) and the instructions on the Commission's Internet web site at www.ferc.gov under the "e-Filing" link and the link to the User's Guide. Before you can file comments you will need to create a free account, which can be created on-line.

COMMENTS: (Please print; use and attach an additional sheet if necessary)

Approximately end of Sept. or early Oct. We the landowners noticed that survey flags had been placed on our property along with the cutting of branches off trees. After tracking who had done this, we called Washington D.C. Internal Affairs and told them the situation and we were told that we should have been notified and continue with our plans to build. FERC put us in touch with the surveyor who stated that previous owner was notified. Reminds I said previous landowner they proceeded with surveying. There is a meeting scheduled with Andy Bur...

Commentor's Name and Mailing Address (Please Print)

Shirley Epps Perry (Property listed in Shirley Easte, Epps)
6259 Amblerwood Dr ON Jones Loop (Boswell Terry) M.S.
JACKSON, MS 39213

18-1

MEP has indicated that survey permission was granted by the previous landowner and that they were not aware that the property had been sold at the time of survey. MEP has met with the new landowners several times since becoming aware of the change in ownership to discuss routing on the property. FERC encourages pipeline companies to cooperate in a professional manner with individual landowners. FERC has made every effort to address landowner complaints and issues as the FERC is made aware of problems. The FERC is not involved in the actual landowner/Company right-of-way easement negotiations.

CP08-6
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OFFICE OF THE SECRETARY
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REGULATORY
COMMISSION

-----Original Message-----
From: Jones, Robert P ERDC-EL-MS
Sent: Friday, February 22, 2008 11:26 AM
To: 'Charles Brown'
Subject: RE: Comment on MEP Filing

Hi Charles,

I have a couple of questions about the comment and review process with respect to our "Twin Lakes Variation". I understand the deadline for filing our comments is 31 March 2008, it looks like MEP is subject to the same deadline as stated in the EIS:

"* Prior to the end of the Draft EIS comment period, MEP should incorporate the Twin Lakes Route Variation, as described in the Draft EIS, into its proposed Project. If MEP asserts that it is not practical or preferable to adopt this route variation, MEP should file with the Secretary a detailed description of the technical or environmental reasons why this route variation is not practical or preferable compared to the corresponding segment of the proposed Project."

19-1

However, is their detailed description of technical or environmental reasons not to incorporate it subject to the same deadline? Also, will this submittal be made public, and will we have an opportunity to respond/comment on it before FERC makes a final decision on the pipeline route?

Thanks so much for your help!
Bobby

-----Original Message-----
From: Jones, Robert P ERDC-EL-MS
Sent: Thursday, February 14, 2008 5:25 PM
To: 'Charles Brown'
Subject: RE: Comment on MEP Filing

Hi Charles,

I am very happy to see that our request has been heard and incorporated into the newly released FERC EIS 0220D (Section 4.4.1.5, p 4-40 thru 4-42).

ORIGINAL

19-1

All MEP filings to the FERC have been and will be made public under the MEP docket number (CP08-6-000) on eLibrary, either through postings of MEP filings or through memorandums to the record. The FERC has worked extensively, within the bounds of *ex parte*, with affected landowners regarding requested route variations.

This is such good news in what has been a very stressful set of circumstances for my family!

However, I see what I believe to be very significant errors in the data presented the text, Table 4.4.1-5, and Figure 4.4.1-5. In reading the text, it is clear to me that the intent was to essentially adopt my suggested alternate route, and the route depicted in Figure 4.4.1-5 is shaped like the route I suggested. However, it is drawn on a much smaller scale, and as drawn, it does not actually collocate with the existing right-of-way as recommended in the text:

"Approximately 40 percent of the route variation would be collocated with an existing right-of-way"

And as drawn would still cross the interior of the property which is in conflict with the text:

"The Twin Lakes Route Variation would avoid the interior portion of the proposed residential development"

Furthermore, the values listed in Table 4.4.1-5 values and the text itself suggest a much shorter alternate route:

"The Twin Lakes Route Variation would be approximately 0.1 mile longer and permanently encumber 0.6 acres more than the proposed Project route"

From page 8 in my proposed route (see attached comment letter), I estimate the proposed route is approximately 1.3 miles total length.

I am attaching a copy of Figure 4.4.1-5 with what I believe to be a more accurate approximation of the route I proposed and which I believe FERC actually intended to convey in the EIS. Please note the reference to the TETCO interconnect (from another EIS drawing, Figure B-1, sheet 117 of 153) which is on the existing right of way that currently crosses my property. I

I9-2

I9-2

The Twin Lakes Route Variation III, as depicted in Section 4.4.1.9 of the Final EIS, has been corrected to show the route variation alignment as originally intended. The intent of the Twin Lakes Route Variation evaluation in the Draft EIS was to evaluate a route variation that would circumvent the Twin Lakes Development and collocate with an existing pipeline right-of-way.

19-2

↑
am also attaching a .pdf of a Word document in "track changes" mode containing the EIS Section 4.4.1.5 text and Table 4.4.1-5 modified to show estimated distances closer to what is depicted on Page 8 in my comment letter.

I will certainly file a comment detailing this very significant issue, but I think this is something that needs to be reviewed by you all and communicated to MEP as soon as possible so as to prevent confusion.

I appreciate any guidance you may provide.

Thanks,
Bobby Jones

Linda Tripp Fulenwider
6204 Landmark Drive
Alexandria, LA 71301
318-442-8142
douglasful@bellsouth.net

March 28, 2008

Federal Energy Regulatory Commission
Washington, D.C. 20426

RE: Mid Continent Express CPO8-6-000, PFO7-4

To Whom It May Concern:

I had planned to be at the March 25 meeting in Minden regarding the D.L.S. and the Mid Continent Express Pipeline project which is being proposed to cross my property in the Arizona Community near Homer, LA in Claiborne Parish in north Louisiana. I came down with a high fever and body aches and a very deep cough last Sunday March 23 and I have a bad case of the flu at present. This disallowed me from being in attendance at the meeting so I could express my concerns.

My seven siblings and I have inherited land in Claiborne Parish, Louisiana, which has already been affected by one natural gas pipeline laid back in the late 1920's by United Gas. Now we are facing a second pipeline laid by Gulf Crossing, a subsidiary of Boardwalk of Houston, TX. This pipeline will be 42" in diameter and will transport 1.7 Bcf per day across our land. NOW we are being yet again probably going to be crossed by Mid Continent Express's proposed 42" natural gas pipeline. Enough is ENOUGH! We have had enough!

My parents worked hard and sacrificed many things in order to pay their bills, live uprightly, rear their family of 8 children, send the kids to college, etc. Leo Carnell and Lonna Tripp did without many things in order to try to leave something to us 8 siblings. The 80+ acres they purchased in Claiborne Parish, Louisiana was the heart of that intended inheritance, and it was to be divided equally among us eight children. If that were not trouble enough, enter PIPELINES.

110-1

110-1 Comments noted.

RE: Mid Continent Express CPo8-6-000, PJo7-4

For over a year now, my siblings and I have been in contact with both Gulf Crossing and Mid Continent Express regarding their proposed pipelines. We have, from the front, been threatened with the use of Eminent Domain if we don't come to an agreement with Gulf Crossing and Mid Continent Express. Gulf Crossing filed suit against us and put us under MUCHE duress in the process. We even had to hire an attorney to help us with the process. We settled with Gulf Crossing the week of March 11th.

I have been the one "lucky" enough to handle the matter of the research and back and forth conversations, for the very most part, for our family. This has been very difficult for me physically, emotionally and financially...as I've had higher than normal phone bills, much increased mileage to and from "the farm" in Homer to meet with those representing these pipeline companies or those who are part of the process (timber appraisers, real estate appraisers, inspectors for erosion, surveyors, etc.) It is a 3 1/2 hour trip, ONE WAY, for me to go the Homer from Alexandria, LA. At today's cost of gasoline, one trip costs me approximately \$100, not counting lodging or food. I have had to buy printer cartridges for my computer, reams of paper, postage, and had to replace a printer due to heavy use. Additionally, this has cost me hours, days, weeks, months of time personally I could have put to better use.

With Gulf Crossing, we had to hire an attorney to represent us, as Gulf Crossing sued us prematurely, in our opinion... for Expropriation/Eminent Domain when they had not and STILL have not gotten their final Certificate from F.E.R.C. We may have to do that with Mid Continent Express as well if we have to!

We will agree to Mid Continent's USE of 50' of permanent right of way, and 50' of temporary workspace. We will insist that they pay us based on linear rodage, (a linear rod is 16.5 feet.) You divide the number of feet across your land that the pipeline needs to use, and divide that by 16.5 . Then we multiply that times the amount we will expect to receive as "just compensation" for the USE of our land...in our case, \$250 per linear rod for permanent, and \$65 per linear rod for temporary right of way. In addition to that, we ask for timber damages for up to 19 years of loss,

110-1

RE: Mid Continent Express CP08-6-000, P'07-4

severance damages which are caused by the de-valuing of our land thanks to the presence of these pipelines, and additionally for the loss of intended use of the land as the location for the retirement homes of some of us siblings. (there are seven of us girls, and we'd like nothing better than to be able to live close to one another and garden and quill and can together, and be a support for one another in our declining years.)

Additionally, we have given a list of things we expect of Mid Continent Express in return for the perpetual USE of our land for permanent ROW only. Temporary ROW will revert to us with full use within 1 year of completion of the pipeline. Otherwise, a daily fine will be imposed.

In the first "agreement" that we received from Mid Continent Express, there were many things that I addressed in an e-mail to Rick Sellers, the ROW manager for Mid Continent Express, out of his office in Monroe, Louisiana. Subsequently, I have sent several e-mails and have spoken by phone with Mr. Sellers regarding our expectations.

My last conversation with Mr. Sellers the first of this month (March 2008) he told me it would be better if we waiting until the final paperwork with Gulf Crossing was signed. My siblings and I have all signed agreements with Gulf Crossing and each of us has received our 1/8 interest of the money paid for the use of the land we each jointly own. He has long had a list of most of the things we expect of Mid Continent Express and the things we will and will not allow. I have let him know that the agreement with Gulf Crossing has been signed and that we are waiting on his final offer to use in the form of a Servitude and Right of Way Agreement.

I expect that all 8 of us siblings, as we are all equal landowners, will receive information pertinent to this project. We are as follow: Rachel Bailey, Rita Bailey, Nita Stampley, Judy Doyle, Linda Fulenwider, Margaret Timmons, Jimmie Tripp and Joy Davis. Though we all have equal voices and each of our signatures will be required for the use of the land, I have agreed to be help in the process if negotiation. It is for this reason that I ask you to please

110-1

RE: Mid Continent Express CPO8-6-000, P/07-4

110-1  see to it that Mid Continent Express does what is required of you, and what has been requested of us 8 Tripp Siblings regarding the use of our land.

110-2  Also, we ask that *NO MORE NATURAL GAS PIPELINES BE ALLOWED TO BE LAID ON OUR LAND* in the future. Enough is ENOUGH!!!!!!!

110-3  Louisiana is an "odd state". Gulf Crossing used a loophole to jump in and take us to court, citing Eminent Domain... Please do not allow Mid Continent Express to do the same thing.

 Also, in your pamphlet, "A Natural Gas Pipeline On My Land? What Do I Need To Know", and in speaking with some at F.E.R.C. I was told that "the industry standard for laying pipelines is 25' from one another." That's in your book! ENFORCE it!!!!!! It's not just a suggestion! YOU oversee the pipeline companies! YOUR voice is the final one, from where I sit.

Thank you for your time and attention in this matter.

With Kindest Regards,
Linda Tripp Fulenwider

110-2 Natural gas pipeline companies do not have federal authority from the Natural Gas Act to use Eminent Domain until they receive a certificate from the FERC approving the project. Depending on individual state law, the pipeline companies may petition for eminent domain under state jurisdiction. It should be noted that this procedure is "at risk" should the Commission not approve the project.

110-3 All adjacent pipelines are required to be a DOT mandated distance from each other, however, in practice pipelines routinely increase this distance to increase the margin of safety and to increase ease of constructability. The FERC has worked to minimize impacts to land by requiring overlapping construction rights-of-way on this proposed Project and will continue to do so in accordance with applicable regulations and safety standards.

Ditzler Jones and Ray Martin

20080401-0002 FERC PDF (Unofficial) 03/28/2008

ORIGINAL

Ditzler & Lisa Jones
9736 HWY. 24 South
Paris, Texas 75462

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street NE, Room 1A
Washington, DC 20002

March 25, 2008
FILED
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SECRETARY
2008 MAR 28 P 3 07
FEDERAL ENERGY REGULATORY COMMISSION

RE: Docket No. CP08-6-000

Dear Ms. Bose,

Our concerns and comments on this project are in reference to the Gas Compressor Station scheduled to be built on Highway 24 in Lamar County, Texas. Our concerns are based upon noise surveys performed by Dr. David Anderson, copies of which are attached. Dr. Anderson recently performed extended noise surveys on our property and on Ray Martin's property. Our property is approximately 2,800 feet South of the proposed Gas Compressor Station and Ray Martin's property is approximately 2,500 feet South West of the proposed Gas Compressor Station.

- I11-1 [1. Midcontinent Express Pipeline (MEP) submitted Table 9-17 REVISION 1 (12/10/07) for the Lamar Compressor Station. On this table, Ray Martin's property is listed as NSA 7; MEP reports an existing average dBA of 63.8 while Dr. Anderson's noise survey shows an existing average dBA of 58. We suggest that considering MEP's noise study was based upon 15 minute samples and Dr. Anderson's study was based upon over 22 hours of noise data that Dr. Anderson's data is correct and MEP's is flawed. Considering that the MEP existing noise data is flawed, therefore any calculations used to predict Expected Increased Noise would also be flawed. The difference between MEP's average 63.8 dBA and Dr. Anderson's measured 58 average dBA is 5.8 dBA which is very significant. In fact, with just an increase of 6 decibels, the sound pressure has doubled. Doubling of the sound pressure level will have a significant impact on the residence.
- I11-2 [2. MEP did not include our residence located at 9736 HWY..24 South, Paris, Texas in their revised noise table; however, all three NSA's added by MEP in the revised table were listed as having an Existing Noise Average of 63.8 dBA and our residence is located nearby the added NSA's, #7, #8 and #9. Dr. Anderson's noise survey for our property shows an average dBA of 46.5. The difference between the MEP's guesstimate of an average of 63.8 dBA and Dr. Anderson's actual average dBA of 46.85 is 17.3 dBA, which is a huge difference, greatly effecting any projected increased noise levels.
- I11-3 [3. MEP has submitted to FERC possible ways that MEP might use to control the sound produced by the Gas Compressor Station; however, **MEP has not specifically stated how they will control the sound.** This is of great concern and we strongly request **FERC to address the noise control issues before the Gas Compressor Station is built** rather than after the Station is built. Kinder Morgan, MEP's parent company, owns and operates a Gas Compressor Station in Howland, Texas, which is approximately 5 miles from the proposed *Lamar County Gas Compressor Station*. A group of citizens from Howland, Texas, have been in litigation with Kinder Morgan for the last ten years regarding the Howland Gas Compressor Station, this litigation is very similar to the same issues, including noise and emissions we are concerned with here. We do not want to be in litigation with MEP ten years from now and we strongly request FERC for help in assuring that MEP will be a good neighbor.

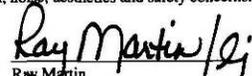
- I11-1 Our review of the two surveys (one submitted by MEP and one by the landowner) indicates that differing field methods were used and that the studies' results were not interpreted or presented in a consistent manner. Given the apparent survey discrepancies and the need to further document baseline noise conditions prior to operations at the Lamar Compressor station, MEP filed plans to fund a 24-hour noise survey to further document ambient noise conditions at the Ditzler Jones and Ray Martin properties adjacent to the proposed Lamar Compressor Station (Section 3.11.2). MEP would file the results of this survey with the FERC for our staff's review.
- I11-2 See response to comment I11-1.
- I11-3 We have included a recommendation in Section 3.11.2 that would require MEP to file a finalized noise plan that would include ambient noise surveys, identified measures that would be used to mitigate noise impacts, monitoring during construction, and plans to offer temporary housing if the defined noise standard can not be met.

111-4 [4. The Draft Environmental Impact Statement for the MEP project states on page 3-147 that MEP has committed to work with community members to develop an appropriate site-specific visual screening plan for the project. I would like to volunteer to work with MEP on the screening plan and suggest that other community members that will be impacted and live near the proposed Gas Compressor Station be included as well. I spoke with Kevin Brown, local operations manager for Kinder Morgan, in February of 2008 and expressed my desire to be included in developing the screening plan. Mr. Brown assured me that I would be included. To date, there have been no community meetings scheduled.

111-5 [5. Safety is another major concern for those of us living near the proposed Lamar County Gas Compressor Station. The Midway Volunteer Fire Department in the Gadston Community would be responsible for any emergency response; however, the Midway Volunteer Fire Department does not have the equipment, training, or manpower to handle and/or fight a fire at a Gas Compressor Station. There are many other concerns regarding safety as well, including emergency medical response, pollution prevention and control, and EPA/OSHA compliance.

Thank you and we appreciate the opportunity to submit our comments to FERC; however, we also look to FERC to insure that the lives of the citizens living near the proposed Lamar County Gas Compressor Station are not ruined by property devaluation, noise, aesthetics and safety concerns.


Ditzler Jones
9736 Highway 24 South
Paris, Texas 75462


Ray Martin
395-24105
Paris, Texas 75462

Attachments:
Ray Martin Noise Monitoring Report / 42 pages
Ditzler Jones Noise Monitoring Report / 41 pages

111-4 Comment noted. MEP has indicated that it will hold a meeting with all interested landowners near the proposed compressor station site to gather comments and suggestions on their draft lighting and screening plans.

111-5 Under Part 192.615 of USDOT regulations, each pipeline operator must also establish an emergency plan that includes procedures to minimize the hazards in a natural gas pipeline emergency. Measures outlined in this plan are described in Section 3.12.1 and include establishing and maintaining communications with local fire, police, and public officials and coordinating emergency response and making personnel, equipment, tools, and materials available at the scene of an emergency. Part 192 also requires that each operator must establish and maintain liaison with appropriate fire, police, and public officials to learn the resources and responsibilities of each organization that may respond to a natural gas pipeline emergency, and to coordinate mutual assistance. MEP has indicated that it would provide appropriate training to local emergency personnel prior to placing the pipeline in service.

Ditzler Jones and Ray Martin

The referenced noise study performed by Dr. Anderson is available as an appendix to the letter filed by Ditzler and Lisa Jones available on eLibrary.

Please see eLibrary filing dated March 28, 2008.

Clarene Long

20080401-0003 FERC PDF (Unofficial) 03/28/2008

Miss Clarene Long
2408 1/2 West 85th Street
Inglewood, CA 90305-1816

March 20, 2008

Kimberly D. Bosc, Secretary
Federal Energy Regulatory Commission
888 First Street NE, Room 1A
Washington, D. C. 20002

Dear Madam Secretary:

Comments: Draft Environmental Impact Statement
Midcontinent Express Pipeline Project
Docket No. CP08-6-000

Following are comments on issues that come to mind:

- I12-1 TOTAL COST
Please include in the final report the expected total cost of the project from start to finish.
- I12-2 TOTAL TIME
Please also indicate the expected total time from beginning of actual construction to end expressly including unforeseen conditions and disruptions.
- I12-3 EXISTING PIPELINE
Will existing pipelines be abandoned and removed? They should be. Most are probably corroded by now.
- I12-4 PERMANENT RIGHT-OF-WAY
Place a fenced steel post on each side of the right-of-way for Tract No. LA-WB-013.000 in Webster Parish, Louisiana. This is in addition to other markers.
- I12-5 MAINTENANCE
Year maintenance is indicated. Three years is too long. I'll let you know when there is too much growth.
- I12-6 LENGTH OF SERVICE
Please indicate how long (in years) the pipeline is expected to remain in service in good condition.

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2008 MAR 28 P 4: 52
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- I12-1 In the public meeting held in Minden, Louisiana, on March 25th, 2008, a MEP representative indicated that the Project cost would be approximately 1.27 billion dollars.
- I12-2 As described in Section 2.4, MEP proposes to construct the Project in two phases. The Phase I facilities would include the proposed Project pipeline, the Lamar and Perryville Compressor Stations, the Delhi Booster Station, and the associated ancillary facilities. Under Phase II, construction of the Atlanta and Vicksburg Compressor Stations would occur. Construction of the Phase I facilities would be initiated in August 2008 and all Phase I facilities would be in service in February 2009. The timing for construction of the Phase II facilities and expansion to the fully proposed transport capacity would be based on shipper demand, but MEP anticipates that these facilities would be constructed within the first 5 years of the Project. It is possible that construction could take longer than estimated based on poor weather or other uncontrollable factors.
- I12-3 As discussed in Section 2.7, MEP does not propose to abandon any facilities. If a FERC regulated pipeline company wishes to abandon an authorized pipeline, the pipeline company must apply to FERC with a Section 7B abandonment application.
- I12-4 FERC does not get involved with negotiations between the pipeline companies and the landowner. Pipeline markers would be placed and maintained at line-of-sight intervals and along the right-of-way and at roadway crossings, railroad crossings, and other highly visible places. The use of additional right-of-way markers and / or fences should be agreed upon during easement negotiations.

- I12-5 Vegetation management procedures during operation would be performed in accordance with the FERC Plan and Procedures and would include regular mowing, cutting, and trimming of the permanent pipeline right-of-way. Routine vegetative maintenance clearing of the full width of the permanent pipeline right-of-way in uplands would not be performed more frequently than every 3 years, unless requested and or approved by appropriate state and local agencies. Alternative right-of-way maintenance schedules, which should remain within the context of the FERC plan unless a variance is obtained, should be agreed upon during easement negotiations.
- I12-6 Pipeline facilities are typically in service for approximately 50 years. If a company wishes to abandon the facilities, abandonment must be authorized by the FERC.

Kimberly D. Bose, Secretary
Docket No. CP08-6-000

Page 2

- 112-7 [CONSTRUCTION SCHEDULE – LANDOWNER NOTIFICATION
Please provide landowners written 30-day advanced notice of the tentative starting time for initial construction by area. This will allow absentee landowners like me adequate time to make travel arrangements.

I want to know for two reasons:

Gulf South is also laying a natural gas pipeline
Gulf South owns the existing pipe on our land of which I was totally unaware. There is no rush. Haste makes waste. DO IT RIGHT!
- 112-8 [CONSTRUCTION WORKERS – HIRING POLICY
A statement similar to the following should be a part of the final report:
Midcontinent Express, its affiliates, and subsidiaries are equal opportunity employers with a diverse workforce; do not discriminate against anyone based on race, color, ethnicity, religious or political affiliation, or sexual orientation; nor does it favor persons because of family ties.

Midcontinent is aware of the high unemployment rates in the region of influence and will hire from the local employment pool whenever possible.
- 112-9 [WORKER SAFETY
Midcontinent assures that protective head, eye, ear, and respiratory equipment, and clothing are provided to all workers.
- 112-10 [REVERSIONARY CLAUSE
All rights revert to landowners if the pipeline is not in use 18 months after completion.
- 112-11 [SPECIAL APPENDIX
A special appendix should be added for review by landowners which supports the increased population, business, commercial, government, and military needs for this pipeline.

- 112-7 Specific landowner notifications must be agreed upon during the easement negotiation process. FERC does not get involved with negotiations between the pipeline companies and the landowner.
- 112-8 Kinder Morgan, the parent company of MEP, is an equal opportunity employer. As discussed in Section 3.9, Construction of the proposed Project would result in the hiring of approximately 2,070 local workers within the region of influence. Additional jobs would also be created as a result of secondary activity associated with construction of the proposed Project, as purchases made by non-local workers on food, clothing, lodging, gasoline, and entertainment would have a temporary, stimulatory effect on the local economy. These jobs would represent a temporary, moderate increase in employment opportunities within the region of influence. During operation, the proposed Project would create 13 full-time positions.
- 112-9 MEP would adhere to all Occupational Safety and Health Administration (OSHA) worker safety standards.
- 112-10 Any reversionary clause would have to be obtained as part of the easement negotiations. The FERC does not take part in easement negotiations.

- I12-11 MEP has shown have a sufficient number of customers and the need for natural gas is discussed in Section 1.1. Likewise, the Gulf Crossing Final EIS discusses the need for that Project. The Commission has found there to be sufficient need for both projects. As discussed in Section 4.1, nationwide consumption of natural gas is projected to increase by approximately 19 percent by 2030. Much of this growth in demand is projected to occur before 2020. The MEP Project would supply up to 1.5 Bcf/d of natural gas from unconventional sources to eastern markets through 14 receipt and/or delivery interconnections with existing interstate and intrastate natural gas pipeline systems. MEP believes that the addition of incremental supply at the proposed interconnect locations would help meet growing energy demands, enhance reliability, and result in supply diversification by providing access to domestic natural gas supplies.

Kimberly D. Bose, Secretary
Docket No. CP08-6-000

Page 3

112-12 [PIPELINE HAZARDOUS MATERIALS SAFETY ADMINISTRATION
PHMSA OFFICE OF PIPELINE SAFETY
The above office is quite likely understaffed and underfunded.
Landowners should be allowed to report incidents also. My sense is that pipeline
operators have significantly underreported incidents. Insert the address, phone number,
and website of this organization in the report also.

112-13 [POSTMARK
The FERC is at the service of these companies. Landowners need time to think, do
research, then comment. Companies have paid staff and experts at their disposal. We
don't.
In my opinion, responses should be POSTMARKED BY MARCH 31, 2008. Once upon
a time items postmarked on a date were considered received.

112-14 [CHANGES IN OWNERSHIP
Midcontinent should be required to notify landowners of changes in ownership.
These days new owners are typically uninterested in notifying anybody about anything
except how many people they plan to lay off.

As a landowner, I pledge to notify Midcontinent about any changes in ownership of the
parcel with which I am concerned.

Thank you for this opportunity to comment.

Sincerely



CLARENE LONG

CL

Enclosure

- 112-12 The DOT regulates pipeline safety and incident reporting after a pipeline is placed into service. Pipeline incidents can be reported to the DOT Pipeline Hazardous Materials Safety Administration (PHMSA). PHMSA contact information can be obtained from the PHMSA website (<http://www.phmsa.dot.gov/portal/site/PHMSA>). Information can also be obtained by telephone: 202-366-4433 or through letter: U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration, East Building, 2nd Floor, 1200 New Jersey Ave., SE, Washington, DC 20590.
- 112-13 Comment noted. FERC will take into consideration those comments postmarked by the end of the Draft EIS comment period.
- 112-14 Comment noted.

INCIDENT SUMMARY STATISTICS BY YEAR

Generated 11/14/2007

PHMSA OFFICE OF PIPELINE SAFETY
NATURAL GAS PIPELINE OPERATORS
INCIDENT SUMMARY STATISTICS BY YEAR
1/1/1986 - 09/30/2007

DISTRIBUTION OPERATORS

Year	No. of Incidents	Fatalities	Injuries	Property Damage
1986	142	29	104	\$11,078,800
1987	163	11	115	\$11,736,125
1988	201	23	114	\$12,131,436
1989	177	20	91	\$8,675,816
1990	110	6	52	\$7,694,040
1991	162	14	77	\$7,765,748
1992	103	7	65	\$6,777,500
1993	121	16	84	\$15,348,655
1994	141	21	91	\$53,280,166
1995	97	16	43	\$10,950,673
1996	110	47	109	\$16,252,842
1997	102	9	67	\$12,493,163
1998	137	18	64	\$19,055,118
1999	118	16	90	\$25,913,056
2000	154	22	89	\$23,396,834
2001	124	5	46	\$14,071,496
2002	102	10	44	\$23,604,202
2003	142	11	58	\$21,132,408
2004	176	18	41	\$38,361,450
2005	170	14	38	\$497,877,813
2006	134	16	25	\$22,558,288
2007	120	6	32	\$20,457,635
Totals	3006	355	1499	\$680,793,656

Historical totals may change as PHMSA receives supplemental information on incidents.

[Return to the Pipeline Statistics page](#)

Charles Brown

From: David L. Bridgers, Jr [dbridjr@cablelynx.com]
Sent: Saturday, March 29, 2008 3:34 PM
To: Charles Brown
Cc: Sallie Stevenson
Subject: Midcontinent Pipeline final comment

CP08-6-000

Dear Mr. Brown:

I attended the FERC meeting in Jackson, MS, last Wednesday night. My brother-in-law had some harsh comments concerning FERC and the way that they try to insure fair treatment to the land owners effected by pipelines. I want you to know that I do not share his opinion. I also learned that Monday, March 31, was the last day that comments would be taken by FERC regarding the route of the Midcontine pipeline. It remains difficult for me to make an intelligent comment, as I still have not been furnished maps showing the intended route of the pipeline. You e-mailed me on March 5, 2008 and stated that Midcontinent would contact me when they had there maps. Sallie Stevenson from Midcontinent did contact me about that same time and told me that she would get with me in about 2 weeks.

I always felt the Midcontinent was avoiding furnishing to me the meaningful information that I need and was also avoidir negotiating with me for a reason. In December 2007, you suggested that we begin this process as soon as possible. Yo gave me a telephone number to call and I called it that day. I felt that they look on me as trouble because one day I asked Sallie Stevenson this question, " If your pipeline wants to deviate from the existing power line in order to save construction cost and this deviation is more intrusive to me that the power line route, why would I not be intited to additional compensation, perhaps even half of the savings? I quickly got no answer and the subject was changed.

I learned at the meeting last Wednesday that I was not the only one that has not received any maps advising of the intended route. Nearly everyone that spoke, was saying the same thing. We all have issues regarding the crossing of ot property, most involve re-routes, some initiated by Mid Cont., as was mine, some maybe initiated by the land owners. Please review the transcripts of the other meetings to see if the story is the same. There appears to be a pattern in the way that we are being delt with.

In the next day or so, I plan to e-mail Sallie Stevenson, requesting a date that she will furnish me a map that shows the intended route and also requesting a date that they would be ready to begin negotiations. I feel that at this point, this is an improper request.

In closing, I guess that my final comment to FERC is a request that you make Mid Continent resolve the issues with eac land owner that has written FERC or spoke at your meetings, prior to giving them the approvals that they need. Once th get their approvals, they will make every effort to force their will upon us, regarding both route and price. I do appreciate the time that you have given me by answering my e-mails during this process.

Best regards,
David Bridgers

3/31/2008

I13-1

I13-1 FERC encourages pipeline companies to cooperate in a professional manner with individual landowners. FERC has made every effort to address landowner complaints and issues as the FERC is made aware of problems. The FERC is not involved in the actual landowner/Company right-of-way easement negotiations.

Kenneth W. Chapman, DMD

March 30, 2008

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First St. NE, Room 1-A
Washington, DC 20426

RE: MidContinent Express Pipeline Project, Docket No. PF07-4-00
Docket No. CP08-6-000

Dear Ms. Bose,

This 30 acre parcel of land, which holds a number of trees estimated to be over 200 years old, has never been logged. The parcel (# 4964-290) lies in the northeast quadrant of section 22 of Hinds County, Mississippi.

This property was platted years ago and the plat map will be filed in April 2008. The architect has given the utmost consideration for the old growth forests. Lot sizes and shapes have been strenuously studied to optimize the perpetuation and preservation of the ancient forest.

This natural gas pipeline will effectively destroy the old growth forest and render this unique property useless for any purpose other than the pipeline. Our desire at KC Oakley-Palestine Property, LLC is that you re-route the pipeline through property to the south that has already been partially cleared.

Sincerely,

Kenneth W. Chapman, DMD

Managing Member, KC Oakley-Palestine Prop, LLC

114-1

114-1

The FERC has recommended adoption of a route variation in this area that would minimize impacts to this parcel by requiring the proposed route to follow the property boundary for a portion of the parcel crossing. A route variation to the south was considered, but was determined to not be viable given the location of numerous homes and residences.

Robert P. Jones, PhD

March 30, 2008

Ms. Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First St., N.E., Room 1A
Washington D.C. 20426

Re: 1. Docket No. CP08-6-000
2. Docket No. PF07-4-000
3. FERC EIS 0220D: Draft Environmental Impact Statement: Midcontinent Express Pipeline
4. Jones Comment Letter to FERC dated May 25, 2007

Dear Ms. Bose:

My wife Scarlett D. Jones and I, are *very pleased* to see the acceptance and inclusion of our proposed alternate route, the Twin Lakes Route Variation, as set forth in Section 4.4.1.5 of the *Draft Environmental Impact Statement: Midcontinent Express Pipeline* (February 2008; FERC EIS 0220D; Docket No. CP08-6-000 [PF07-4-000]) as currently planned in relation to our 130 acre property at 4650 Myers Rd., Terry, MS 39170.

We sincerely appreciate and commend you and your staff for hearing our request as described in our comment letter to FERC dated May 25, 2007. In so doing, FERC is clearly following the prevailing regulations (18 CFR Section 380.15[b]) regarding *landowner consideration*:

115-1

“The desires of landowners should be taken into account in the planning, locating, clearing, and maintenance of rights-of-way and the construction of facilities on their property...”

115-1 Thank you for your comment.

Your decision is also in agreement with 18 CFR Section 380.15[d][1] as related to *Pipeline construction*:

“The use, widening, or extension of existing rights-of-way must be considered over developing new rights-of-way...”

This has been a very stressful twelve months for our family, and it is so encouraging to see the process work to protect our interests.

Beyond expressing our gratitude, we are writing to point out and correct certain transcription or typographical errors we have noted in Section 4.4.1.5 of the Draft EIS; we have already presented these verbally at the public meeting held on March 26, 2008 in Jackson MS. We also wish to further argue on behalf of the Twin Lakes Route Variation (TLRV), detailing its benefits as compared to the original Proposed Project Route (PPR). Furthermore, we will offer two potential modifications to the TLRV that FERC may find attractive.

115-2

Errors in the Draft EIS. Upon review of Section 4.4.1.5, we note several very significant typographical errors in the text, in Table 4.4.1-5, and in Figure 4.4.1-5. In reading the text, it is clear to me that the intent was to essentially adopt my suggested alternate route, and in fact, the route depicted in Figure 4.4.1-5 is shaped like the route I suggested. However, it is drawn on a much smaller scale, and as drawn, it does not collocate with the existing right-of-way as recommended in the text:

115-2 The Twin Lakes Route Variation III, as depicted in Section 4.4.1.9 of the Final EIS, has been corrected to show the route variation alignment as originally intended. The intent of the Twin Lakes Route Variation evaluation in the Draft EIS was to evaluate a route variation that would circumvent the Twin Lakes Development and collocate with an existing pipeline right-of-way.

115-2 "Approximately 40 percent of the route variation would be collocated with an existing right-of-way."
 Also, as drawn it would still cross the interior of our property which is in conflict with the text:
 "The Twin Lakes Route Variation would avoid the interior portion of the proposed residential development."
 Furthermore, the values listed in Table 4.4.1-5 values and the text itself suggests a much shorter alternate route:
 "The Twin Lakes Route Variation would be approximately 0.1 mile longer and permanently encumber 0.6 acres more than the proposed Project route."
 However, in my proposed route (from page 8 of my FERC comment letter dated May 25, 2007), I estimate the Twin Lakes Route, as we proposed it, is approximately 1.3 miles total length. A copy of Figure 4.4.1-5 (see Attachment 1) is provided and modified to show what I believe to be a more accurate approximation of the Twin Lakes Route Variation (which is what I believe FERC actually intended to convey in the EIS). Please note the reference to the TETCO interconnect (from another EIS drawing, Figure B-1, sheet 117 of 153) indicating the existing Texas Eastern Transmission Company right-of-way that currently crosses our property. *We hereby ask FERC to carefully review and correct the aforementioned significant errors and incorporate appropriate changes in the final EIS.*

115-3 **Comparative Benefits of the Twin Lakes Route Variation.** We have included a modified version of the plat we submitted in our letter to FERC dated May 25, 2007 (see Figure 1a). We also have prepared a tabular comparison of the Twin Lakes Route Variation and the Proposed MEP Project Route (Table 1); this table also provides data on two sub-variations of the Twin Lakes Route Variation (TLRV), TLRV Modification 1 (Mod 1) and TLRV Modification 2 (Mod 2; see Figure 1a).

The TLRV would diverge from the Proposed Project Route (PPR) at approximately MP MS 34.5, travel east to an existing TETCO right-of-way then turn south running adjacent to the TETCO right-of-way to resume the PPR near MP MS 35.4. The TLRV would be approximately 0.4 miles longer and permanently encumber 1.3 acres more than the corresponding PPR. However, 0.6 miles of the TLRV would be collocated with the existing TETCO right-of-way and 0.7 miles would be collocated with exterior property boundaries; the corresponding PPR is not collocated with existing rights-of-way or exterior property boundaries. Additionally, only 0.2 miles of the TLRV crosses interior portions of impacted properties while not collocated with the existing TETCO right-of-way, whereas all 0.9 miles of the corresponding PPR has this highly undesirable interior crossing characteristic.

115-4 **Environmental Benefit.** The TLRV has an additional potential *environmental benefit* that may be gained through the construction process. Running roughly parallel to the construction right-of-way on the eastward section of the TLRV, is a very substantial erosion gully approximately 0.1 miles in length (See Figures 1a, 1b & 2). During the pipeline construction process, MEP will generate a significant amount of excess dirt, rock, and other debris that will require proper disposal. We would gladly allow MEP to use this excess material to fill and cover the erosion gully as part of its restoration activities. Because the erosion gully is very near the TLRV or would be crossed by TLRV Mod 1 and Mod 2, MEP would be spared the expense of hauling a significant amount of debris to the nearest landfill which is approximately 10 miles from our property. Transport cost savings would easily offset any restoration costs associated with this proposed activity.

115-3 We evaluated three Twin Lakes Route Variations in Section 4.4.1.9 and recommend the adoption of Twin Lakes Route Variation II, which would align the Project inside the northern boundary of the Twin Lakes development and then travel south across one lot within the Twin Lakes development and along the Twin Lakes property line.

115-4 MEP would dispose of construction debris (e.g. timber, slash, rocks) in accordance with the Plan. Landowner permission would be required to dispose of construction debris on private property. Disposal of construction debris on private property would be determined during easement negotiations. FERC is not involved in the actual landowner/Company right-of-way easement negotiations.

Impact on Landowners and Property Values. While the TLRV would be approximately 0.4 miles longer, Mod 1 and Mod 2 would be only about 0.3 miles longer than the corresponding PPR. However, 1.1 miles of Mod 1 and Mod 2 (1.2 miles for TLRV), would be collocated with either the existing TETCO right-of-way or with exterior property lines. In sharp contrast, all 0.9 miles of the corresponding PPR crosses the interior of impacted properties, a highly undesirable characteristic that would substantially devalue our Twin Lakes development and neighboring properties.

The TLRV, Mod 1, and Mod 2 respectively impact 6, 5, and 4 different landowners and the same respective number of tracts, whereas the PPR impacts 5 different landowners and 7 different properties. Even though the TLRV impacts one more landowner than does the PPR, we would argue that the interior crossing characteristics of the PPR are far more negative with respect to impacted landowners and properties than would be the mostly collocated TLRV upon its respective landowners and properties. Mod 1 impacts the same number as the PPR and Mod 2 impacts one fewer than the PPR. TLRV, Mod 1, and Mod 2 respectively will impact 3, 2, and 1 landowner(s) who have previously not been impacted (see Figure 1a).

The Landowner B property is primarily pre-pulpwood sized pine trees and thicket; a section of the TLRV and Mod 1 would run adjacent to Landowner B's boundary with our property (see Figure 1a). The pine thicket cover on this tract extends all the way to the fence separating our two properties, and its dense terrain contrasts sharply with the open forest of old-growth hardwood timber on our side of the fence (see Figures 3 and 4). Although the pipeline would take away growth area for Landowner B's relatively young pine trees, it would provide easy access to the property's perimeter, which is desirable to many landowners. The Landowner C property is primarily open pasture that supports the grazing needs of a local cattle company; a section of the TLRV would run adjacent to Landowner C's boundary with our property (see Figures 1a & 1b). The TLRV right-of-way would not negatively impact the current or long-term use of this property (Figures 3 & 5). The Landowner D property is also mostly open cattle pasture, and the TLRV, Mod 1 and Mod 2 would run adjacent to the existing TETCO pipeline right-of-way as it crosses (see Figures 1a & 5). The TLRV right-of-way would not negatively impact the current or long-term use of this property (Figure 5). Consequently, the loss of property value for these three landowners would be minimal compared to the substantial loss we would experience under the MEP's original pipeline route.

The TLRV, Mod 1, and Mod 2 each represents a huge improvement as compared to the PPR with respect to the pipeline crossing on our property. Impacts of the three options on Landowner A, Landowner D, and Landowner E would be roughly equivalent (see Figure 1a). Mod 1 and Mod 2 do not impact Landowner C, and Mod 2 also does not impact Landowner B, but in terms of numbers of landowners impacted, Mod 2 is the best option.

Impact on Environmental Resources. As noted above, the *quantity* of Mod 1/Mod 2 impact on the environment would be 0.3 miles greater than the PPR (0.4 miles for TLRV). However, these three options could generate approximately 0.1 miles of *environmental benefit* through repair of a massive erosion gully as noted above. Furthermore, FERC has directed inclusion of the Kidwell Route Variation which reduces the pipeline distance by 0.2 miles; FERC has also required the reduction of construction right-of-way which translates into about 50 miles less impacted area. Therefore, from the perspective of the total pipeline project, the added distance of the TLRV, Mod 1, and Mod 2 is negligible and is more than offset by other FERC-directed changes to the project that would reduce overall environmental impacts.

115-5

115-5 The recommended Twin Lakes Route Variation II would travel north inside the boundary with the Twin Lakes Route Variation so Project-related impacts would not be transferred to the adjacent landowners to the north. MEP has indicated that the landowners located east of the Twin Lakes development boundary are amenable to the Project. As discussed in Section 4.4.1.9, the Twin Lakes Route Variation II would minimize impacts to the interior of the Twin Lakes development without transferring Project impacts to adjacent, unwilling landowners to the north.

115-6

115-6 We evaluate several Twin Lakes Route Variations in Section 4.4.1.9 to determine which alignment would best balance landowner and environmental impacts.

115-6 The TLRV, Mod 1, Mod 2, and the PPR all cross similar terrain and neither crosses any streams or major water bodies. Thus the *character* of impact on the environment would be similar for all. There is a caveat in that Mod 2 bypasses Landowner B as it crosses our property along our northern boundary with Landowner B (Figure 1a). In crossing our property in this section, Mod 2 would impact old-growth hardwoods as opposed to Landowner B's pre-pulpwood pine thicket (Figure 4 & 5); the PPR also traverses a comparable distance through old-growth hardwood on our property. From this perspective, either the TLRV or Mod 1 would be the preferred route. This is well illustrated in Figure 5, a Google Earth image, with overlaid property boundaries, Mod 1 (dashed white line), TLRV (solid blue line), and PPR (solid orange line), clearly shows the difference in our old growth hardwood versus Landowner B's pre-pulpwood thicket. Resolution of Figure 5 on hardcopy will not be as good as on screen, and for an even clearer view, albeit without boundary overlays, go to Google Earth (available at <http://earth.google.com>) and use the "Fly to" option with coordinates, 32°10'30.85" N 90°23'17.19" W (or 32.175236, -90.388106). At any rate, the actual distances each route travels through old-growth hardwoods is summarized in Table 1, and from this, we estimate that the PPR would destroy approximately 0.5 miles of this precious resource, *0.2 miles more than Mod 1 or TLRV.*

115-7 **Impact on Pipeline Performance.** The TLRV incorporates a 90 degree turn into the pipeline route (not seen in the PPR), and MEP might argue this could impact flow characteristics of natural gas as it passes through the turn. However, we note 44 similar turns, at or very near 90 degrees, in other areas along the pipeline both upstream and downstream of the TLRV (see draft EIS Figure B-1, Sheets 1, 6, 12, 17, 26, 34, 35, 42, 43, 51, 54, 81, 87, 92, 95, 97, 102, 107, 111, 112, 118, 123, 126, 130, 136, & 137). This fact clearly indicates that MEP could easily incorporate sufficient engineering modifications to remedy any potential flow issues. Even so, Mod 1 and Mod 2 do not have 90 degree turns and would therefore not be subject to such possible criticism.

115-8 **Conclusion.** Because the original TLRV offers the least negative impact on our property value, it is still our preferred option. However, FERC may favor Mod 1 or Mod 2. Regardless, we urge FERC to maintain its position, not bowing to MEP's profit motive driven objections of minimum project costs for maximum financial gain. We have offered a strong case grounded in objective measures that support our position. The Code of Federal Regulations clearly supports FERC's action to recommend inclusion of the Twin Lakes Route Variation, and the Code of Federal Regulations will support FERC in requiring its incorporation into the Final EIS Project Route.

Your consideration in this matter is greatly appreciated. Please feel free to contact me if you have questions.

Respectfully,



Robert P. Jones, PhD
 4650 Myers Road
 Terry, MS 39170
 (601) 857-0102 (H)
 (601) 634-4098 (W)
Robert.P.Jones@erdc.usace.army.mil

- 115-7 Comment noted. Sharp turns in pipeline alignment are possible, but typically are avoided to the extent possible due to engineering constraints. The route variation recommended by the FERC in Section 4.4.1.9 includes a sharp bend in pipeline alignment.
- 115-8 We have recommended the adoption of the Twin Lakes Route Variation II, which would minimize the impact to the interior of the Twin Lakes development while minimizing the transference of Project impacts to adjacent landowners.

TABLE 1
Comparison of Twin Lakes Variation and the Proposed Midcontinent Express Pipeline Project Route

Evaluation Criterion	Proposed Project Route	Twin Lakes Route Variation (TLRV)	TLRV - Modification 1	TLRV - Modification 2
Total Length (miles)	0.9	1.3	1.2	1.2
Environmental benefit distance ¹ (miles)	0	0.1	0.1	0.1
Old-growth hardwood distance (miles)	0.5	0.3	0.3	0.4
Interior property crossings not collocated with existing rights-of-way (miles)	0.9	0.2	0.3	0.3
Adjacent to existing rights-of-way (miles)	0	0.6	0.5	0.5
Adjacent to exterior property lines (miles)	0	0.7	0.6	0.6
Residences within 50 feet of construction workspace (number)	0	0	0	0
Construction impacts (acres)	10.8	15.6	15.5	15.5
Permanent impacts (acres)	6.1	7.7	7.6	7.6
Stream crossings (number)	0	0	0	0
Major water body crossings (number)	0	0	0	0
Land uses	Farm/open	Farm/open	Farm/open	Farm/open
Landowners/Tracts impacted (number/number)	5/7	6/6	5/5	4/4
Interior property crossings (number)	7	2	2	2

Note:
 1. Environmental benefit by filling large erosion gully with excavated material from construction.

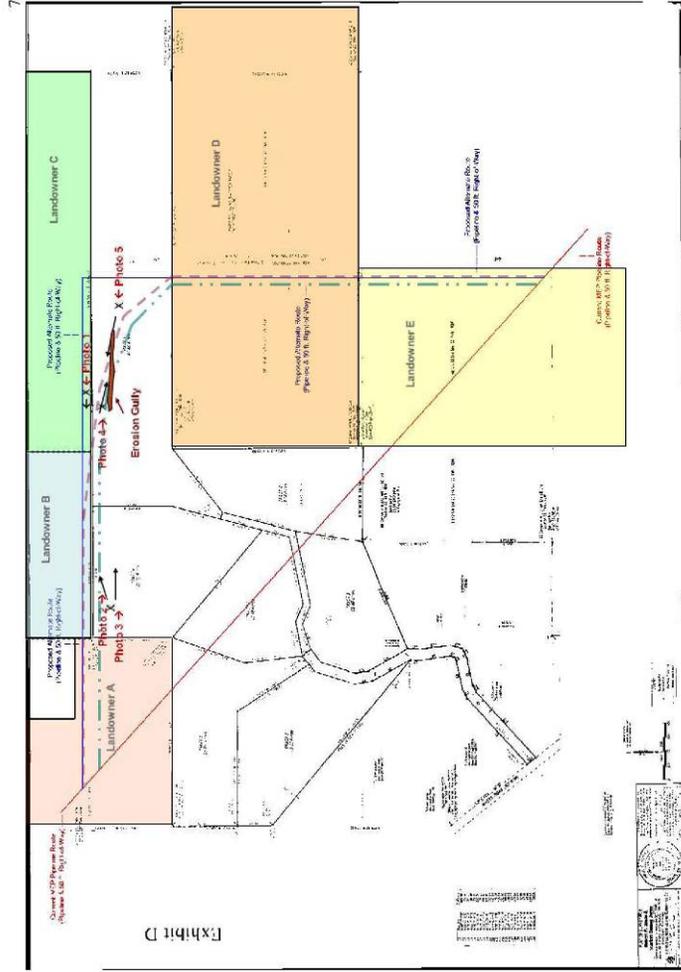


Figure 1b. Plat showing Twin Lakes Route Variation routes featuring locations of Photos 1 - 5 (black arrows indicate the direction camera was pointed) in relation to Erosion Gully.



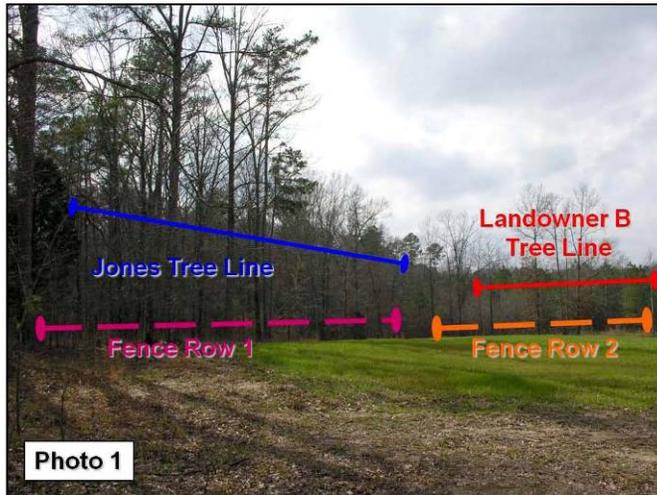


Figure 3. Photo 1 taken from cattle field on Landowner C property. Fence Row 1 is boundary between Jones property and Landowner C. Fence Row 2 is boundary between Landowners B and Landowner C. Jones Tree Line shows old growth timber compared to pre-pulpwood pines and thicket on Landowner B property.

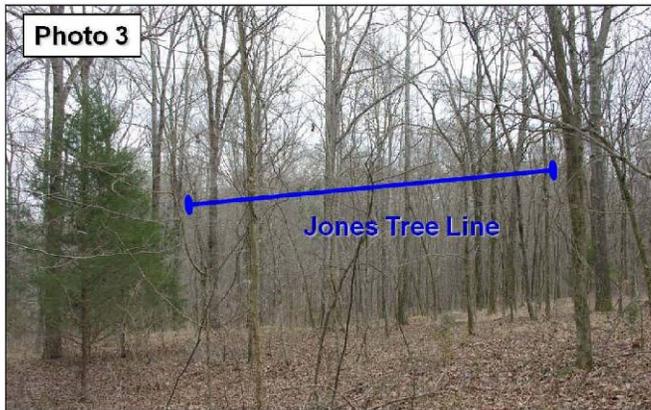
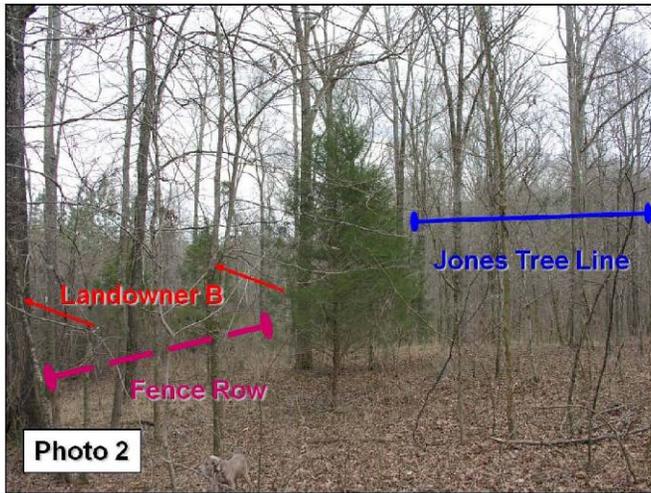
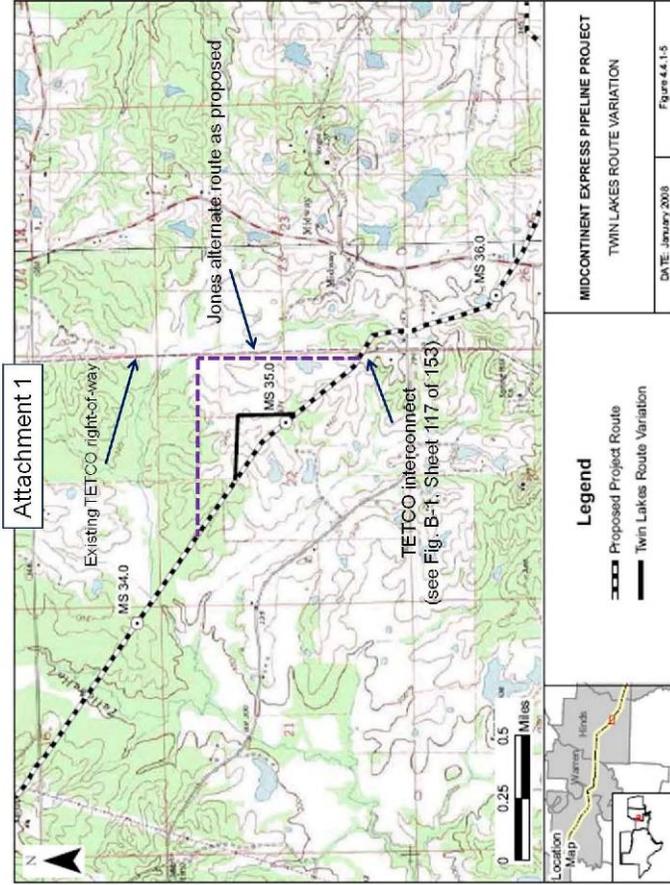


Figure 4. Photo 2 & 3 taken from Tract 6 on Jones property. Jones Tree Line shows old growth timber compared to pre-pulpwood pines and thicket on Landowner B property.

ii



Figure 5. Google Earth Image with overlaid property boundaries, Mod 1 (dashed white line), TLRV (solid blue line), and PRP (solid orange line), shows difference in our old-growth hardwood versus Landowner B's pre-pulpwood thicket.



Margaret Susan Roach, Ph.D.

303 East Texas Avenue
Ruston, LA 71270
March 28, 2008

Ms. Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street NE, Room 1A
Washington, DC 20002

RE: Midcontinent Express Pipeline Draft EIS Comments
OEP/DG2E/Gas Branch 3
Docket No.CP08-6-000

FERC/EIS 0220D

Attention: One copy **Gas Branch 3**

Dear Ms. Bose:

116-1 In late February 2008, I received the Draft Environmental Impact Statement for Midcontinent Express Pipeline I.I.C., Docket No.CP08-6-000, FERC/EIS 0220D. I am commenting on this document because I did not know until February 5, 2008, that the Midcontinent Pipeline (MEP) had plans for this pipeline to cross the undivided 40-acre historic farmstead inherited by my sister, Mary Kathryn Roach Linder, and me in 1969. As the EIS document shows, the pipeline would enter the southern one-third of this tract at approximately MP LA 79.8 and exit the property at MP LA 80.1 (note the proposed route change in the Draft EIS, in the Appendix J-2, Figure J-48). As I expressed to you in my earlier letter (May 29, 2007), I did not know whether or not MEP intended to locate the pipeline on our property. I was devastated when I first heard MEP's intentions just over seven weeks ago.

116-1 As shown in Appendix J, MEP has adopted a route variation that would avoid the Roach property.

116-2 I respectfully request that the MEP revert to its original route as illustrated in the Draft EIS (Appendix J-2, Figure J-48) or find an alternate route, which avoids our forty acres. According to the Draft EIS Appendix J-1, Table J-1 (p. J1-2) the reason for rerouting the pipeline across our land was to "avoid a residence and farm structures." However, on March 25 at the FERC public comment meeting in Minden, I asked the MEP company representatives Rick Sellers and Michael Knox what specific buildings necessitated the rerouting, and they told me the only building was a chicken house owned by David Fowler. Fowler had told me before (and also stated at the Delhi FERC comment meeting) that he did not want the pipeline going on the north of his property, where the rerouting would put it, because that placement would not allow him to put in another chicken house. He preferred to have the pipeline on the south side; this would not require it to cross our land.

116-2 As shown in Appendix J, MEP has adopted a route variation that would avoid the Roach property and route the alignment along the southern portion of the Fowler property.

116-3 My request for the pipeline to avoid our forty acres is based on historical, cultural, environmental, and most importantly, personal family safety and health issues. I would like to provide comments from both my personal perspective as a landowner and my professional perspective as an academically trained folklorist, with a Ph. D. in Anthropology (Folklore) from

116-3 As shown in Appendix J, MEP has adopted a route variation that would avoid the Roach property and would not impact the historical integrity of structures on the Roach property.

116-3

the University of Texas (1986). As one of three Folklorists with the Louisiana Regional Folklife Program since 1998, my main work is with north central and northeast Louisiana, helping to identify, document, and preserve the regional traditions and heritage, both tangible and intangible. Based at Louisiana Tech University, my current position is funded through the Louisiana Division of the Arts Folklife Program in the Louisiana Department of Culture Recreation, and Tourism. For the past 27 years, I have been involved in documenting and preserving the traditional architecture and folk cultural heritage of north Louisiana. For many of those years, I have represented the region on the governor-appointed Louisiana Folklife Commission. From my folklorist's perspective, putting a pipeline across this property would destroy the historical integrity of the traditional farmstead we have worked to preserve, and in the event of an accident, could destroy the whole property as well as threaten the lives of three physically impaired residents within 150-200 yards of the pipeline.

116-4

Historical and Cultural Impact to the Farmstead: This land on which MEP is seeking to route its pipeline, our family farm homelace, is not only my personal inheritance, but also part of the historical heritage of our North Louisiana hill country, which was home to Native Americans and later settled by yeoman farmers moving westward from the Eastern U.S. The history of our Roach family farm is typical of the North Louisiana yeoman farm. Our grandfather's ancestors, mostly farmers, migrated to Louisiana from Alabama. His grandparents settled in Union Parish, where they farmed. Following in their footsteps, our grandfather, C. A. Roach, purchased the first 40 acres of what would become a 120-acre farm from M. J. Driggers after his marriage in 1907. When he bought the land, it already had an 1880s dogtrot house; he added a dining room and kitchen on the back of the house as was typical in the early 1900s. The dogtrot was enclosed in the early 1940s, but the house is still eligible to be on the National Register of Historic Places. All of the structures typical of a yeoman farm of this period were located on this 40-acres, and several of the original structures are being preserved: the original separate kitchen (used before the addition), a well house, barn, smokehouse, and the Hico blacksmith shop, which was moved there around 1930. My grandfather raised cotton, peas, sweet potatoes, peanuts, hogs, and dairy and beef cattle in his farming years, but in the 1950s in his retirement, he entered the Federal pine tree planting program. Most of our farm today is still devoted to forestry, although some of it is being conserved as a wildlife area—the portions southwest of Highway 152 and along the eastern one-third of the proposed pipeline easement. These areas have many older trees, both pine and hardwood, that were not ever harvested by the family. The pipeline route will destroy both areas, as well as all our conservation goals and work.

In 1963, upon my grandfather's death, my father inherited a portion of the land, and our family moved there to care for my grandmother and to continue the farm. My sister and I inherited our father's share of the farm upon his death in 1969, and our mother, now age 91, continued to live in the house with our grandmother. After her death, when the estate succession and partition of the farm was done, my sister and I inherited the original forty acres with the major farm structures, which we have been trying to preserve. Our homelace is the only farm in this area with a historic 1880s farmhouse which has been owned and lived in continuously by three generations and will be passed on to the current fourth generation and fifth generations. In fact, my niece and her husband have expressed interest in making a home there with their three children.

116-4

As shown in Appendix J, MEP has adopted a route variation that would avoid the Roach property and would not impact the historical integrity of structures on the Roach property.

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The farm house on this place is also significant because it represents an important folk architectural type—the dogtrot, an important Upland South traditional historic folk architectural form. Dogtrots typically shared several characteristics: (1) the open hall (about 8 feet wide) running from the front porch and between one or two rooms on either side, (2) chimneys on one or both of the gable ends, (3) built of logs or cut lumber, often unpainted, (5) rock or wood piers one to three feet high, (6) usually one story with a loft. Lestar Martin, an architect specializing in historic structures, made a in-depth study of the historic dogtrot design in home construction and its prevalence in North Louisiana, resulting in his book *Folk and Styled Architecture, Volume I, the Hill Parishes*. According to his findings, the major concentration of this architectural style of home construction is in an area in the northern part of Lincoln Parish with Dubach, Louisiana, as its center. One mile west of Dubach on Highway 152 is the oldest surviving house in Lincoln Parish, the Autrey House (an 1849 log dogtrot house located four miles east of our home). The house is now a satellite museum of the Lincoln Parish Museum, and on the National Register of Historic Places. In 1990 the Louisiana State legislature declared Dubach, La., five miles east of our property, the “Dogtrot Capital of the World.” Today, the Autrey House and our house are all that remain of the dogtrot type on this major road to Dubach. The other half dozen on this road were either burned or torn down. Because of the rarity of this housetype, I do not want anything to jeopardize it. Our farmstead with its complex of original farm buildings and garden is the oldest one remaining in Lincoln Parish on Highway 152 west of the Autrey House Museum.

116-4

The proposed MEP route crosses the southern third of the acreage of this farmstead, coming in just a few yards east of a long driveway into the middle of the property where the house and farm buildings are located. The area sought by MEP for its right of way is adjacent to a spring, pond, and stream which were important water sources for both livestock and people. This area is also important in the history of our farm and possibly before our family’s time. A small creek and riparian area (which would be demolished by the MEP easement) comes from the corner of our property across Highway 152. A deep spring, located about 100 feet from the MEP route, feeds this stream on the west side of Highway 152. This spring was a source of water for my grandfather’s livestock. Later when my family moved there in 1963, the spring became our only water source for a family of five for the next 15 years until the Hico Water System was established. Since the community water system is dependent on the endangered Sparta sands, we might have to return to the spring for our primary water source at some point in the future. The excellent quality and quantity of this spring water is an important resource that the pipeline will surely affect. This spring feeds a small pond, and a small creek runs east from the pond. The pond and creek continued to be a water supply for our horses in the 1960s and a potential one for horses and other livestock in my retirement. This pond was also an important cultural resource, for it was where community baptisms were held and where our own father was baptized. MEP has staked their whole route across our property beside the pond and along the creek (without any permission from us). Putting the pipeline in this area will totally destroy this important historical setting and possibly affect the water quality and quantity. I believe that the EIS should consider the pipeline’s impact to these environmental, aesthetic, and historic cultural assets.

116-5

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Another potential cultural impact involves archeological considerations. The proposed easement area seems a prime place for native people to have hunted and settled because of the natural water source and the hilly area north of the wetland. I know that artifacts (points) were found

116-5 As shown in Appendix J, MEP has adopted a route variation that would avoid the Roach property and would not impact the integrity of any archeological artifacts on the Roach property.

116-5 while the family farmed. The cursory examination done by MEP last year (without surveying permission) may not have revealed a complete picture of this past.

Safety, Health, and Personal Impacts: My most pressing concern is the fact that the pipeline will jeopardize the health and security of our ninety-one-year-old mother who lives alone most of the time in our 1880s family home. Since she can no longer drive, I provide her transportation and care, and use the farm as my rural retreat. The proposed pipeline seems to be located within 150 yards of the house. During the construction phase of the pipeline, the dust, pollution, and noise would be problematic for her allergies. In addition, the strangers and all their activity on the land would cause her tremendous anxiety. After the installation of the pipeline, the permanent loss of the trees across the front of our property would significantly raise the volume of the highway noise and pollution. Also pipeline maintenance activities and possible use of the right of way by recreational four-wheelers would reduce the privacy and security of our home. All of this would probably force her to move from the farm and cause me to rethink my retirement there, thus causing major upheaval in our lives.

116-6 In the event of a pipeline explosive accident and fire, it is highly probable that our mother would not be able to escape from the property since the pipeline crosses the road and enters just a few yards of the driveway. Since she has to use a cane and can only walk short distances, she could not escape on her own. If the road and/or our driveway were blocked by fire, emergency vehicles could not reach her for rescue. Similarly impacted would be two other mobility-impaired neighbors, Mr. William Deason, who relies on a wheel chair, and, next door, his mother, Willie May Deason, who must use a cane. Although their homes are located near the highway, the back of their houses are just south of our property and probably within 200 yards of where the proposed pipeline would be routed.

My long-held plans to preserve what is left of our family farm with all its memories and to retire there will be destroyed by the invasion of the MEP pipeline and its inherent danger, privacy reduction, and loss of natural and cultural resources. It will bring an enormous disruption for my mother, who has lived there the last 45 years. Having to make these major changes in our life plans on such short notice is an incredibly unfair imposition for a project that provides no benefits to us (ironically, we have all-electric power on our property since we don't have easy access to community gas lines).

MEP Actions: The actions of MEP in regard to our property have caused our family great stress, anxiety, and loss of time. An outline of my communications with the company will help explain my concerns and my reaction to the EIS. In their initial contact with me on January 26, 2007, MEP claimed in its letter that it is "committed to communicating and working with you and all landowners affected by this project" and states in its publicity/newsletter that "MEP desires to be a good neighbor." However, these seem to be empty claims, based on their actions and lack of communication. The January letter outlining the project was sent to my sister and me at the Hico address where my mother lives. It indicated that the pipeline might be located near or on our property. A representative of MEP, Clint Walker, called me on February 28, 2007, about MEP coming on our property to do some preliminary surveying on adjacent land. At that time he said he didn't know where the pipeline was going, but it probably would not be on our land. I explained that we did not want the pipeline on our small piece of land, nor did we want strangers

116-6 As shown in Appendix J, MEP has adopted a route variation that would avoid the Roach property and would limit the landowner disruptions.

116-7 FERC encourages pipeline companies to cooperate in a professional manner with individual landowners. FERC has made every effort to address landowner complaints and issues as the FERC is made aware of problems. With that being said, FERC is not involved in the actual landowner/ pipeline company right-of-way easement negotiations.

116-7

on the land without notice, because they might alarm our 91-year-old mother, who lives alone there. He agreed that MEP would give 24-48 hours notice before anyone came on the land. However, no one ever called to notify me that they were going on our property.

A year later on February 5, 2008, MEP agent Amanda Sloan called my home. Without identifying herself, she asked to speak to "Mary" (thinking she was calling my sister). Upon my telling her she had the wrong number, she insisted that this was the correct number, so I asked whom she was trying to reach, and she said "Mary Linder." I told her that she was trying to contact my sister (who uses her middle name), who lived in Arkansas. After she realized that she had reached me instead of my sister, she acknowledged an awareness of my prior letter to FERC, which stated my objections to MEP locating the pipeline on our land. Since her call was intended for my sister, with whom MEP had no contact with whatsoever in the prior year, I am led to believe that MEP was avoiding contacting me again because of my objections to the pipeline. Until Sloan's call, we had no idea that the MEP route was across our land. Sloan further explained that she was going to be in the neighborhood and asked about stopping by for a "visit" to discuss the easement across our land. I told her that this was the first we had heard that the pipeline intended to cross our land and that we were not interested in having it. I was not able to meet with her on such short notice that day, but I asked for more specifics about the proposed route, and she described it as being on the south. Since I wasn't sure about this, I asked her to email me a map with the proposed easement, which she did after getting permission from her headquarters.

After receiving the map, my family walked over the proposed site, and we discovered that MEP had cut and staked a trail across the whole south side of our 40 acres. They had obviously done this several months before since there was new growth from small trees that had been cut. Thus they had entered our property without prior notice and had cut out underbrush and trees up to 8-10 inches in diameter, in violation of their agreement to notify me BEFORE any entry by their surveyors. This negligent violation of their agreement leads me to believe that MEP will NOT be a good neighbor either in the building of the pipeline or in the maintenance of it. Good neighbors do not sneak on to other people's land without permission, blaze a trail, cut trees and small bushes, and stake land with the intent of taking that land away from the owner.

In fact, their actions suggest that they have manipulated landowners to put pressure on their neighbors. In the last few weeks, I have talked with my neighbors on both sides of our property, only to learn that the owner immediately east of our land, Patricia Stanley, had been notified last year and had already received payment for the easement across her land. The owners to the west of us have been having discussions with MEP for over six months. I believe that not contacting a crucial landowner between two others puts undue pressure on that landowner to comply. Two of our neighbors to the west shared their experiences with MEP. Mr. Harry Napper, a timber farmer, is concerned that the pipeline route through his property goes through the middle of his large timber acreage rather than on the edge of his property which would preserve much more timber. West of him David Fowler, a chicken farmer, wants MEP to move farther south on his property so that he will have room to expand his business. Both of them reported that they had discussed this with MEP representatives, but there had been no modifications in the route. Neither of them felt that their commenting would help their situation. Mr. Napper had written a letter to FERC in 2007, and Fowler did decide to attend the comment meeting in Delhi.

116-7 It saddens me to see our rural Southern residents—whom some call a marginal culture—still being unjustly treated by the powerful oil and gas industry, just as they were in the last century. Using secretive, manipulative tactics to pit neighbor against neighbor, the industry has succeeded in covering the far north and south of our state with more pipelines than almost any area in the U.S. All of us in the rural South have a pipeline heritage, and many believe that our people really have no voice in the situation. In a cruel irony, my sister and I lost our other inherited family property with the building of Lake Claiborne, which forced us to give up our land to the lake and the adjacent state park. My mother inherited 20 acres from her parents in eastern Lincoln Parish, which is so riddled with pipelines that no home can be built safely or aesthetically located there. With this kind of experience, it is no wonder that everyone in the area I have talked with does not want the pipeline, but they feel like they have no recourse but to let the industry prevail and get what little compensation they can since the Government has allowed eminent domain. In fact, people I spoke with told me that coming to the comment meetings and writing comments were useless, that these actions would have no effect. From what I have heard, most people seem to have very little or no information on what MEP will do with the gas crossing their land; some think that it will be used by our state or at least will carry our gas production, which is evidently not the case. One couple told me that their small-town mayor had told them that the pipeline was for homeland security. As an avid newspaper reader, I am surprised to have seen no news items informing the public about this major undertaking. I believe that it is important for people to have information on and have a voice in projects that will have a permanent impact on their lives and lands. The idea that landowners are giving up their property rights and have no voice in the project is not in keeping with our democracy. I do believe that people's voices can be heard. I only wish that more people had known about the FERC public comment meetings so they could have expressed their concerns.

116-8

116-9 I appreciate the opportunity to comment on the Draft and this project, and hope that FERC and MEP will find these issues significant enough to revert to the original route or find an alternate one, which avoids our forty acres and presents less risk to our rural community. Our family farm is not only sentimentally important to us as our long term home, but also is an important historic, cultural resource preserving our north Louisiana folk heritage. I shall be glad to supply further information or answer questions.

Sincerely,

Margaret Susan Roach, Ph. D.
Email: msroach@latech.edu
Phone: 318-255-4831 (home); 318-257-2728; 318-548-4000 (cell)

cc: Representative Hollis Downs, Louisiana House of Representatives
Representative Richard Gallot, Louisiana House of Representatives

116-8 As described in Section 1.4 and Appendix A, the FERC issued an NOI and Supplemental NOI to affected landowners; federal, state, and local government agencies; elected officials; environmental and public interest groups; Native American tribes; local libraries and newspapers; and other parties that expressed an interest in the Project during the pre-filing and scoping periods. Appendix A shows those organizations and individuals that received a copy of the Draft EIS. This list includes those individuals that returned NOIs and expressed interest in receiving future mailings, commenters, media outlets, libraries, non-governmental organizations, native American tribes, newly affected landowners, and local, state, and federal government officials.

116-9 Comment noted. As shown in Appendix J, MEP has adopted a route variation that would avoid the Roach property.

March 31, 2008

Ms. Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First St., N.E., Room 1A
Washington, D.C. 20426

Re: 1. Docket No. CP08-6-000 & PF07-4-000
2. FERC EIS 0220D: Draft EIS: Midcontinent Express Pipeline
3. Jones Comment Letter to FERC dated May 25, 2007
4. Jones Comment Letter to FERC dated March 30, 2008
5. Summary of Telephone Conversation ... (Accession No. 20080327-0142)

Dear Ms. Bose:

I would like to address for the record a very disturbing assertion MEP has made through Telephone Communication filed March 27, 2008 (Accession No. 20080327-0142 - Summary of Telephone Conversation between Mr. Charles Brown of FERC and Ted Uhlemann of MEP et al re Twin Lakes Route Variation proposed for the Midcontinent Express Pipeline Project under CP08-06). Specifically, I wish to discuss the last sentence of the following paragraph that appears in that filing:

“MEP has developed a separate route variation that still bisects the planned development, but follows lot line boundaries so that no individual lots would be crossed. Analysis of this new route variation also will be submitted to the FERC. This route variation may have been verbally agreed to by the landowner several months ago, although that point has not been confirmed.”

Neither did my wife, Scarlett D. Jones, nor did I ever at any time verbally agree to the referenced alternate route or any other route proposed by MEP, and I will now provide clarification.

I met with MEP representatives, Randy Perry (who has been my primary MEP POC), Andy Bardwell, and Dennis Egger, on October 30, 2007 at my place to look at the site of their proposed alternate route. I listened to what they had to say and understood their proposal, but I absolutely did not agree with anyone that their alternate route would be acceptable as far as we were concerned. At the end of the meeting, I was very clear to these men that I wanted to discuss the proposal with my wife and get back to them later with an answer, and it was clear to me that they understood what I said.

After careful consideration over the weeks that followed, we decided it would be in our best interest "not to decide" one way or the other on this alternate route, and I called Randy Perry on November 21, 2007 and relayed that message explicitly. During that conversation, he told me they had decided the alternate route was the way MEP would go (which is exactly what I thought they would do regardless of any input I might have offered). Our purpose for taking this approach was that we specifically wanted to avoid exactly what has happened here. We did not

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Comment noted. We recommend the adoption of the Twin Lakes Route Variation II in Section 4.4.1.9. This route variation would largely avoid the interior of the Twin Lakes development to minimize Project-related impacts to future development.

Robert P. Jones PhD

117-1 want in any way, shape, form, or fashion to give the appearance that we endorsed ANY route proposed by MEP.

117-2 Therefore, let me say in no uncertain terms, that we do not nor have we ever agreed to or endorsed the referenced alternate route that MEP has proposed to FERC, and I challenge MEP to prove otherwise. I will elaborate further on this or any other misrepresentation of facts as appropriate after I review MEP's detailed filing on the alternate route, which your staff has assured me will be made public soon, but I wanted to be sure that everyone involved in the decision making process clearly understands our position.

117-3 Also, it should be acknowledged that I sent Mr. Brown a similarly worded e-mail on this subject on March 27, 2008, but now that I have seen the subject filing, I feel it is important to make this clear for the public record as well. Mr. Brown and the other FERC representatives I have engaged have been very responsive and extremely helpful, and they are to be commended for their handling of our issues related to this project. As far as we are concerned, your staff has done everything possible to ensure the process is fair and unbiased.

Your consideration in this matter is greatly appreciated. Please feel free to contact me if you have questions.

Respectfully,



Robert P. Jones, PhD
4650 Myers Road
Terry, MS 39170
(601) 857-0102 (H)
(601) 634-4098 (W)
Robert.P.Jones@erdc.usace.army.mil

117-2 We took this comment into account when we evaluated the Twin Lakes Route Variations in Section 4.4.1.9.

117-3 Thank you for your comment.

ORIGINAL

FEDERAL ENERGY REGULATORY COMMISSION

NATIONAL ENVIRONMENTAL POLICY ACT ENVIRONMENTAL REVIEW FOR THE MIDCONTINENT EXPRESS PIPELINE PROJECT

Docket No. CP08-6-000

DRAFT EIS COMMENT MEETING FORM (Circle appropriate date/location)

Tuesday, March 25, 2008 Minden Civic Center Minden, Louisiana
Wednesday, March 26, 2008 Northeast Texas Community College Mt. Pleasant, Texas
Thursday, March 27, 2008 Love Civic Center Paris, Texas

Comments can be: (1) left at the sign-in table, (2) mailed to the addresses below, or (3) filed electronically by following the instructions provided below.

Please send an original and two copies of your comments, referenced to Docket No. CP08-6-000, to the address below. Label one copy to the attention of Gas Branch 3. Please mail your comments to the address received by March 31, 2008.

For Official Filing: Kimberly D. Bose, Secretary Federal Energy Regulatory Commission 888 First Street, NE, Room 1A Washington, DC 20426

To expedite receipt and consideration of your comments, the Commission strongly encourages electronic filing of any comments to this proceeding. See 18 CFR 385.2001(a)(1)(iii) and the instructions on the Commission's Internet web site at www.ferc.gov under the "e-Filing" link and the link to the User's Guide. Before you can file comments you will need to create a free account, which can be created on-line.

FILED IN THE OFFICE OF THE SECRETARY FEDERAL ENERGY REGULATORY COMMISSION MAR 11 P 3 13

COMMENTS: (Please print; use and attach an additional sheet if necessary)

I do not feel yet another pipeline thru LA is justified & vague comments on environmental impact. I agree w/other land-owners who would like to see this line paralleling existing lines (gas, oil, electric) so as to minimize impact to areas so far unaffected by construction and future maintenance of this line. With only six acres being considered for use along the line, my property will be totally eaten up and gone for future use. No more Interstates (I-69) and no more pipeline. Go away!!

Commentor's Name and Mailing Address (Please Print)

Maureen L Umphries P.O. Box 291 Sarrepta LA 71071

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MEP has shown to have a sufficient number of customers and the need for natural gas is discussed in Section 1.1. The FERC considers a variety of factors when evaluating potential pipeline routes proposed by applicants. One of these factors, but not necessarily the predominant factor, is collocation with existing utility corridors. Approximately 263 miles of the proposed Project would be collocated with existing or proposed utility corridors.

FEDERAL ENERGY REGULATORY COMMISSION

**NATIONAL ENVIRONMENTAL POLICY ACT ENVIRONMENTAL REVIEW FOR THE
MIDCONTINENT EXPRESS PIPELINE PROJECT**

Docket No. CP08-6-000

DRAFT EIS COMMENT MEETING FORM (Circle appropriate date/location)

Tuesday, March 25, 2008 Minden Civic Center Minden, Louisiana	Wednesday, March 26, 2008 Northeast Texas Community College Mt. Pleasant, Texas	Thursday, March 27, 2008 Love Civic Center Paris, Texas
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COMMENTS: (Please print; use and attach an additional sheet if necessary)

FERC, said that 50 feet Right of way is large enough to maintain their right of way. The pipeline company refuse to negotiate Negotia from 60 feet down to 50 feet. According to mine lawyer I would have to settle with 60 feet. And also why do they need 160 feet of right of way thru wooded areas on my land instead of 100 feet

Commentor's Name and Mailing Address (Please Print)

JAMES Barnes
102 CR 13685
Paris, TX 75762

FILED
OFFICE OF THE
SECRETARY
2008 APR -2 A 8:51
FEDERAL ENERGY
REGULATORY
COMMISSION

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In accordance with our recommendation in the Draft EIS, MEP has adopted a 100-foot construction right-of-way. Further, in Section 2.0, we recommend a 50-foot operational right-of-way to reduce environmental and landowner impacts. As depicted in Appendix J, MEP has adopted a route variation on the Barnes property to minimize Project-related impacts to forested areas by increasing Project collocation with existing rights-of-way on the Barnes property.

FEDERAL ENERGY REGULATORY COMMISSION
NATIONAL ENVIRONMENTAL POLICY ACT ENVIRONMENTAL REVIEW FOR THE
MIDCONTINENT EXPRESS PIPELINE PROJECT

Docket No. CP08-6-000

DRAFT EIS COMMENT MEETING FORM

Tuesday, March 25, 2008
Minden Civic Center
Minden, Louisiana

Wednesday, March 26, 2008
Northeast Texas Community College
Mt. Pleasant, Texas

Thursday, March 27, 2008
Love Civic Center
Paris, Texas

ADDITIONAL SHEET FOR COMMENTS

COMMENTS (PLEASE PRINT)

119-2 [that F.E.R.C recommends. my questions is
don't the pipeline companies have to
follow what F.E.R.C. recommends

119-2 All recommendations included in Section 5 of the Final EIS would become conditions to the FERC Certificate, if granted. MEP would be represented by at least one EI per construction spread, consistent with the Plan. If the Project is authorized, MEP has agreed to support a third-party ECMR Program during construction. The ECMR Program would involve the use of full-time, third-party compliance monitors representing the FERC (independent of MEP) at each construction spread to monitor compliance with Project mitigation measures (recommendations in Section 5) and requirements throughout construction. The monitors would provide continuous feedback on compliance issues to us, as well as to MEP's personnel.

ORIGINAL

Charles Brown

From: douglful1@bellsouth.net
Sent: Wednesday, April 02, 2008 11:49 AM
To: Charles Brown
Subject: from Linda Tripp Fulenwider RE: Mid Continent NG project

CPOB-06-000
OFFICE OF THE SECRETARY
APR -2 P 12:38
REGULATORY ENERGY PROGRAM

April 2, 2008

Mr. Brown, My seven siblings' land in Claiborne Parish, LA is being affected by the proposed 42" diameter natural gas pipeline, Mid Continent Express's project. You need to know that we have an existing pipeline laid in the late 1920's which is presently owned by Gulf South, a sister company to Gulf Crossing, on our property. You need to know that we also have Gulf Crossing proposing to lay another pipeline...this one 42" in diameter...on our land. We fought to make them use only the bare minimum of land absolutely necessary for the construction of this gasline and to make them lay it as close as possible to the existing Gulf South pipeline, with no orphan space in between the two. We had to FIGHT to get that done...and we wanted F.E.R.C. and any other agency which had a voice to stand WITH us regarding how CLOSE those two pipelines could be laid to one another. In the booklet we landowners received from F.E.R.C. (in my case, I had to call F.E.R.C. to get it as only one of two of us eight joint landowner siblings were sent information regarding the Gulf Crossing project) which clearly states that pipelines can be laid...L.A.I.D...25' from one another. I spoke with MANY people, and they told me this is the industry standard, yet when we tried to get that "rule" enforced, no one would stand with us. It seems to us that the gas pipelines tell FERC what they want to see done! At any rate, that "dead dog" must lie.

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All adjacent pipelines are required to be a DOT mandated distance from each other, however, in practice pipelines routinely increase this distance to increase the margin of safety and to increase ease of constructability.

Gulf Crossing filed eminent domain against my siblings and me, even though they had NOT been granted a Certificate from F.E.R.C....and despite our contacting senators, congressmen, our governor, etc. Gulf Crossing treated us like DIRT...and "put thumbscrews on us" and FORCED us...there's no other way to describe it but that...to sign an agreement with them or go to court. While I am not afraid to meet bullies like them in court, some of my siblings (one has non-hodgkins lymphoma, another is an invalid due to spine degeneration and extremely bad arthritis which has left her hands hanging like wet dishrags and her chin resting on her chest and her heart affected badly by the medication she has taken for 30 years to alleviate her pain and suffering caused by malpractice of a DRUNK doctor...and another sister with a Ph.D. who has mini strokes due to a rare blood disorder and who had to leave her position of college professor and head of counseling for the college...and a brother who w as code blue due to a defective heart at age 52 and had to have quadruple bypass surgery to correct it...and the list goes on and on and on. We siblings are either retired or near retiring. We are seven girls and one boy! We are not dummies. Rather, we are college educated, tax-paying, hard-working, God-fearing, America-loving decent people. We just aren't RICH. That's our downfall.

120-2

120-2

Comments noted.

Our parents, Leo and Carnell Tripp, worked hard and sacrificed to have what they had. They did without, for the betterment of their children. When we were all finally out of the house, they did something for themselves...buy the land in Homer, LA which is described as "80 acres, more or less". They intended it as something they could leave us kids as an inheritance. It was not their intent that we inherit something at their deaths that would be a millstone about our neck. This land is beautiful...with rolling hills and hardwoods and springs and fertile soil and is restful and away from the clamor of city life. It was...WAS...the place where several of us siblings intended to retire and build our cottages and enjoy one another's company in our declining years.

The land we own...jointly, at present...we have not divid:d it yet as we've been hindered by these stupid pipelines which are "for the common good of the people"...HA! which directly cuts off the back third of our property from the rest, leaving some of the prettiest places to HAVE built a house now directly affected by not just the one OLD pipeline...but TWO huge 42" diameter natural gas pipelines which could blow us all to bits

were they to explode, should we choose to locate our dreams there still. As I stated previously, we're educated...not dummies....so none of us now want to build our homes close to a potential bomb site.

Oh, we read the propoganda that these pipeline and government agencies put out, stating that they're safe to live next to. We read other papers too, like the ones written about accidents that happen all over. Sure, they're "rare"...but they do happen. And people are just as dead in that instance.

If you've been reading closely, you'll pick up on the stated fact that there are eight of us siblings...dividing the 80+ acres equally. Now, with THREE pipelines on our land, each taking out at least a 50' wide swath of land across what is "the heart" of the property, that division is highly complicated. I'd say probably IMPOSSIBLE to do now, as the presence of pipelines completely takes away the USE of the land. Oh, I know they say we can USE the land, but that USE is to sit and watch grass grow on it and pay taxes on it. That's not what WE call USE! Additionally, our property values that WOULD have appreciated, with our houses and other amenities, have DECLINED...because now the land will SIT bare and empty. NO ONE will want to buy that land. We are seven girls and one boy. NONE of us is a hunter, so the idea of "pipelines make good places to hunt" is not attractive to any of us.

Further, we're not farmers...so we won't be planting corn or beans or cotton on that land...or hay...or raise cows. I'll just SIT...and WASTE away and be worth less as time goes on, compared to those acreages around us where people are beginning to come in and build and enjoy QUIET country life.

These pipeline companies want to offer you PEANUTS for your land, citing that "the land around you only sells for this much". Well, our land IS not, HAS NOT BEEN, and WILL NOT BE for sale. It is our inheritance and it's worth much more to us than \$2,000 an acre, particularly knowing that once these pipelines are on our land, they're there FOREVER. We learned through a LOT of research that we can be paid by other measures...which greatly affect the amount we can ask for our land. We fought and stood firm against threats of Eminent Domain, suits filed against us, intimidation tactics, coercion, their trying to attack each of our family independently and DIVIDE the family, etc. We survived the attack, but we're bleeding and gravely wounded.

YOU have the opportunity to do something not just for US, but for all those who are being affected along the route of these proposed pipelines. We don't have the endless bank accounts to "bribe" and "influence" politicians and government agencies. We're JUST hard-working people who STILL believe that it IS possible that one person in Washington DC has the GUTS to do what is right for the landowners...not these pipeline people. YOU have the opportunity to make sure that what happened to us with Gulf Crossing does not happen again. YOU have the opportunity to make Mid Continent Express play FAIR...and do what is right in the eyes of most of those concerned. In our eyes, it will never be right...as our land is being stolen from us and used to pipe fuel to heat the "hot air" that run our country. God forbid the gas running across our land heat the home of Hillary...forgive me! That's enough!

Mr. Brown, YOU have the opportunity to do something GREAT. This is not just a JOB you have. It's a GOD-given opportunity to see that rules are abided by and that what is BEST for the landowner is done as well. I beg you to PLEASE listen to those who are being affected adversely. It is WE who are bearing the burden of "progress" while those who are "pushing for common good" will be lining their pockets and bank accounts with blood money!

MR. Brown, I tried to work with Eric Tomasi with the Gulf Crossing project. Today I opened my e-mail to see that something I'd copied to him was deleted unopened. I hope YOU will continue to listen to people like me...and listen to your HEART, and resist the loud voices of the big operators like Kinder Morgan and Mid Continent Express who stand to make BILLIONS of dollars off the gas piped across our land while we stand with our heads down, dreams stripped from us...watching "progress" and our hopes and faith in "the system". My ancestors helped to FOUND this country in the late 1500's and early 1600's. TRIPP. check that name out. We helped to FOUND Rhode Island. We helped to defend Jamestown...and fought to help make THIS nation FREE and PROUD. I've got a strong bloodline...and a lot of faith that our nation was created so that "average people" could succeed and share the wealth. Will YOU prove my hopes wrong? Will FERC stand back and allow these fast-growing giants to take over our nation and our world?

PLEASE, for the love of God and average people...do what is RIGHT...and hold Mid Continent Express's feet to the fire and MAKE them, not in just our situation but in the case of all affected landowners, abide what what

120-2

Linda Tripp Fulenwider

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120-2



is right and fair and true.
MAKE them treat us all fairly. And don't allow them to use Eminent Domain to steal our land and rob us of our heritage and inheritances.
Thank you for your time.

Linda Tripp Fulenwider
6404 Landmark Drive
Alexandria, LA 71301
318-442-8142
cell 308-4959
e-mail douglinful1@bellsouth.net that's one "1" and the number one!

Bless you for hearing my lone voice!

Charles Brown

From: Jones, Robert P ERDC-EL-MS [Robert.P.Jones@usace.army.mil]
Sent: Thursday, March 27, 2008 1:45 PM
To: Charles Brown
Cc: KGrange@entrinx.com; DMooneyhan@entrinx.com; Shannon Jones
Subject: RE: FW: Comment on MEP Filing

C.P08-06-000

Hi Charles,

I appreciate you all calling me earlier as you make your way back to Atlanta. I think I better understand where we are now. I would like to address for the record the very disturbing assertion MEP has apparently made regarding their alternate route as being one "we all agreed to". This is a total misrepresentation of the facts, and I'll will now provide clarification.

I met with MEP representatives, Randy Perry (who has been my primary MEP POC), Andy Bardwell, and Dennis Egger, on October 30, 2007 at my place to go over their proposed alternate route which is intended to better align with certain property boundaries within our Twin Lakes Development. I listened to what they proposed and fully understood their plan, but I absolutely did not agree with anyone that day that their alternative would be acceptable from our point of view. At the end of the meeting I was very clear to these men that I wanted to discuss their proposal with my wife and then get back to them with an answer, and they clearly acknowledged what I said.

I21-1

After careful consideration, we decided it would be in our best interest "not to decide" with respect to this matter, and I called Randy Perry on November 21, 2007 and relayed that message explicitly. At the time he told me they had already decided they would pursue their alternative (which is exactly what I thought they would do regardless of my input). Our purpose for taking this approach was to intentionally avoid exactly what has happened here. We did not want in any way, shape, form, or fashion to give the appearance that we endorsed ANY route proposed by MEP.

I21-1 See the response to comments I17-1 and I17-2.

Therefore, let me say in no uncertain terms, that we do not endorse the alternative route that MEP has apparently proposed to FERC. I will elaborate further on this as appropriate as soon as I see exactly what they said, but I wanted to sure that everyone involved in the decision making process understands the facts going in.

I21-2

Thanks so much for your responsiveness and fair-minded approach to this difficult process. I fully appreciate how hard your job must be.

Best regards,
Bobby

Robert P. Jones, PhD, Chief
Environmental Risk Assessment Branch, EP-R

I21-2 See the response to comments I17-1 and I17-2.

D.H. Jones

Ditzler & Lisa Jones
9736 HWY. 24 South
Paris, Texas 75462

ORIGINAL

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street NE, Room 1A
Washington, DC 20002

March 28, 2008

FILED
OFFICE OF THE
SECRETARY
APR - 4 P 3:01
FEDERAL ENERGY
REGULATORY COMMISSION

RE: Docket No. CP08-6-000

Dear Ms. Bose,

We would like to thank FERC and Charles Brown, FERC's Environmental Manager, for the opportunity to voice our concerns regarding this project at the public pipeline meeting held in Paris, Texas last night. We do, however, have some additional concerns and observations we would like to share with you as a result of the meeting.

I22-1 [1. Page 5-18 of the Draft Environmental Impact Statement provides for noise surveys after the Lamar County Gas Station is placed in service. However, we suggest that a stipulation should be added to the Environmental Impact Statement requiring MEP to furnish to FERC (and prior to placing the Lamar County Gas Compressor Station into service), accurate noise surveys for existing noise at nearby residences, that these surveys are used to prepare the noise modeling for this project and that the resulting information including backup data is made available to the public. In light of the fact that MEP's initial noise surveys and the resulting project noise modeling is flawed, we suggest that an independent environmental consulting firm, that does not have a conflict of interest, should perform the noise surveys and prepare the noise modeling for the Lamar County Gas Compressor Station.

I22-1 See response to comment I11-1.

I22-2 [2. Page 3-186 of the Draft Environmental Impact Statement states " MEP would provide the appropriate training to local emergency service personnel before the pipeline is placed in service." Due to the concerns we expressed at the pipeline meeting last night regarding safety and the lack of trained emergency response providers and emergency response equipment in our community, we suggest the following. That a stipulation should be added to the Environmental Impact Statement requiring MEP to furnish to FERC (and prior to placing the Lamar County Gas Compressor Station into service), proof that local emergency response providers have been trained and that the local emergency response providers are in fact prepared and capable of responding to an emergency of any kind as a result of the Lamar County Gas Compressor Station.

I22-2 Under Part 192.615 of DOT regulations, each pipeline operator must also establish an emergency plan that includes procedures to minimize the hazards in a natural gas pipeline emergency. Measures outlined in this plan are described in Section 3.12.1 and include establishing and maintaining communications with local fire, police, and public officials and coordinating emergency response and making personnel, equipment, tools, and materials available at the scene of an emergency. Part 192 also requires that each operator must establish and maintain liaison with appropriate fire, police, and public officials to learn the resources and responsibilities of each organization that may respond to a natural gas pipeline emergency, and to coordinate mutual assistance. MEP has indicated that it would provide appropriate training to local emergency personnel prior to placing the pipeline in service.

Again, thank you and Mr. Brown for the opportunity to voice our concerns.

Sincerely,

D. H. Jones

Melinda Faulkner

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Comment of Melinda Faulkner in Docket(s)/Project(s) PF07-4-000, PF07-1-000
Submission Date: 3/25/2008

Kimberly D. Bose, Secretary
FERC
888 First Street, N.E., Room 1A
Washington, DC 20426

February 29, 2008

Melinda Faulkner
246 CR 1145
Atlanta, TX 75551
FERC ID #F164379

RE: DEIS CP08-6-00 & CP07-398/Docket Numbers PF07-4 and PF07-1/Enbridge

Dear MS. Bose:

I23-1 [This Disability Accommodation Request Letter is sent in conjunction with the two other letters enclosed and the emails sent between February 13-19. The DEIS has been helpful in my understanding about pipelines and their construction. I have attempted to cover all possible contamination problems in all my communications and some of the potential solutions that would keep my asthma from flare-ups, which could cause my death. The disability/medical accommodations requested still need addressing (except the compressor station).

I23-1 We have attempted to address your concerns below.

I23-2 [Since I am still discovering what all the aspects of a pipeline construction site would involve, I am sure that I have missed some situations and durations that would or would not cause health issues for me, so having a contact person needs to be addressed. Some methods of suppressing dust particles and vehicle emissions was thankfully addressed in the DEIS, but my degree of sensitivity is 10 times that which is normally calculated. So, these types of situations will need addressing accordingly.

I23-2 Comment noted.

I23-3 [Asthma is like a heart attack, only in the lungs. Each small attack kills off cells and the larger attack kills the person. Accumulations, durations and repeat exposures eventually kill the person also.

I23-3 Comment noted.

I23-4 [Recently, I have been contacted by Enbridge bringing the total pipelines near my home to three. It is important that my formula (as discussed in the e-mails) be addressed when planning these pipelines. Since FERC provides this format as the best forum for addressing my issues with the companies at this time in the process and throughout, then I am gratefully assured that as procedural changes occur and the projects move to the next phase my disability will be accommodated.

I23-4 Comment noted.

A Physician's statement can be provided whenever the process, forum, department and/or timing is appropriate, just let me know.

Thank you,

Melinda Faulkner

- I23-5 [Upon receiving your "notice of intent" last week and per phone conversation with Mark Hirstfield May 14th I am sending this medical request concerning any type of machinery, station, etc. that would release "fumes" of any kind into the air "near" my home.
- I23-6 [I am hypersensitive to all types of chemicals (inhaled, consumed, or topical) to the degree my physician said move or die. The EPA was consulted about the cleanest air space closest to my husband's job and that turned out to be the middle part of Cass County. My son spent 3 years studying and designing a "healthy house" for me, I grow my own organic vegetables and fruits, raise organic free range chickens and goats. What is considered non-toxic to most is still toxic for me, one chemist said it best, "Take any chemical label that has zero toxicity, add 1, and multiply by a factor of 10" to achieve my sensitivity levels.
- I23-7 [David Rivers at MEP was unable, so far, to explain the degree or frequency a station would release "fumes". I have driven by some kind of station between Marietta and Douglasville and had an asthma attack. Without knowing further details, I am requesting that these "stations" be located as many miles away from my home as possible, also taking into consideration the geographical low spots that might draw the gas to my property.
- I23-8 [Please, also take into consideration this addendum to my previous medical request of May 15, 2007, which should include any and all above, below, and ground level contaminants/chemicals/gases/etc. that would effect/change the purity and/or existence of my spring-fed pond, creek, my deep well, organic pasture, trees and vegetables. The permanent location of any contaminant releasing machines, valves, pipes, etc. needs to be located several miles away from my property.
- I23-9 [So that I may also protect myself from harmful or fatal exposure, I will need ample notification (at least one month) of any needed, temporary, planned releases or uses (and duration thereof) of air contaminants (including but not limited to gases, herbicides, defoliants, fertilizers) during construction "near" my home. This notification should include the time period for which the

- I23-5 Section 3.11.1.3 describes the types of emissions that would be released during the construction and operation of the proposed Project. These emissions would be temporary and localized.
- I23-6 Comment noted.
- I23-7 The proposed Lamar Compressor Station is located approximately 11 miles and the nearest MLV would be approximately 1.9 miles from the Faulkner property.
- I23-8 The closest emission releasing Project facility would be located approximately 1.9 miles from the Faulkner property. Fossil-fueled construction equipment and fugitive dust would be produced during Project construction, however, such air quality impacts would generally be temporary and localized.
- I23-9 MEP has agreed to contact Ms. Faulkner via telephone prior to any planned blow down from the MLV nearest her home. Further, the MEP Project Manager, German Ortega, has agreed to be Ms. Faulkner's point of contact if Ms. Faulkner has further Project-related health concerns.

Melinda Faulkner

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- I23-9  actual construction will be taking place near my home so that I may protect myself from dust, particles, and/or vehicle exhaust emissions as well.
- I23-10  And I will need to have a contact person who will notify me immediately if any type of air contaminants are accidentally released that could reach my home environment.
Please feel free to contact me about any questions/concerns you might have about the environmental controls that need to be taken on my behalf.

I23-10 See response to comment I23-9.