

ORIGINAL

Federal Energy Regulatory Commission
Sparrows Point LNG Terminal and Mid-Atlantic Express Pipeline Projects
Draft Environmental Impact Statement Meeting Comments

June 9, 2008, Baltimore, MD June 11, 2008, Downingtown, PA June 12, 2008, Edgewood, MD

Comments can be: (1) left at the sign-in table (2) mailed to the addresses below, or (3) electronically filed at <http://www.ferc.gov> under the link to "Documents and Filings" and "e-Filing." New users must first create an account by clicking on "Sign up" or "eRegister." This type of filing is considered a "Comment on Filing." In addition, there is a "Quick Comment" option available, to submit text only comments on a project and does not require registration however, you will be asked to provide a valid email address.

If mailing:

Please send three copies referenced to Docket Nos. CP07-62-000 and CP07-63-000 to the addresses below.

Two for Official Filing:

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

Another copy:

Gas Group 2, PJ 11.2
Federal Energy Regulatory Commission
888 First Street, N.E.
Washington, DC 20426

Mail your comments to be received in Washington, DC on or before June 16, 2008.

COMMENTS: (Please print clearly. Use the back and/or attach additional sheets if necessary.)

see back for comments →

Committer's Name and Mailing Address (PLEASE PRINT)

Jean MacDougall

7048 Dunhill Rd

Balto, MD 21222

FILED
SECRETARY OF THE
COMMISSION
2008 JUN 19 P 3:10
FEDERAL ENERGY
REGULATORY COMMISSION

20080623-0011 FERC PDF (Unofficial) 06/19/2008

IN27-1

We are vehemently opposed to the building of an AES/LNG terminal at Sparrows Point or any other nearby locations.

The historic community of Dundalk has lived in close proximity to enough dangerous elements for far too long. Just when our precious Chesapeake Bay seems to be making a comeback, AES wants to dredge up years and years of toxic waste and debris that will further endanger the citizens of this area.

The notable and extraordinary community of Turner's Station is especially at risk in its' closeness to where the proposed pipeline would be constructed as well as the proximity of this community to the enormous tankers that would come into this area. Turner's Station is one of the oldest and most significant African-American communities in the state of Maryland and to further put this historic area in jeopardy is a travesty.

Other factors, among many, that should dissuade FERC from approving this proposed construction include the destruction of rare and diverse foliage, vegetation and animal life. In addition, the boating life of this area would become virtually non-existent due to security and safety issues involved in bringing the LNG tankers to the terminal.

In essence, the imminent and forthcoming dangers presented by the building and usage of this terminal are far too exorbitant and the good citizens of Dundalk and the surrounding areas that we have polled are totally and wholly against its' construction.

Thank you for your consideration of this request.

IN27-1

Please see responses to comment letter IN25.

20080623-0009 FERC PDF (Unofficial) 06/19/2008

Federal Energy Regulatory Commission
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COMMENTS: *(Please print clearly. Use the back and/or attach additional sheets if necessary.)*

see back for comments →

Commenter's Name and Mailing Address (PLEASE PRINT)

Caitlin MacDougall
3100 Dunblow Rd
Baltimore, MD 21222

FILED
SECRETARY OF THE
COMMISSION
2008 JUN 9 3 11
FEDERAL ENERGY
REGULATORY COMMISSION

20080623-0009 FERC PDF (Unofficial) 06/19/2008

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Other factors, among many, that should dissuade FERC from approving this proposed construction include the destruction of rare and diverse foliage, vegetation and animal life. In addition, the boating life of this area would become virtually non-existent due to security and safety issues involved in bringing the LNG tankers to the terminal.

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Thank you for your consideration of this request.

IN28-1

IN28-1

Please see responses to comment letter IN25.

<p>20080625-5006 FERC PDF (Unofficial) 6/25/2008 7:32:52 AM</p> <p>IN29-1 IN29-2 IN29-3</p> <p>After receiving a letter from AES dated June 5, 2008, and the attached site plan dated May 27, 2008, I have to say of course that I have many questions about how and when and how long the proposed pipeline construction project will proceed. We all have homes that mean a lot to us in terms of such things as safety, security, tranquility, and family space, as well as monetary value. When I originally bought this property the house was constructed by the developer (Toll Brothers) just within the required distance from the edge of the property line, with a 25 foot easement to the Columbia Gas pipeline. The site plan indicates safety fences and work areas going through portions of my house. I find the letter and site plan intimidating in terms of my being an individual homeowner standing in the way of an interstate pipeline project. Of all the many questions I would ask about this project, the essential question is this: how can you possibly put a new pipeline next to the original pipeline without violating legal distance requirements from the original pipe and legal distances from my property line and/or the actual structure of my house? Will the impact of this project be at the minimum level- meaning the disruption of my peace and tranquility before, during, and after the project, with the removal of every tree, bush, plant and blade of grass on that whole side of my property and behind my house as well because of the temporary work space, along with cracks in interior foundations and walls? Or will the impact be more major-meaning demolition and removal of my house via eminent domain? Am I to make these sacrifices for the "greater good"- so that more ships can be running up and down the Chesapeake to deposit gas to be pumped at pressure for hundreds of miles through irreplaceable farmlands and residential areas?</p>	<p>IN29-1 Section 2.3.2 of the FEIS describes the pipeline construction procedures. The current construction schedule is addressed in section 2.4. The duration and resulting impacts from earth disturbing activities within residential areas would be minimized through the use of the stove-pipe construction technique and implementation of an appropriate site-specific plan where required. Subsequent restoration activities would take as long as necessary in order to fully restore the property. Section 2.3.2 details specialized construction techniques proposed in residential areas.</p> <p>IN29-2 Mid-Atlantic Express would be required to meet all US Dot Safety Standards, as such; the pipeline would not be allowed to go through or under any occupied structure. Section 4.8.1 discusses potential impacts to residences and protective measures that Mid-Atlantic Express is committed to, and recommends additional protective measures above and beyond those proposed by Mid-Atlantic Express.</p> <p>IN29-3 Section 2.3.2 addresses specialized construction techniques in residential areas intended to minimize and mitigate residential impacts. Mid-Atlantic Express is responsible for compensating a landowner for and/or restoring any property damages resulting from construction. As stated in response to comment IN29-2, the pipeline would not be allowed to go through or under any occupied structure.</p>
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Page 1

ORIGINAL

**GUIDO GUARNACCIA
3912 GLENHURST ROAD
DUNDALK, MARYLAND 21222**

JUNE 09-08

**KIMBERLY D. BOSE, SECRETARY
FEDERAL ENERGY REGULATORY COMMISSION
888 FIRST STREET, N. E. ROOM 1 A
WASHINGTON, D.C. 20426**

**DOCKET NO. CP07-62000, CP0-64000, AND CP07-65-000
REFERENCE: AES/LNG SPARROWS POINT**

**RECEIVED
FEDERAL ENERGY
REGULATORY COMMISSION
JUN 23 A 10 20**

**DEAR SECRETARY BOSE,
AS A RESIDENT OF DUNDALK AND A MEMBER OF THE OPPOSITION TEAM ALSO
APPOINTED A TASK FORCE FOR THE LNG BY THE GOVERNOR "LAM
ADAMANTLY OPPOSED" TO THE SIGHTING OF AN AES/LNG FACILITY AT THE
SPARROWS POINT.**

MY OPPOSITION IS BASED ON THE FOLLOWING:

I. HEALTH ISSUE

- A.**
**WIDE SITE INVESTIGATION FOR HYDROGEOLOGIC, ECOLOGICAL, AIR STUDY
CONFIRM THE RELEASE OF HAZARDOUS CONSTITUENTS FROM THE ENTIRE
FACILITY, THAT HAVE IMPACTED THE CHESAPEAKE BAY, WETLANDS, AND THE
COMMUNITIES. (AES, LNG, PROBABLY IS TRYING TO PAINT A ROSEE PICTURE)
DOCUMENTS ARE INCLUDED.**
- B.**
**FEDERAL WATER POLLUTION CONTROL ACT - DREDGING WILL DESTROY
THE WATERWAYS.**
- C.**
**CHESAPEAKE BAY PROGRAM-RESTORATION WOULD BE AN EXERCISE OF
FUTILITY.**
- D.**
**IMPACT OF DREDGING - ON PEOPLE/FISH/CRABS
/WILDLIFE/DESTRUCTION OF BAY.**
- E.**
**REPORT OF TOXINS-LAND /WATER/AIR.
DOCUMENTS FROM THE DEPARTMENT OF JUSTICE ARE
INCLUDED.**

IN30-1
IN30-2
IN30-3
IN30-4
IN30-5

- IN30-1 Comments noted. Section 4.0 of the FEIS describes anticipated potential impacts to the environment; Section 5.0 provides conclusions and recommendations, including mitigation measures. In particular, section 4.3.2 describes impacts to surface water quality.
- IN30-2 Please see response to comment IN30-1.
- IN30-3 Please see response to comment IN30-1.
- IN30-4 Please see response to comment IN30-1.
- IN30-5 Please see response to comment IN30-1.

<p>20080625-0132 FERC PDF (Unofficial) 06/23/2008</p> <p>PAGE-2</p> <p>FROM THE VERY START, I HAVE SAID THE PROPOSED LIQUEFIED NATURAL GAS PLANT IS ABSOLUTELY INAPROPIATE FOR THIS RESIDENTIAL AREA IN EASTERN BALTIMORE COUNTY. MY CONCERNS FOCUS AROUND THE LACK OF COMPREHENSIVE SAFETY AND SECURITY PLAN, THE POTENTIAL HARM TO THE QUALITY OF LIFE FOR THE NEARBY RESIDENT, AND THE NEGATIVE EFFECTS ON THE ENVIRONMENT AND THE CHESAPEAKE BAY. THIS E.I.S. , TITLE AES SPARROWS POINT LNG,LLC, AND MID-ATLANTIC EXPRESS LLC ONCE AGAIN DECIDED TO IGNORE OUR SAFETY, SECURITY AND ENVIRONMENTAL CONCERNS ABOUT THIS PROPOSED FACILITY.</p> <p style="text-align: center;"><u>FACTS</u></p> <p><u>USCG</u></p> <p>1. USCG WATER SUITABILITY ASSESSMENT REPORT AES,CONTINUE TO DISREGARD THE RISK ASSESSMENT ATEMPTING TO COMPROMISED THE SAFETY AND SECURITY (HAZARD ZONES OR ZONES OF CONCERN),THAT THE COAST GUARD HAS DETERMINED THAT THE CHESAPEAKE BAY IS NOT CURRENTLY SUITABLE FOR THE SAFETY, AND THE PUBLIC INTEREST.</p> <p>2. THE COAST GUARD WILL LIMIT VESSEL ARRIVAL TO THOSE WITH A CARGO CAPACITY NO GRATER THAN 148,000 M3.HOWEVER A SWISH TO OVERRIDE THIS CONDITION BY CARRYING A CARGO GREATER THAN 148,000 M3 UP TO 217,000 M3;</p> <p>3. VESSEL BALAST, WHAT FERC DO NOT UNDERSTAND THAT LNG CARRIERS AROUND 217,000 M3 HAVE A MAXIMUM BALLAST CAPACITY OF 80,000 M3 . BALLAST WATER INTAKE WOULD GENERALLY OCCUR WHILE AN LNG VESSEL IS AT THE DOCK (.I.E, WHILE THE SHIPS ARE IN SLIP THAT WILL HAVE A DETREMENTAL IMPACT TO THE AQUATIC LIFE.</p> <p>4. EXCLUSION ZONES: A. HOW DOES USCG ESTABLISH EXCLUSION ZONES AROUND TANKERS DURING TRANSIT? WHO IS RESPONSIBLE FOR ENFORCING EXCLUSION ZONES, AND WHO PAYS FOR THAT ENFORCEMENT?</p>	<p>IN30-6 Please see response to comment IN22-1.</p> <p>IN30-7 Please see response to comment IN22-2.</p> <p>IN30-8 As stated in section 4.12.5.5, the Coast Guard has stated that the waterway may be made suitable for LNG marine traffic if additional risk mitigation measures are implemented. Unless the measures required to ensure safe and secure operations were in place and serving their intended purpose, neither the Commission nor the Coast Guard would allow operation of the proposed facility.</p> <p>IN30-9 As stated in the WSR (see appendix J), AES would be required to comply with any operating restrictions deemed necessary by the Coast Guard.</p> <p>IN30-10 Ballast water intake is discussed in section 4.6.2.2 of the FEIS.</p> <p>IN30-11 The waterway suitability assessment process is discussed in section 4.12.5.5. In accordance with the Energy Policy Act of 2005, AES would be required to identify the mechanisms for funding all project-related security/emergency management costs that would be imposed on state and local agencies. Any Coast Guard assets required to implement the risk management measures would be funded by the Coast Guard. Unless the required measures to ensure safe and secure operations were in place and serving their intended purpose, neither the Commission nor the Coast Guard would allow operation of the proposed facility.</p>
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IN30-12	<p>20080625-0132 FERC PDF (Unofficial) 06/23/2008</p> <p><i>BY MY CALCULATION, LNG MARINE TRANSPORTATION ON THE CHESAPEAKE BAY, FROM CAPE HENRY, VA. TO SPARROWS POINT, MD. 223 MILES +88 MILES TO EAGLE PA. THE FINANCIAL RESOURCES/ WHO WILL PAY FOR PROJECT / IT MUST BE MADE AVAILABLE OR(I WILL USE THE FREEDOM OF INFORMATION ACT THAT I WISH TO INSPECT, AND COPY ALL RECORDS PERTAINING TO THE FOLLOWING) WHO SHALL INCURE THE EXPENSES AND THE LOGISTIC TO PROTECT THE PUBLIC.</i></p>	IN30-12 Please see response to comment IN30-11.
IN30-13	<p><i>A VHS CASSET IS INCLUDED IN THIS REPORT., SINCE SEP. -11-2001 ADDITIONAL SECURITY MEASURE HAVE BEEN IMPLEMENTED BY THE COAST GUARD, HOMELAND SECURITY FOR LNG VESSEL CALLING IN THE UNITED STATE PORT, MUST PROVIDE THE COAST GUARD WITH 96 HOURS ADVANCE NOTICE OF THE ARRIVAL ,THE RESPONSIBILITY OF THE COAST GUARD IS TO ENFORCE THE SAFETY ZONE THAT IS ONE MILE CLEARANCE FROM THE BOW, TWO MILES FROM THE STERN, HALF MILE STAR BOARD AND PORT.</i></p>	IN30-13 Please see response to comment IN30-9.
IN30-14	<p><i>IT IS A COMPLEX PROJECT POSING MULTIPLE RISK FOR THE PUBLIC. THE MARYLAND DEPARTMENT OF NATURAL RESOURCES FISHERIES SERVICE (FISHING STATISTIC BY LICENCE YEAR REGISTERED 262,000 VESSEL THAT WILL BE ON THE CHESAPEAKE BAY ROAMING BY THE BAY BRIDGE DAILY IN THE SUMMER, SANDY POINT, JET SKIER, CRABBING BOAT, CRABS POTS ALL ALONG THE CHANEL, RECREATIONAL VESSEL , SWEEMERS AT SANDY POINT, THE NAVAL ACADEMY, SO MANY BOATS THAT RUN OVER FISHING LINES. THIS FREEDOM IS THE AMERICA RIGHT, AND NOT CORPORATE GREED RIGHT. THE LNG VESSEL POSES A SAFETY SECURITY RISK. I KNOW AT CLOSE DOOR MEETING TO BENEFIT AES THE SECURITY WILL BE COMPROMISED.</i></p>	IN30-14 Please see response to comment IN10-5.
IN30-15	<p><i>BECAUSE THE CONCLUSION AND RECOMMENDATION IN THIS EIS REPORT ARE THOSE OF FERC ENVIRONMENTAL STAFF BASED ON INFORMATION PROVIDED BY AES AND THE MID-ATLANTIC EXPRESS THEREFORE LACK OF CREDIBILITY. FOR THE SECOND TIME I 'M PRESENTING THE SAME QUESTION FERC LNG LICENSING PROCESS</i></p>	IN30-15 Please see response to comment IN10-5.

IN30-16

PAGES 4
FERC STATEMENT, AND THE DRAFT EIS, REGARDING ADVERSE ENVIRONMENTAL IMPACT LACK SPECIFICITY AND SUMMARIZE THE DAMAGES FOR ACUTE AND CHRONIC EFFECT RESULTING FROM THIS AES PROJECT.
I;E; ON PAGE 4-175 EIS REPORT. THE AES SO CUNNING HAS INTRODUCED AS A RIDER THE DMRF AND A POWER PLANT THAT WAS NEVER DISCUSSED OR OPEN FOR A PUBLIC HEARING.

IN30-16 Comment noted.

IN30-17

AES KNOW VERY WELL THAT REQUIRES A SPECIAL AEXCEPTION HEARING FROM BALTIMORE COUNTY FOR THIS REASON THEY ATTEMPTED TO CIRCUMVENT THE LAW.
AES RELIZED THAT THEY HAVE A SIMPATETIC EAR INSIDE FERC.

IN30-17 Section 2.3.1.3 of the FEIS describes dredged material disposal and the dredged material recycling facility (DMRF). All applicable permits, licenses and approvals for the DMRF and the optional, non-jurisdictional electric power plant must be obtained by AES prior to construction and operation.

IN30-18

X PRIOR TO CROSSING THE BACK RIVER, MID ATLANTIC EXPRESS SHOULD FILE WITH THE SECRETARY, THERE ARE SIX SURFACE WATER BODIES THAT FLOW THROUGH THE SITE. HERRING RUN FLOWS EASTWARD THROUGH THE SITE AND EMPTIES INTO THE HEADWATERS OF THE BACK RIVER, A TRIBUTARY TO THE CHESAPEAKE BAY HAZARDOUS SUBSTANCES DETECTED AT THE 68- STREET KNOWN THE QUAD AVENUE DUMP. THE QUAD AVENUE DUMP IS 1600 ACRE OF TOXIC AND WAS RESPONSIBLE FOR ACCEPTING TOXIC DRUMS FROM THE KANE DUMP. THE KANE DUMP AND THE QUAD DUMP WERE ON THE SUPER FUND SITE. THE KANE DUMP WAS CLEAN IN LATE 1980.

IN30-18 Section 4.3.2 of the FEIS describes anticipated impacts to surface water quality.

IN30-19

A VIDEO CASSETTE ON THIS ISSUE IS ADDED IN THIS REPORT
ONLY A REPRESENTATIVE FROM THE ARMY COR. WILL BE ABLE TO INTERPRET THIS CASSETTE.
FERC AND ASSOCIATE WILL DOWNPLAY THIS PESTILENCE SITE.
MID ATLANTIC EXPRESS HAS PREPARE A PLAN, STRANGE USACOE, EPA, OEP, MDE, SUPER FUND,
CONGRESSMAN AND A MULTITUDED OFF PUBLIC OFFICIAL HAVE NO CLUE HOW TO REMEDEATE THIS 1600 ACRE DUMP. THEREFORE CROSSING ANY WATERBODIES FROM THIS STRETCH OF THE RIVER, THE MID ATLANTIC EXPRESS PROJECT MUST BE DENIED. ONE MORE TIME, THE ENTIRE 68 STREET AND QUAD AVENUE DUMP IS AN ABANDON TOXIC DUMP.

IN30-19 Comment noted.

*after the columbine 11765 ACRE.
 you cannot carry a gun.*

MARYLAND DEPARTMENT OF NATURAL RESOURCES
FISHERIES SERVICE

FISHING STATISTICS BY LICENSE YEAR	2004	2006
RESIDENT NON TIDAL	135,455	136,926
NON RESIDENT NON TIDAL	12,775	11,876
3 DAY NON TIDAL	7,246	7,964
5 DAY NON TIDAL	4,933	3,079
TROUT STAMP	63,340	62,367
NON TIDAL BLIND	95	97
SENIOR CONSOLIDATED LICENSE	17,031	17,533
RESIDENT BAY SPORT ¹	144,466	129,801
NON RESIDENT BAY SPORT	29,224	24,715
5 DAY BAY SPORT	10,638	10,252
PLEASURE BOAT DECAL	45,588	47,910
BAY SPORT BLIND	257	236
RECREATIONAL CRABBING ²	30,438	37,741
NON RESIDENT RECREATIONAL CRABBING	4,828	4,955
RECREATIONAL CRABBING BOAT	2,203	2,373

¹ Includes complimentary license from Pleasure Boat Decal.
² Does not include complimentary license from Pleasure Boat Decal.

Certified by Fisheries Service (GH)

March 10, 2008

C P07-62
C P07-63

JUNE 9, 2008 **MY TESTIMONY**

GUIDO GUARNACCIA
3912 GLENHURST ROAD
BALTIMORE MARYLAND 21222 *OUR QUALITY OF LIFE WILL CHANGE FOR EVER.*

IN30-20

ENFORCEMENT OF THE COAST GUARD SECURITY ZONE AROUND THE PROJECT LNG VESSEL WOULD ADD TO THE RESTRICTION ON VESSEL, POSSIBLE RESTRICTION ON THE WATER WAY GOING INTO BEAR CREEK BOAT GREATER THAN 5 FEET, DURING DREDGING THE ORDER IS TO STAY OUT OF THE RESTRICTED AREA.

IN30-20 Comment noted.

IN30-21

DEEPER DRAFT BOATS ALSO BE AFFECTED BY THE COAST GUARD SECURITY ZONE WHILE THE LNG SHIPS ARE IN TRANSIT (KNOWN AS THE SPARROWS POINT SHIPYARD CHANEL OR AS THE MARINE CHANEL.

IN30-21 Comment noted.

IN30-22

THIS SECURITY ZONE COULD PRECLUDE DEEPER DRAFT BOATS FROM HUGGING THE EAST SIDE OF THE PATAPSCO RIVER FROM THE BRIDGE OVER BEAR CREEK TO FORT CARROLL. THE TIMING RESTRICTION COULD BE AN HOUR FOR EACH LNG SHIPMENT TO THE TERMINAL. REGARDING THE CUMULATIVE IMPACTS TO THE RECREATIONAL BOATING AND FISHING OF THE CHESAPEAKE BAY, THE PROJECT LNG WOULD HAVE AN IMPACT. ALSO ENFORCEMENT OF THE COAST GUARD SECURITY ZONE AROUND THE LNG VESSEL WOULD HAVE AN ADDITIONAL IMPACT ON SMALL PLEASURE BOATS AND FISHING BOAT, AND CRABERS ALONG OR NEAR THE CHANEL NO MORE CRAB POTTS.

IN30-22 See section 4.8.4.1.

IN30-23

ANY VESSEL ANCHORED WITHING THE SECURITY ZONE, TO MOVE OUT OF THE ZONE.
PAGE 4-278 EIS. IT IS REASONABLE TO ASSUME THAT THE RATE OF SHIP ACCIDENTS (INCLUDING THOSE RISK FOR A TERRORIST ATTACK ON THE LNG IS LIKELY TO RISE WITH MORE VESSEL WICH WILL HAVE AN IMPACT ON PUBLIC SAFETY. FUTURE PROJECTS, INCLUDING THIS PROPOSED PROJECT IS LIKELY TO BE EXPECTED TO HANDLE HAZARDOUS MATERIALS. IT IS DIFFICULT TO EVALUATE THE CUMULATIVE RISK THAT SUCH GROUTH REPRESENT, AND I HOPE OUR PUBLIC OFFICIAL WILL SUPORT THE RESIDENTS WITHOUT CAVING IN.
IN THE WSR FOR SPARROWS POINT LNG THE COAST GUARD STATED THAT IT REQUESTED AES " TO IDENTIFY A SOURCE AGENCY (FEDERAL ,STATE, LOCAL, OR PRIVATE AGENCY) FOR EACH RISK MITIGATING MEASURE IT

IN30-23 Please see response to comment IN8-1.

PROPOSED AND TO DETERMINE THE AGENCY'S CURRENT AVAILABLE, AND CAPABLE, AS WELL AS

IT WILLINGNESS TO PERFORM THE PROPOSED RMM.

THE RESULT OF AES'S EFFORTS TO IDENTIFY A SOURCE AGENCY OVERWHELMINGLY INDICATE THA THE PORT COMMUNITY CURRENTLY DOES NOTHAVE THE RESOURCES TO IMPLEMENT THE RMM NECESSARY TO RESPONSIBLY MANAGE THE MARITIME SAFETY AND SECURITY RISKS OF THE PROPOSED LNG FACILITY. BASED ON THIS AND OTHER FACCTOR, THE COAST GUARD WENT ON TO STATE IN THE WSR THAT THE COAST GUARD HAS DETERMINE THAT THE CHESAPEAKE BAY IS NOT CURRENTLY SUITABLE FOR THIS TYPE FACILITY LNG.

LNG VESSEL WILL BE IMPORTED FROM THE ALQAIDA 'S PORT EXPORTING COUNTRY TO BALTIMORE ARE ALGERIA ,INDONESIA ,MALAYSIA ,NIGERIA , OMAN ,QATAR , UNITED ARAB EMIRATES , , EGYPT , LIBYA ECC. ECC. THE COAST GUARD HAS STATED THAT LNG VESSEL ARRIVALS WOULD BE LIMITED TO THOSE WITH A CARGO

CAPACITY NO GREATER THAN 148,000 M3, ALSO UNDER TITLE 33, CFR, 165.500 AND 165.503, THE COAST GUARD CURRENTLY HAS ESTABLISHED A 500-YARD RADIUS SAFETY AND OR SECURITY ZONE AROUND EXISTING LNG MARINE TRAFIC, ENTRY INTO OR MOVEMENT WITHIN 500 YARD AROUND THE VESSEL WOULD BE PROHIBITED. ONE MILE AT THE BOW AND 2 MILES AT THE STERN.

ENFORCEMENT OF THE COAST GUARD SECURITY ZONE AROUND PROJECT LNG VESSEL MOVEMENT IN CHESAPEAKE BAY CALL FOR 4 FULLY ARMED VESSEL 3 GUARD EACH VESSEL 12 OFFICERS 3 SHIFT =36 OFFICERS PLUS SECURITY ON SHORE AT THE FACILITY 3 SHIFT 24-7 PROBABLY 50 OFFICERS PER DAY 365 DAY A YEAR, THE TAB IS OVER ONE HUNDRED MILLIONS DOLLARS. AES DID NOT PRESENT A BUDGET FOR IT'S SECURITY PROJECT. THAT I KNOW , WITH THE HOPE TO PASS THE BURDEN TO THE TAXPAYER.

FERC AND AES MUST RESOLVE THIS ISSUE AND PRESENT A CREDIBLE DOCUMENT TO THE LNG OPPOSITION TEAM, MEANTIME I WILL ASK THAT THIS INFORMATION BE MADE AVAILABLE UNDER FOIA.

I HAVE THE CREDENTIAL TO REQUEST THIS INFORMATION TO THE FULLEST

IN30-24

IN30-25

IN30-26

IN30-24

Please see response to comment IN10-5.

IN30-25

Comment noted.

IN30-26

Please see response to comment IN30-11.

Bioassay of Baltimore Harbor Sediments¹

CHIU-FA TEAL, JUSTINE WELCH, KWEI-YANG CHANG,
JOHN SHAEFFER
Center for Environmental & Estuarine Studies
University of Maryland
Chesapeake Biological Laboratory
Solomons, Maryland 20688

L. EUGENE CROMIN²
Center for Environmental & Estuarine Studies
University of Maryland
Cambridge, Maryland 21613

ABSTRACT: Baltimore Harbor, a tributary area of the northern Chesapeake Bay, has received and is receiving large quantities of chemical pollutants. As part of a cooperative study to explore possible corrective techniques for reducing pollution burdens, gross bioassay systems were performed for sediments from nine representative stations, employing two species of fish, mummichogs (*Fundulus heteroclitus*) and spot (*Leiostomus xanthurus*), and one mollusk, the soft-shell clam (*Mya arenaria*). Acclimated organisms were exposed in static systems to a series of concentrations of suspended sediment drawn each station, to filter's earth in suspension, and to control media for 48 hours. Parallel analysis of the sediment was performed for the metals, Pb, Cr, Zn, Cu, Ni, for PCB's and for hexane extractives.

The sediments were all substantially polluted with low correlations among components. Twenty-four hour TLm and 48-hour TLm increased proportionately with sediment concentration but display species specificity. The relationships observed permit use of mummichog data as index gross toxicity of sediments throughout the harbor. Further comparison of mummichog 24-hour TLm values with benthic species diversity determined in a previous study revealed many of the water harbor ions highly toxic, moderately toxic, low toxic and slightly toxic ions. Gross toxicity of sediments determined by bioassay can therefore be used as an index of the suitability of the sediments for benthic macroinvertebrate communities.

Introduction

Baltimore Harbor is a tributary embayment, consisting of approximately 24 square miles of the lower portion of the Patuxent River on the upper west side of the Chesapeake Bay. The harbor has served international commerce for nearly 250 years. Baltimore is a leading American industrial city, second only to New York in the diversity of its basic waterfront activities. Almost all of the nearly 2,000 industries in the area, some of them among the largest of their kind, are located along 45 miles of waterfront (Garland 1952). Maryland Environmental Service

(1974) found that 171 industries in the area are potential sources of wastewater flows which might be discharged to the harbor directly or indirectly through tributary streams, storm drainages or municipal sewage treatment facilities. Three municipal sewage treatment plants, serving the City of Baltimore and Anne Arundel County of Maryland, discharge their effluents into the harbor.

It has been estimated that more than 86 tons of contaminants enter the harbor each day (Maryland Environmental Service 1974). As the results of such input of industrial and municipal effluents, there is a massive accumulation of in-place pollutants in the harbor sediments. Some of the in-place pollutants, such as organic silts (Center for Environmental and Estuarine Studies 1975), volatile solids, oil and grease (Garland 1952), ferric hydroxides (Olson, et al. 1941; Davis 1948)

¹ Contribution No. 172, Center for Environmental and Estuarine Studies, University of Maryland.
² Present address: Director, Chesapeake Research Consortium, 1419 Fivest Driv, Suite 207, Annapolis, Maryland 21403.

and heavy metals (Vills and Johnson 1974) were found to be present in high concentrations, causing concern for their possible threat to the harbor environment.

In 1976, a study supported by the U. S. Environmental Protection Agency was conducted by Trident Engineering Associates, Inc., in cooperation with the University of Maryland's Center for Environmental and Estuarine Studies to evaluate the problem posed by in-place pollutants in Baltimore Harbor and to make a recommendation for their corrective action. This sediment bioassay study was a part of this joint project. The objectives were (1) to determine gross toxicity of representative harbor sediments for several estuarine organisms, (2) to supplement the chemical data of the sediments to further define and describe the problem areas of the harbor, and (3) to contribute to development of a feasible program of correction for the harbor's in-place pollutants.

Materials and Methods

SEDIMENT SAMPLES AND EXPERIMENTAL WATER

Nine sediment sampling stations were selected, representing the various polluted parts of Baltimore Harbor (Fig. 1). At each station, about thirty gallons of sediment from the top one foot of bottom material was collected with a Ponar type grab sampler on June 9, 1976. At the time of sampling, water temperatures were 23.9-27.4 C in the surface water and 20.8-26.7 C in the bottom water. Salinities were 2.9-5.3 ppt in the surface water and 5.03-7.80 ppt in the bottom water.

Of each total sample, about a half-gallon of the sediment was removed for bulk chemical analyses of heavy metals, sediment moisture and materials extracted by hexane. Sediment from a core sampling at the same station was also taken for PCB analyses. Metal and hexane extract samples were immediately placed in polyethylene bags and kept at 4 C. Samples for PCB analyses were placed in clean glass bottles topped with acetone-washed aluminum foil and then capped. The rest of the sample was brought back to the laboratory and kept hydrated in anaerobic condition in the cold room at 4 C (Bricker 1975). This sediment sample was used as

experimental material. Fuller's earth was used as a reference material.

Sea water of five ppt salinity, about the mean salinity of the harbor water (Garland, 1952; Sikelly, 1973), was made by mixing synthetic salts with dechlorinated, aged tap water. This water was used as diluting water for the sediments and control water in the study.

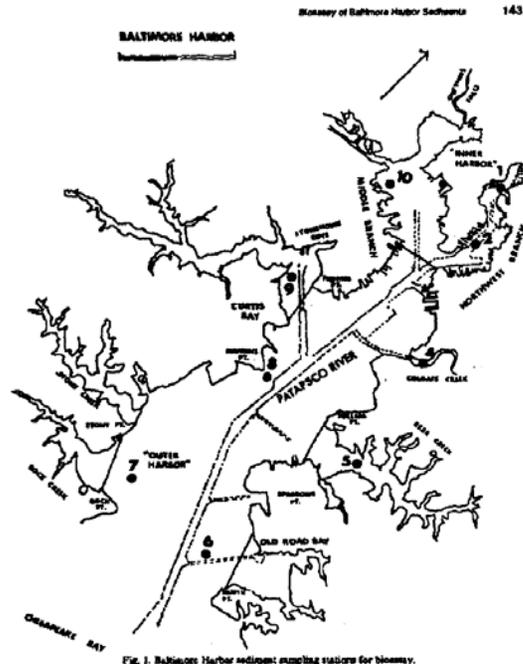
TEST ORGANISMS

Mummichogs (*Fundulus heteroclitus*), spot (*Leiostomus xanthurus*) and soft-shell clams (*Mya arenaria*) were used as test organisms. Mummichogs were collected from the Patuxent River estuary about five miles upstream from Solomons, Maryland. Spot were collected from the Patuxent River about a quarter mile downstream from the Rt. 311 bridge. Soft-shell clams were also collected from the Patuxent River near Solomons by Dr. R. Morgan and had been held in a bay water circulation tank for nearly a year at the Chesapeake Biological Laboratory.

These three test species were brought back to the laboratory and acclimated in 5 ppt synthetic sea water for a week prior to the experiments. Acclimation temperature was 25 C for mummichogs and spot and 21 C for soft-shell clams. The sizes of the test organisms were 43.05 ± 1.39 mm (mean \pm standard error) for mummichogs, 64.95 ± 4.19 mm for spot, and 31.08 ± 0.72 mm for soft-shell clams.

BIOASSAY APPARATUS AND PROCEDURES

Four sets of static bioassay apparatus, each in 4"x8"x18" water bath, were set up. Each set had six 10-gallon test tanks. Each tank contained a 6"x10"x12" screen basket with a quarter-inch mesh to hold the test organisms and a 1/150 horsepower submerged pump to stir the sediment-water mixture during the experiments. There was a space of about an inch between the bottom of the basket and the bottom of the tank. The pump was located at one end of the tank outside of the screen basket. In order to prevent sediment settlement on the tank bottom, the mixture was pumped out along the tank bottom surface to the other end of the tank and the mixture then flowed upward and backward into the



screen basket. The test temperatures were the same as the acclimation temperatures.

When a sediment sample from a station was to be used, the total sample was taken out of the cold room and stirred with a wooden paddle. After it was homogeneously mixed, about 10 gallons of the sediment was

removed and mixed with 20 to 30 gallons of the synthetic sea water to make a stock sediment-water mixture. For each experiment, five different concentrations of the test sediment-water mixture were made from this stock sediment-water mixture by mixing to the desired dilution with the synthetic sea

SPECIAL EXCEPTIONS.

§ 256 ZONE AND DISTRICT REGULATIONS § 256

256.4 Special exceptions. The following uses only when permitted as special exceptions (see Sections 270 and 502):

Automotive-service station, subject to the provisions of Section 405 [Bill Nos. 46-1967; 85-1967]

Cemetery

Excavations, controlled, when explosives are used (see Section 403)

Explosives⁷

Heavy chemical manufacture

Junkyard

Commercial kennel and private kennel, subject to Section 421 [Bill Nos. 85-1967; 87-2001]

Liquefied natural gas facility, including any facility used to produce, store or regasify liquefied natural gas, if located at least five miles from any residential zone and at least 500 feet from any B.L., B.M. or M.R. Zone. [Bill No. 71-2006]

Oil refinery, including any facility for the recovery, processing or recycling of oil, or the storage or transfer of oil to be recycled, if located at least five miles feet from any residential zone and at least 500 feet from any B.L., B.M. or M.R. Zone.⁸ [Bill Nos. 98-2004; 71-2006]

Organic fertilizer manufacture

Rubble landfill (see Section 412) [Bill No. 97-1987]

Shooting range

Signs, outdoor advertising (see Section 450) [Bill No. 89-1997]

Slaughterhouse

Sludge disposal facility - co-landfilling (see Section 412A.2.A) [Bill No. 46-1982]

→ Sludge disposal facility - composting (see Section 412A.2.B) [Bill No. 46-1982]

→ Sludge disposal facility - handling in general (see Section 412A.2.C) [Bill No. 46-1982]

→ Sludge disposal facility - incineration (see Section 412A.2.D) [Bill No. 46-1982]

→ Sludge disposal facility - landspreading (see Section 412A.2.E) [Bill No. 46-1982]

Strip-tease business [Bill No. 137-1990]

Trailer park (see Section 414)

Truck stops [Bill No. 18-1976]

Wireless telecommunications towers, subject to Section 426 [Bill Nos. 61-1967; 85-1967; 64-1986; 30-1998]

256.5 Within 150 feet of any residential zone boundary or the right-of-way of any street abutting such a boundary, only passenger automobile parking and those uses permitted in M.R. Zones, as limited by the use regulations in Section 241, are permitted, except that mineral aggregate excavated on-site may remain or be placed not less than 50 feet from such a boundary or right-of-way. Any use other than passenger automobile accessory parking and those uses permitted in M.R. Zones as

⁷ Editor's Note: "Filling station," which originally followed, was repealed by Bill No. 46-1967.

⁸ Editor's Note: "Open dump" and "Reduction of dead animals," which originally followed, were both repealed by Bill No. 146-1962.

DISTRICTS

AMD AREA REGULATIONS

Federal Energy Regulatory Commission
Sparrows Point LNG Terminal and Mid-Atlantic Express Pipeline Projects
Draft Environmental Impact Statement Meeting Comments
 June 9, 2008, Baltimore, MD June 11, 2008, Downingtown, PA June 12, 2008, Edgewood, MD

Comments can be: (1) left at the sign-in table (2) mailed to the addresses below, or (3) electronically filed at <http://www.ferc.gov> under the link to "Documents and Filings" and "e-Filing." New users must first create an account by clicking on "Sign up" or "eRegister." This type of filing is considered a "Comment on Filing." In addition, there is a "Quick Comment" option available, to submit text only comments on a project and does not require registration however, you will be asked to provide a valid email address.

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Two for Official Filing: Kimberly Bose, Secretary Federal Energy Regulatory Commission 888 First Street, N.E., Room 1A Washington, DC 20426	Another copy: Gas Group 2, PJ 11.2 Federal Energy Regulatory Commission 888 First Street, N.E. Washington, DC 20426
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Mail your comments to be received in Washington, DC on or before June 16, 2008.

COMMENTS: (Please print clearly. Use the back and/or attach additional sheets if necessary.)

IN31-1

I live in Victoria Crossing. Variation 9 would go right through my backyard, which parallels Broad Run Park. There is little room for a pipeline, the trees would be destroyed, wild life would lose their homes and our beautiful park's walking trail would be destroyed. The trees provide shade and shelter for our property and our neighbors. If the pipeline went through our area, it would destroy a beautiful landscaped public park which provides for wildlife and human enjoyment.

IN31-2

I believe there is also a watershed in the area of Variation 9. The danger of having such a pipeline so close to residences is absurd. There are small children all along my street. Variation 9, I fought this last year and I am here fighting this again. Please deny this project! Protect

Commenter's Name and Mailing Address (PLEASE PRINT)

Dawn Cassel
 1607 Barbara Drive
 Downingtown, PA 19335

our beloved West Bradford township.
 JUN 23 A 03:20
 FEDERAL ENERGY REGULATORY COMMISSION

IN31-1

Section 3.3.3 of the FEIS describes the analysis of route variations including route variation 9.

IN31-2

Pipeline safety is discussed in section 4.12.9.

<p>20080701-5048 FERC PDF (Unofficial) 7/1/2008 12:38:00 PM</p> <p>Comment of Mitchell L Miller in Docket(s)/Project(s) CP07-62-000 Submission Date: 7/1/2008</p> <p>FALLSTON PRESBYTERIAN CHURCH AND FALLSTON COMMUNITY PRE-KINDERGARTEN</p> <p>P. O. Box 54 Fallston, MD 21947</p> <p>COMMENTS ON MID-ATLANTIC EXPRESS PIPELINE</p> <p>SUMMARY: The Fallston Presbyterian Church and The Fallston Community Pre-Kindergarten are located at 600 Fallston Road, Fallston, MD in close proximity to where the BGE High Voltage Right of Way crosses Fallston Road. Construction of the LNG pipeline on the BGE Right of Way prevents us from establishing viable Emergency Plans for our church and school. Further, the parents of our students have previously expressed concerns over the existing High Voltage Lines and the adjacent Gasoline Station and we believe some parents may perceive that a LNG pipeline adjacent to our property presents an unacceptable risk and will not consider enrolling their students. FALLSTON PRESBYTERIAN CHURCH and FALLSTON COMMUNITY PRE-KINDERGARTEN OPPOSE THE CONSTRUCTION OF A LNG PIPELINE IN THE PROXIMITY OF OUR PROPERTY.</p> <p>LOCATION: The Fallston Presbyterian Church has worshiped at 600 Fallston Road continuously for 136 years. The Fallston Community Pre-Kindergarten has provided a highly regarded pre-school education at this site for over 40 years. Our property is serviced by one driveway at the edge of our property closest to the BGE Right of Way. All vehicles exiting our driveway are required to proceed Southerly on Fallston Road across the BGE Right of Way. Exiting the driveway in a Northerly direction is prohibited by a curbed median strip. The property is bounded to the North by a gas station with no provision of access from our property. The property is bounded to the West by agricultural land with no existing connection to public roads.</p> <p>EMERGENCY PLANNING: Although an incident on the LNG pipeline requiring evacuation of our church or school is highly unlikely, contingency emergency planning is required. Families attending church services typically use personal vehicles for transportation. In the event of an emergency along the LNG pipeline these families would be blocked from exiting our property in their vehicles. Evacuation of Youth Program participants and School students is further complicated, because there are no vehicles on site to accommodate the numbers of young people involved. It is not financially feasible for the Church or School to have buses for this purpose. Youth participating in organized activities are typically dropped off and picked up. It is common to have 20-30 youth on the property with one adult supervising their activity. The School operates in the morning and afternoon five days a week. On Tuesday, Wednesday and Thursday morning a total of 52 students are on site with a staff of 7 or 8 to supervise their activity. IT IS ESSENTIAL THAT TWO ACTIONS BE TAKEN IF THE LNG PIPELINE IS TO PROCEED: (1) The median barrier on Fallston Road must be removed to allow exiting the driveway in a Northerly direction away from the LNG pipeline. AND (2) Some Government Agency or Mid-Atlantic Express must provide prompt reliable transportation for youth at our location.</p> <p>PERCEPTION: We recognize an incident on the LNG pipeline endangering persons at our church or school is highly unlikely, however in this age of instant communication and continued terrorist threats, parents are increasingly making choices to reduce the exposure of their children to potential threats. As we stated in our summary the existing High Voltage lines and adjacent gas station have prompted inquiries by parents considering our school for their children. We believe some anxiety will exist over the LNG pipeline and can not predict the economic impact on our highly regarded programs.</p>	<p>IN32-1 Comment noted. Section 4.9 of the DEIS describes anticipated socioeconomic impacts of the project, and Section 4.12.9 describes safety standards associated with the pipeline.</p> <p>IN32-2 Comment noted. Section 4.12.9 describes pipeline safety standards.</p> <p>IN32-3 Comment noted. Section 4.12.9 describes pipeline safety standards.</p> <p>IN32-4 Comment noted. Section 4.12.9 describes pipeline safety standards.</p> <p>IN32-5 Comment noted. Section 4.12.9 describes pipeline safety standards.</p>
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Rev. Mitchell L. Miller, Moderator

<p>20080718-0211 FERC PDF (Unofficial) 07/15/2008</p> <p style="text-align: center;">ORIGINAL</p> <p style="text-align: center;">Mary Jo Kovic 1206 Wild Orchid Drive Fallston, MD 21047 July 11, 2008</p> <p>MAGILL R. SALAS, SECRETARY FEDERAL ENERGY REGULATORY COMMISSION 888 FIRST ST., NE, ROOM 1A WASHINGTON, DC 20426</p> <p>RE: Mid-Atlantic Express Docket Numbers CP07-62-000, CP07-63-000, CP07-64-000, CP07-65-000</p> <p>Dear Secretary Salas:</p> <p>IN33-1 I am writing you on behalf of myself and my neighbors in the Wildwood/Carrs Mill neighborhoods of Harford County, Maryland. Our houses are dependent on well water and septic systems that could easily be harmed by construction of the liquefied natural gas (LNG) pipeline.</p> <p>IN33-2 It is an established fact that construction and runoff adversely impact our water table. Right now, many homes require corrective measures due to a high nitrate level in the water. Any digging or blasting can upset the whole bedrock for the water table and septic, creating a situation that cannot be remedied.</p> <p>IN33-3 The impact of putting an LNG pipeline in an area with wells is, at best, unpredictable. If the pipeline affects the water source, our houses may become uninhabitable because of a lack of potable water. There is no infrastructure in place to connect our houses to city water.</p> <p>IN33-4 There is another important issue. We are within a quarter mile of the Fallston Fire Department and the Fallston Middle and High Schools. There is only one way out of the Carrs Mill development. Should an accident occur, it is highly unlikely that all of us could reach safety. The Fire Department would be incapacitated.</p> <p>Please, we implore you to direct AES to re-route the proposed pipeline away from our community because of the problems listed herein. Please, our homes, health and safety are at risk. Thank you for your help in this matter.</p> <p style="text-align: center;">Sincerely, <i>Mary Jo Kovic</i> Mary Jo Kovic</p>	<p>IN33-1 Section 4.3 of the FEIS describes potential impacts to water resources. Specifically, section 4.3.1.1 addresses public and private water wells.</p> <p>IN33-2 Section 4.3.1.1 contains a discussion on public and private water supply wells. In the event that a potable water well is damaged by construction activities, Mid-Atlantic Express would provide a temporary potable water source until water quality or yield has been restored or would provide other mutually agreeable remedies. Additionally, Mid-Atlantic Express would be responsible for the repair/replacement (to original capacity) of any potable water supplies damaged by construction activities. Furthermore, we recommended that within 30 days of placing the pipeline facilities in service, Mid-Atlantic Express file a report with the Secretary identifying all water supply wells/systems damaged by construction and how they were repaired. The report should include a discussion concerning the well yield or quality and how each problem was resolved. It should also include a discussion of any public or private water supply disruptions and how repairs were accomplished and how service was restored.</p> <p>IN33-3 Section 4.12.9 describes pipeline safety standards.</p> <p>IN33-4 Section 3.3 addresses Mid-Atlantic Express pipeline alternatives.</p>
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ORIGINAL

Federal Energy Regulatory Commission
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Mail your comments to be received in Washington, DC on or before June 16, 2008.

COMMENTS: (Please print clearly. Use the back and/or attach additional sheets if necessary.)

① Liar, liar, ? A Child's Taunt
Point in Fire
 I attended a meeting where this project was introduced. I am a home owner whose property abuts BG & property. This project will follow the power line. At this meeting I was told the pipeline would be laid on the other side of the power line right of way. When the construction was paid 4.2 million the bids were on my side. There was no reason to lie to me. This is one "white lie." What other lies have been told. I'm an old lady so I guess it was okay to lie to me. This is an example of backstabbing!!!!

Commenter's Name and Mailing Address (PLEASE PRINT)

Caroline Seamon
8004 Yellowstone Rd
Kingville, MD 21087
Baltimore Co, MD

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<p>20080627-0119 FERC PDF (Unofficial) 06/23/2008</p>	
<p>IN34-1 ③ General Electric does not want to dredge the Hudson River because of the chemicals buried. How can AES do what General Electric has for years not wanted to do!</p>	<p>IN34-1 A detailed discussion on sediments and dredging can be found in sections 4.3.2.4 and 4.3.2.5, respectively.</p>
<p>IN34-2 ③ Cove Point Calvert Cliffs can be expanded.</p>	<p>IN34-2 A discussion related to LNG Terminal Alternatives can be found in section 3.2. This section specifically addresses the impediments to Cove Point LNG representing a viable alternative.</p>

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Mail your comments to be received in Washington, DC on or before June 16, 2008.

COMMENTS: *(Please print clearly. Use the back and/or attach additional sheets if necessary.)*

I am a resident of Brick Hills Community in Fallston, MD. This is one of the locations that would be affected by the proposed pipeline. I have spoken to many people in my neighborhood and all have objected to the proposal vehemently. The proposed pipeline would be affecting a marshy area behind my house, which includes a tributary into the Chesapeake Bay. The pipeline is a hazard waiting to happen. It will cause erosion and have the potential to pollute a large development which has well and septic. The pipeline would

IN35-1

IN35-2

IN35-1 Wetland impacts are discussed in section 4.4 and impacts to surface waters are discussed in section 4.3.2.

IN35-2 Implementation of AES's Environmental Construction Plan would serve to minimize erosion and sedimentation during construction. Mitigation measures to protect wells and septic systems are discussed in Sections 4.3.1 and 4.8.1 of the FEIS.

Commenter's Name and Mailing Address (PLEASE PRINT)

Dan Zorn
110 Starbridge Rd
Fallston, MD 21047

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REGULATORY COMMISSION

IN35-3

20080627-0119 FERC PDF (Unofficial) 06/23/2008

also backup to Fallston Middle and High Schools, creating more danger to our young people if a leakage occurs. This pipeline does not benefit Harford County and is not welcomed! It will disturb the beauty of our county.



IN35-3

The pipeline would cross approximately 590 feet from the Board of Education of Harford County property, which includes the middle and high school campuses, at the northeast boundary of the property near MP 25.91. We have determined that the pipeline alignment would be approximately 600 feet from the closest baseball field, about 800 feet from the track, and a range of 700 to 1000 feet from occupied buildings of the middle school and high school campuses. Since the pipeline would pass by populated neighborhoods near the school property, the pipeline would likely be classified as a DOT Class 3 for this segment of construction, regardless of the distance to the schools' outdoor recreational facilities or occupied buildings. Section 4.12.9 further addresses pipeline safety.

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ORIGINAL

C-07-62
C-07-63

2008 JUN 23 A 10:20
FEDERAL ENERGY REGULATORY COMMISSION

Talking Points for FERC Hearing

Donald E. Milsten, Ph.D
State Service Program
Baltimore, Maryland
410-602-7907
stateserve@aol.com
June 9, 2008

- Introduction
 - Donald E. Milsten, Consultant,
 - My work is focused on writing State Energy Emergency Plans.
 - Hence, aware of capacity needs in protecting energy consumers.
- As the Panel well knows, natural gas is a fungible commodity. Also,
 - The cost of natural gas to the consumer is composed of
 - 1) a commodity cost – the cost of the fuel itself,
 - 2) the transportation cost -- much it takes to get it from its source to the consumer.
 - And transportation is, in turn, directly related to capacity.
- The PSC, and knowledgeable consumers, are very aware of need for additional energy capacity in Maryland.

Natural gas cost is under pressure. Weekly EIA Gas Update Reports (May 28) showed spot prices for MMBTu (1 million) of gas at around \$11.50/MMBTu. This average

Spot Prices (\$ per MMBtu)	Thu 22 May	Fri. 23 May	Mon. 26 May	Tue. 27 May	Wed. 28 May
Henry Hub	11.58	11.57	Holiday	11.85	11.60
New York	12.25	12.16	Holiday	12.54	12.21
Chicago	11.64	11.59	Holiday	11.99	11.72
Cal. Comp. Avg.*	10.50	10.16	Holiday	10.96	10.56
 Futures (\$/MMBtu) 					
June delivery	11.697	11.957	Holiday	11.801	11.915
July delivery	11.831	11.981	Holiday	11.919	11.995

*Avg. of NGI's reported avg. prices for Main, PG&E citygate, and Southern California Border
Source: NGI's Daily Gas Price Index (<http://intelligencepress.com>)

expiration price is at an historical record high for a June delivery contract on the NYMEX and about **\$4.33 per MMBtu** higher than the expiry price of **\$7.591 for the June 2007.**

- As typical residential consumes about 85 MCF per heating season.
 - Hence, one MMCF would heat approximately 85.8 thousand homes during the heating season (October – March).
 - Industrial and commercial use is, of course, higher and is a significant component of any region's consumption.
 - Industrial and commercial use is, in turn, directly related to jobs and the economy.

IN36-1

IN36-1

Comments noted.

FERC Testimony re: Natural Gas Capacity – June 9, 2008

- Natural gas availability is also affected by:
 - High petroleum product prices.
 - Winter demand.
 - Non-winter demand for electrical peaking plants.
 - Diminished imports from Canada and Mexico into the US market.
 - Production problems
 - Weather.
 - State of repair.
 - E.g. On May 28th, the Independence Hub in the offshore Gulf of Mexico had been shut-in for the 49th consecutive day, which removed about 900 million cubic feet (MMcf) per day of supplies from the natural gas market. Enterprise Products Partners reported that repairs are expected to be completed in the first half of June.
- One need look no farther than central Maryland's impending crisis in electric capacity to understand this issue. Lack of capacity is:
 - A significant component of this crisis, seen in rapidly escalating prices.
 - Includes inadequate transmission (i.e., transportation) infrastructure.
- Perhaps this region will not experience capacity issues for natural gas.
 - But if current price escalation is any indicator, natural gas is vulnerable to capacity issues just like electricity—which is also a commodity.
 - Hence, Maryland would be better off prepared rather than practicing in:
 - the NIMBY or NOPE behavior presently taken by certain Marylanders vis a vis the electricity sector.
- LNG can be seen as one more way to supplement the region's needs for natural gas:
 - **A new natural gas reception facility in Baltimore benefits this region by growing infrastructure and adding to capacity.**
 - Even if distributed to consumers from somewhere in Southern Pennsylvania,
 - There is just that much more available capacity available for Maryland end-users on the pipelines.
- Hence, it makes sense **from an energy assurance point-of-view to**
 - **Enhance infrastructure** for the supply of natural gas into this region.
- The proposed LNG facility for the Baltimore Harbor would help gas consumers in this state assure their continued access to gas through:
 - Increased capacity.
 - Available due to an additional source for delivering this commodity.
 - This can also help mitigate the escalating price of natural gas.

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COMMENTS: (Please print clearly. Use the back and/or attach additional sheets if necessary.)

Columbia
Existing pipes go through 315 and 317 Rock Raymond Rd, Caln.
I wish to record that the proposed route, and route variations, avoid my property. I strongly encourage FERC to ensure the above two properties remain "off-limits" for any routes. There is no room left for another pipe, and there will be impact to two water courses if the pipe comes through these properties.

Commenter's Name and Mailing Address (PLEASE PRINT)

Liam O'Rourke
317 Rock Raymond Rd.
Downingtown, PA, 19335

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IN37-1

IN37-1

Section 3.3 addresses alternatives to the proposed pipeline route. If additional route variations are explored in the future, the affected landowners would be notified as appropriate.

<p>20080627-0119 FERC PDF (Unofficial) 06/23/2008</p> <p>CP07-62 ORIGINAL [Downtown CP07-63 June 08</p> <p>Good evening!</p> <p>My name is Rupert Rossetti. My address is 215 Dogtrap Road, Port Deposit, MD 21904.</p> <p>I live in the southern portion of the Octoraro Watershed and am a gubernatorial appointee to the MD Tributary Strategy Teams. As such I have been volunteering for the last 7 years to help clean up the Bay. We're making progress on some fronts, but are losing ground to the impact of development, as reported by the Office of the Inspector General of the EPA in their September 2007 Report entitled "Development Growth Outpacing Progress in Watershed Efforts to Restore the Chesapeake Bay". Report # 2007-P-00031. The title says it all.</p> <p>As a downstream watershed resident and Trib Team volunteer, I'm very concerned about the impact of this proposed development, both the LNG facility and its turning basin and the Mid Atlantic Express pipeline, on our water quality, not just in the Octoraro, but in the Susquehanna and the Bay. Many Marylanders, from the Governor on down, have already provided you with comments regarding the terminal, so I will focus on the impacts to the Octoraro, and by extension, to the other Chesapeake Bay tributaries to be crossed by the proposed pipeline.</p> <p>I've read the Draft Environmental Impact Statement and have come up with the following observations regarding the Octoraro:</p> <ul style="list-style-type: none"> • There will be 26 crossings of the Octoraro and its tributaries over 16 contiguous miles of the proposed pipeline (that is a little over 18% of the entire length of the pipeline) • The Octoraro Creek is recognized as one of only 5 watersheds impacted by the pipeline that support spawning by anadromous (migratory) fish. P4-32 • You recognize that the Octoraro is a Pennsylvania Scenic River, but brand it as "Pastoral" at the point of crossing. This is strictly true for the Mainstem Crossing, but fails to take into consideration that fully one third of the reaches identified by Senate Bill 867 (1983) are designated Scenic rather than Pastoral and the pipeline also crosses 25 tributaries of the Octoraro, the confluence of some of which are in Scenic reaches. P4-158, PP4-167,8 	<p>IN38-1 Section 4.3 addresses water resources, including the Octoraro and other Chesapeake Bay tributaries.</p> <p>IN38-2 Although the Octoraro tributary crossings are within reaches of the Octoraro that are designated as scenic, these crossings are not on the mainstem of the Octoraro.</p>
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<p>20080627-0119 FERC PDF (Unofficial) 06/23/2008</p> <ul style="list-style-type: none"> • You sanction the proposal to "Dam & Pump Dry Open Cut" the mainstem! P4-59 • You are not clear on your position on how the stream crossings will be accomplished. You should require that, at a minimum, the same constraints that are placed upon applicants for other stream crossings are placed upon these ... NO waivers! P4-94 • You acknowledge that fishing & boating will be temporarily impacted during construction, because of the damming of the Mainstem! P4-163 • Why do you not recommend an evaluation of the Octoraro & Deer Creek crossings for Horizontal Directional Drilling, as you do for the Susquehanna, the Gunpowder and Back River? Why does Mid Atlantic Express devalue these MD & PA "Scenic Rivers", and why do you permit them to do so? P2-20 <ul style="list-style-type: none"> ◦ It is not enough to recommend that Mid Atlantic Express consult with US Fish & Wildlife Service & National Marine Fisheries Service, they should be required to consult with them. • You recommend that Mid Atlantic Express should consult with the Octoraro Watershed Association about the crossing of the Mainstem. You should require Mid Atlantic Express to consult the Octoraro Watershed Association not only about the crossing of the Mainstem at MP 56.31, but also the other 25 crossings in the Octoraro Watershed, starting at MP 49.5 and ending at MP 62.92. P4-159 <ul style="list-style-type: none"> ◦ All of these crossings can adversely affect the water quality in the Mainstem. Quoting some speakers from Maryland at the 2006 MD Streams Symposium: <ul style="list-style-type: none"> ▪ "Fresh water streams are the key (to saving the Bay). Water runs downhill, and the Bay is at the bottom". Ron Klauda, MD DNR ▪ "The quality of our streams begins at the ridge tops". Dr. Robert Hilderbrand, U of MD Appalachian Lab • You recognize threats to the water supply in the Octoraro Reservoir from construction of the crossings on Tweed Creek (within 2000 feet) and Leech Run (within 4000 feet). P4-34 • You note a negative impact on the viewshed from the Creek, by widening the existing right of way. P4-159 • These are a lot of issues in just the 18% of the pipeline length that crosses the Octoraro watershed. 	<p>IN38-3 Stream crossing techniques are presented in Table I in Appendix I. Stream crossing methodologies are also subject to COE requirements and State Water Quality Certification.</p> <p>IN38-4 See section 4.3.2 for a discussion on the use of HDD at Octoraro Creek and Deer Creek.</p> <p>IN38-5 These consultations were indeed required as they were incorporated into the Condition in section 4.6.2.2. Based upon these required consultations and additional consultations with MDNR, the Applicant has established seasonal restrictions for crossings as requested by FWS, NMFS, and MDNR. These seasonal restrictions are included as mitigation measures in the revised ARMP (Appendix Q).</p> <p>IN38-6 Comment noted. See section 4.3.</p>
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<p>20080627-0119 FERC PDF (Unofficial) 06/23/2008</p>	
IN38-7	<ul style="list-style-type: none"> The entire project impacts 177 water bodies, 9 tidal wetlands, 6 sections of MD's Critical Areas, 13 MD DNR registered and protected Sensitive Species areas, 50 Historical Sites, 4 registered State Agricultural Easements and 1700 privately owned properties in MD & PA (not to mention the impact on the communities of Turners Station, Edgemere (sp?) & Dundalk).
IN38-8	<ul style="list-style-type: none"> And yet you conclude that the proposed project will, overall, have no adverse environmental impact! How can this be? As John Olszewski Jr. Delgate for MD District 6 stated in Dundalk on Monday evening: "The truth cannot be further from the report" Because of its likely adverse impacts on the water quality of the Bay, and on us, the residents, I oppose this project in this location, and I ask you to do the same. <p>Thank you</p> <p>Rupert Rossetti</p>
IN38-9	<p>Nits:</p> <ul style="list-style-type: none"> It is the Octoraro Creek, not the Octoraro River .. please be accurate about your nomenclature.
IN38-10	<ul style="list-style-type: none"> Ditto: Octoraro Reservoir & Octoraro Lake ... there is a community in Cecil County MD with the name Octoraro Lakes. So I would suggest the former name, which is much more appropriate to its primary use.
IN38-11	<ul style="list-style-type: none"> Appendix I-7. MP 43.63 Peddler Run must surely be in Harford County!
IN38-12	<p>Not a Nit!</p> <ul style="list-style-type: none"> P4-276 -it seems the Conowingo Creek will be very seriously affected! "Several tenths of a mile of removal of the forest canopy".
IN38-7	<p>Section 5.0 provides further discussion regarding the FERC's conclusions.</p>
IN38-8	<p>Based upon the analysis presented in the FEIS, we believe that the proposed Project would not have a significant impact on surface water resources in the Project area.</p>
IN38-9	<p>We have made the appropriate change to the FEIS.</p>
IN38-10	<p>The text has been modified.</p>
IN38-11	<p>The text in Appendix I has been amended to show Peddler Run in Harford County, MD.</p>
IN38-12	<p>Section 4.13.8 of the FEIS acknowledges that the visual impacts to Conowingo Creek could be significant on the pipeline segment due to the loss of forest canopy. The route parallels the Conowingo Creek for this distance, but the construction workspace is 200 to 600 ft from the creek edge for all of this area, except where the pipeline crosses the creek. The construction workspace is 75 ft wide at the point of crossing the creek. A narrower work corridor is inadvisable for this crossing due to the highly incised nature of this creek valley. In addition, any narrower workspace would become a worker safety issue.</p>

20080627-0119 FERC PDF (Unofficial) 06/23/2008

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**Federal Energy Regulatory Commission
Sparrows Point LNG Terminal and Mid-Atlantic Express Pipeline Projects
Draft Environmental Impact Statement Meeting Comments**

☐ June 9, 2008, Baltimore, MD June 11, 2008, Downingtown, PA ☐ June 12, 2008, Edgewood, MD

Comments can be: (1) left at the sign-in table (2) mailed to the addresses below, or (3) electronically filed at <http://www.ferc.gov> under the link to "Documents and Filings" and "e-Filing." New users must first create an account by clicking on "Sign up" or "eRegister." This type of filing is considered a "Comment on Filing." In addition, there is a "Quick Comment" option available, to submit text only comments on a project and does not require registration however, you will be asked to provide a valid email address.

If mailing:
Please send three copies referenced to Docket Nos. CP07-62-000 and CP07-63-000 to the addresses below.

Two for Official Filing: Kimberly Bose, Secretary Federal Energy Regulatory Commission 888 First Street, N.E., Room 1A Washington, DC 20426	Another copy: Gas Group 2, PJ 11.2 Federal Energy Regulatory Commission 888 First Street, N.E. Washington, DC 20426
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Mail your comments to be received in Washington, DC on or before June 16, 2008.

COMMENTS: (Please print clearly. Use the back and/or attach additional sheets if necessary.)

IN39-1	Does gas line benefit Pa. Citizens?	
	When does Fed. Govt. realize they don't answer to gas + Oil Companies but to the American people?	
IN39-2	How do they justify destroying livelihood of small farmers in Pa.?	IN39-2
IN39-3	How do you justify destroying wildlife habitat?	IN39-3
IN39-4	Can you guarantee only one pipeline?	IN39-4

Commenter's Name and Mailing Address (PLEASE PRINT)

Jeff Pipov
1463 Leaside rd
Downingtown Pa 19335
1209 Remansville Rd.
Coatesville, Pa. 19320

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		<p>IN39-1 The Project would benefit the Mid-Atlantic/ South Atlantic region which includes Pennsylvania. Section 1.2 provides more information in this regard.</p> <p>IN39-2 See section 4.8.1.3 for recommended mitigation for agricultural areas.</p> <p>IN39-3 Potential impacts to terrestrial and aquatic species and their habitats are discussed in section 4.6.</p> <p>IN39-4 Section 2.8 addresses future plans and abandonment. In the event that approval for construction of additional pipeline capacity is requested in the future, such an Application would require a separate review subject to the NGA and NEPA.</p>
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2008 JUN 3 A 10 20
 FEDERAL ENERGY REGULATORY COMMISSION
 SECRETARY OF THE COMMISSION

COMMENTS: (Please print clearly. Use the back and/or attach additional sheets if necessary.)

The proposed pipeline is planned on land that is occupied by horses. This includes fields used for grazing. The proposed pipeline is surrounded by electric fence. The horses cannot stay on the property during construction. Plans need to be made to board the horses, reconstruct fence/field including replanting of horse pasture and all expenses associated with moving the horses. This should include all expenses associated with the horses living off our property which we can detail fully in the future.

Commenter's Name and Mailing Address (PLEASE PRINT)
 Terri & Howard Meyers
 1504 Pamela Drive
 Downingtown, PA 19335
 meyersham1@verizon.net

IN40-1

IN40-1

Section 4.9.5 contains a discussion on property value including compensation for easements on land for both the temporary (construction) and permanent (operation) right-of-way. Mid-Atlantic Express would compensate the landowner for use of the land and the temporary loss of crops or other land use. The details would be worked out in the lease agreement with Mid-Atlantic Express. In section 4.8.1 FERC recommends that Mid-Atlantic Express develop a site-specific mitigation plan in consultation with the affected landowner, to minimize impacts to the horses and restore the pasture and enclosure.

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ORIGINAL

June 12, 2008

This is second copy of my email and letter sent on Feb 13, 2007 with some additional comments.

An important change occurred in Sept 07. The FAA redesigned the Air Defense Zone boundaries and now all of the proposed LNG terminal area and the majority of the ships route from the Bay Bridge north is OUTSIDE of this zone. In short, any aircraft, without talking to anyone, can fly into this area (below 1500 ft) with no contact with ATC. More risk – little reward.

It seems like FERC should not only be considering individual requests for LNG terminals, but looking at what makes sense for the country. Expanding existing plants or considering terminals closer to pipelines in less concentrated areas seems to make more sense. The proposal in the Delaware Bay keeps tankers much further away from anything and I would suspect closer to the pipelines they need to connect. Maybe there should be some coordination between the various energy companies, instead of each one fighting to build their own plant to out earn each other.

February 13, 2007

David E. Conover
1805 Peachtree Court
Fallston, MD 21047

Reference AES LNG Terminal docket numbers#

- CP07-62-000**
- CP07-63-000**
- CP07-64-000**
- CP07-65-000**

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Dear FERC Commissioners,

I am sending you this email to implore you to oppose and reject any attempt by AES Sparrows Point, LLC. to construct the Sparrows Point LNG Terminal and the 87 mile high pressure 28" gas line that would be built to connect the Sparrows Point terminal to West Vincent, PA. There are so many fundamental problems with this concept, that FERC should be advised that this facility cannot be permitted in this location under any circumstances. I spoke in opposition at the public meeting at Harford Community

IN41-1

IN41-1

Section 3.2 discusses alternatives to the Project which were evaluated. Specifically, section 3.2 details the alternative analysis performed regarding placement of the LNG facility, and discusses the current impediments to construction of the Crown Landing LNG Project.

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College on June 7, 2006. But, I want to make certain that my voice is heard loud and clear.

IN41-2

Safety - While AES professes the safety of this entire process, much of their data is based on speculation and models and not actual events. The industry is riddled with problems and disasters. AES claims that a 1.3 mile radius from the LNG terminal is more than sufficient. However, the tanks they are proposing are over 80 times larger than a 6,000 cu. meter tank that caused total devastation over 1 sq mile in Cleveland. I understand that this was 62 years ago. But I don't believe the LNG and process of converting it back to gas is any less flammable. There have been smaller accidents throughout the world as well. The result of these accidents is normally a fiery death. AES indicates there are terminals located closer to residential housing than they propose. My response is so what! Just because it may have been done previously does not make it right.

IN41-2

Based on the site-specific safety evaluation presented in section 4.12, the proposed design complies with federal siting standards contained in 49 CFR 193.

Additionally, the proposed 28" 2200 psi pipe line (AES says they could add a second or increase the size to 54") would wind through congested area's of Baltimore County into Harford County until it reaches an existing smaller pipeline in northern Harford County to continue its journey to PA. My family and I reside in Fallston Maryland so I 'am most familiar with the proposed area of this pipeline in our local area. AES calls this particular route their "primary route". In this short distance, the pipeline runs very close to a large church and gas station (which has MTBE issues), through several neighborhoods (AES says Federal Guidelines allow them to come within 50 ft of a house!), and then on or very near the property of Fallston Middle and High Schools!

IN41-3

While AES claims they will use heavier gauge pipes to reduce the chance of a problem, leaks in gas lines do occur do to mechanical failures and accidents. This is a MAJOR transmission line, not the 3/4"-1" residential lines most of us are familiar with. However, when there is a leak in one of these smaller lines, areas as large as a city block are evacuated until the leak is under control. Leaks in transmission pipelines are not uncommon from what I can tell from some quick research on the web. In fact, there were issues in some lines in Price Georges County last July due to seal deterioration and in 2000 a 30" lines leak was ignited in New Mexico and many lives were lost in a "fire ball" up to a 1/4 mile away! By their own admission in the Harford Community College public meeting, AES advised us that "there is a 400ft area of risk around the pipeline". While they profess they will do everything to minimize any risk, their view of the damage in this 400 foot area, in a "worst case scenario" is devastating! When we brought up that our local emergency services, many of which are staffed by volunteers, could not handle this type of emergency and as residents of Maryland we should not have to live with this risk. AES indicated at the meeting they would "buy us a fire truck"! They also advised us that if FERC approves their project, they really do not need our approval to come through our yards. While they will make an attempt to negotiate with each property owner, they will have "eminent domain authority"!

IN41-3

Section 4.12.9 addresses pipeline safety standards as well as the USDOT's role in regulating pipeline safety. Section 2.7.2 specifically addresses pipeline safety controls.

Chesapeake Bay Region - The crown jewel of the Maryland area is our Bay and despite major efforts over the years, the health of the bay is still in question. From what I have been able to determine, the amount of dredging required at Sparrows Point will be extensive to get a 1000 foot ship into the proposed terminal. This area is very sensitive

due to the contaminants that are contained in the sediment. This is not a small widening of the 50ft channel; this area is over 2000 yards from the existing channel and would require 3-4 million cu million yards of sediment removal. Also, the trip up the bay with armed escorts, disruption of fishing and pleasure boating, possible disruption in Bay Bridge and Key Bridge traffic, not to mention the very distinct threat of terrorism!

IN41-4

As a pilot, I can tell you that the risk from overhead attacks is a very real issue that needs to be evaluated as well. There are many airports within a very close proximity of the planned ship routes and terminal, expansive airspace restrictions would have to be placed in effect. Many of these airports are outside the current Washington ADIZ zone, which means aircraft can depart without any contact or approval from air traffic control, enter the ADIZ zone and be in the vicinity of the terminal our shipping lanes within a few minutes. Not nearly enough time for anyone to react! There are a number of aircraft currently operating (or able to operate) out of some of these smaller airports that could easily carry 2000-4000 lbs of explosives (not including their fuel load) and deliver to a target in a few minutes.

IN41-4

The proposed site complies with 49 CFR 193.2155, which address proximity to airports. The Coast Guard considered aerial attack vectors in developing the Waterway Suitability Report.

IN41-5

AES apparently has contracted an "expert in terrorism" and he is quoting that the terrorism threat to Baltimore is low, since any such terrorist attack would not produce enough death and destruction. While I am not prepared to dispute his "death theory", I implore FERC to review this potential and not only access the fatality count from any event that may occur in the Bay or at the proposed terminal, but to think about the resources that would be diverted from our homeland security forces to handle any attack or incident leaving other "primary" targets in the Baltimore/Washington Area vulnerable. FERC should ask Homeland Security how much more they want to handle, since they are already having difficulty securing the existing operations at the Port of Baltimore! We are in the only secured ADIZ in the country and adding another target in the Balt/Wash region simply does not make good sense. The Maryland/ DC/ Virginia Homeland Security Department is stressed enough and the bay is too important to the economic future of this region to burden us with this added worry.

IN41-5

The Department of Homeland Security has provided the Commission with its opinion regarding the necessary safety and security measures in the form of the Coast Guard's Waterway Suitability Report.

IN41-6

In short, I certainly hope my family and all of Maryland can count on your stiff opposition to this project. At the end of the day, this project does not benefit Maryland at all. AES estimates about 40 full time jobs and some taxes on the pipeline, big deal! The risks in this project are huge and not for Maryland energy. There are no upsides except for the profits that AES is hoping to make at the expense of Maryland. Please oppose this project and evaluate areas of much less risk if the US truly needs this foreign energy source.

IN41-6

Purpose and Need for the Project is addressed in section 1.2.

Thank you very much for your time. I trust that the commission will make the right decision and REJECT the AES proposal.



David Conover
Very concerned citizen, boater, pilot

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June 12, 2008

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2008 JUN 23 A 10:19
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Kimberly D. Bose
Federal Energy Regulatory Commission
888 First Street, N.E., Room 1A
Washington, DC 20426

RE: Docket Nos. CP07-62-000
CP07-63-000
CP07-64-000
CP07-65-000

AES Sparrows Point LNG, LLC & Mid-Atlantic Express, LLC

Dear FERC Commission:

I would like to file my comments regarding the proposed AES LNG terminal and subsequent Mid-Atlantic Express pipeline project at Sparrows Point, MD.

I attended the FERC 3 meetings in June 2006 and I have just attended the meetings in Dundalk, MD, Downingtown, PA and Edgewood, MD listening to all the comments made by political leaders, community organization and private citizens and it is a foregone conclusion that this project is not in the best interest of anyone except the for-profit companies of AES and Atlantic Express Pipeline.

FERC is commissioned to regulate and oversee the energy industries in the economic and environmental interest of the American public and this project is certainly not in the best interest of the citizens of a large portion of Maryland, Pennsylvania and Virginia.

There are a great deal of emotions surrounding this project, but I am going to stick to the facts.

I grew up in Dundalk, MD living on Bear Creek which is adjacent to the Sparrows Point site. You had to wear shoes in the water and came out pretty much covered in dirt particles – or so we thought it was dirt. As the years went by, it was determined that the pollution from Bethlehem Steel was dangerous and needed to be controlled. Large projects over the years have been undertaken to reduce all the emissions and discharges from the plant, but by then all the damage had been done.

Over the past 40+ years the improvement can be seen in the area. Now this project stands to destroy all of that progress as well probably have far more reaching impacts than Bethlehem Steel ever did.

Everyone is throwing around the number of dredging 3.7 million cubic yards of sludge like it is nothing. At its full capacity, Hart-Miller's island fill (closing 11/2009) will be a total of 5.1 over its lifetime and this 3.7 million cubic yard dredge is just the initial dredge. It is anticipated that every 6

IN42-1

IN42-1

Anticipated impacts to water resources are discussed in section 4.3. If authorized, the proposed Project would have to comply with all appropriate environmental regulations regarding dredging and discharges. See response to comment IN42-4.

years as long as the project is operational an additional 500,000 cubic yards will be required to be dredged to maintain the necessary draft for the vessels arrival/departure. Beyond the magnitude of the size of this dredge, this material is a mixture of extremely hazardous combinations.

I personally believe this will result in a "love canal" at Sparrows Point, MD. This ecosystem cannot support this kind of avoidable attack.

I was employed by Bethlehem Steel's metallurgical department so I am quite well aware of the products disposed of by Bethlehem Steel over the years. This is all contained in this dredge material. There is no way that AES can wash/clean this material for safe disposal. Let's put it this way, if there is a way to wash this hazardous dredge they are in the wrong business because they would be a company whose wealth would be immeasurable. They also talk about disposing in a landfill. There aren't any. Most landfills are only open 5 days a week and at most 7 hours a day. The EIS talks about 220 trucks a day carrying off the dredge for disposal - this would be a truck every 1.9 minutes to accomplish this goal. Having 220 trucks a day is also an unrealistic accomplishment. Are they going to start a trucking company too! You can't use the same trucks but probably 2 times each day if traffic doesn't present a problem if the landfill were close by and that is not the case. Certainly for anyone who utilizes a landfill, you realize you also cannot be offloaded in less than 2 minutes to turn around another trip either. Also any facility that would accept this hazardous material would be a long distance away and one 1 trip per day would be possible - if that.

This is certain a large impact on the air quality with all the road traffic and air emission from the dump trucks. The alternative of rail cars is also not feasible since the rail lines don't have that much capacity (1 track in/out of the Sparrows Point location) and how would they control any run off during transportation. Then you have the pollution from the train system through Dundalk and Baltimore and beyond.

Even before disposal it would have to be stored on land and then run-off into Bear Creek and the water table is certainly an issue.

Economically this plant is not a positive either. I am in Human Resources for a large international firm that is ISO14001 certified (international standards organization - environmental) in the White Marsh area. My company, that is environmentally sound, has hired as many people that AES will employ, in the future, over the past year with no environmental negative impacts. Allison Transmission will be expanding due to the economic downturn and the requirement for smaller car transmissions. They are also a company that is union and environmentally 100% landfill free. Those are the kinds of companies needed, not a major pollution event.

Has anyone investigated AES's financial stability. Their annual report shows that they have risks associated with their high level of indebtedness. This is filed with the Securities and Exchange Commission. Are they going to have the money to support this facility and any potential problems that would occur down in the future.

IN42-2

IN42-3

IN42-4

IN42-5

IN42-2

See response to comment OC15-3. The CDP discusses traffic impacts and includes the possibility of alternative offsite transport of PDM by rail or a combination of truck/railcar.

IN42-3

As part of the NEPA process, the impacts on air quality due to vehicle traffic have been evaluated. These impacts and proposed mitigation measures are discussed in the General Conformity Determination for the Project, which was issued for public review and comment on October 2, 2008. The General Conformity Determination requires the Project to mitigate emissions from the haul trucks as well as all construction and operational emissions applicable to General Conformity. With the offsetting of emissions through General Conformity there would be no significant impacts from the Project. The draft General Conformity Determination is located in appendix R.

IN42-6

<p>20080627-0119 FERC PDF (Unofficial) 06/23/2008</p> <p>There are so many problems – to numerous to mention: security and terrorism, the Chesapeake Bay, fishing, lack of infrastructure to support an emergency (fire and police), loss of business at the port of Baltimore due to scheduling conflicts.</p> <p>We need a better way of doing things and this is not it.</p> <p>Sincerely,</p> <p>Donna Ichniowski 128 Creek View Court Street, MD 21154</p>	<p>IN42-4 As stated in section 4.3.2, stormwater discharges from the construction site are covered under Maryland's General Permit for Construction Activities (COMAR 26.08.04). Decanted water from the dredged sediments would be pumped to a dedicated dewatering barge and passed through a settling tank and filtered. At this point, samples would be collected and undergo chemical and physical analysis to determine if any chemical residual in the water exceeds the threshold values set forth in the USEPA/MDE discharge permit. If the water exceeds Federal, State, and/or local standards prior to discharge, onsite/offsite treatment and disposal would be evaluated. If feasible, water would be treated to meet applicable Federal, State, and/or local standards prior to discharge. Offsite disposal options include the local POTW, where it would be treated prior to discharge or offsite facilities that would be able to accept and treat the contaminated water.</p> <p>IN42-5 This comment is beyond the scope of this FEIS.</p> <p>IN42-6 Comment noted.</p>
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ORIGINAL

Federal Energy Regulatory Commission
Sparrows Point LNG Terminal and Mid-Atlantic Express Pipeline Projects
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□ June 9, 2008, Baltimore, MD □ June 11, 2008, Downingtown, PA June 12, 2008, Edgewood, MD

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COMMENTS: (Please print clearly. Use the back and/or attach additional sheets if necessary.)

"The environmental concerns of the Bay are not being resolved. Developers continue to take ^{press} wetlands (Aberdeen's annexation attempts). The Mexican border cannot be patrolled sufficiently. To believe that this pipeline is going to be a blessing is only for the company. This should NOT be done. Period. Someone said, "It is 88 miles of vulnerability." I agree. This whole project is a greed. People are going to be making decisions for us who have no vested interest like us. How many times do we say no."

Commenter's Name and Mailing Address (PLEASE PRINT)

DEBORAH HARRISON
822 RANDOLPH DR
ABERDEEN MD
21001

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SECRETARY OF THE
COMMISSION
JUN 23 A 10 19
FEDERAL ENERGY
REGULATORY COMMISSION

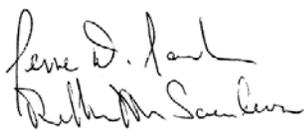
IN43-1

IN43-1

Pipeline safety controls are addressed in section 2.7.2. Pipeline safety standards are addressed in section 4.12.9.

<p>0080925-0074 FERC PDF (Unofficial) 09/22/2008</p> <p style="text-align: center;">ORIGINAL</p> <p style="text-align: center;">FEDERAL ENERGY REGULATORY COMMISSION 2008 SEP 22 P 2:33</p> <p style="text-align: center;">Jesse D. Saunders Rikki M. Saunders 227 Jackson Road Cochranville, Pennsylvania 19330</p> <p>September 9, 2008</p> <p>Ms. Kimberly D. Bose Federal Energy Regulatory Commission 888 First Street, N., Room 1A Washington, D.C. 20426</p> <p>Attn: Gas Branch 2</p> <p>Re: Docket Nos. CP07-62-000, CP07-63-000, CP07-64-000, and CP07-65-000</p> <p>Dear Ms. Bose:</p> <p>Our property lies in the heart of Chester County and has been permanently preserved by a Conservation easement granted to the Brandywine Conservancy. Our property is situated in the midst of a unique area, as it is surrounded by almost 20,000 acres of preserved lands. The natural and agricultural resources that these easements protect are of critical importance to the health of the Brandywine watershed. We are proud to be a part of this conservation heritage. So much so that we founded SAVE to stop the explanation of Route 41 to protect and preserve prime agricultural soils, 4 headwaters and 2 river basins. Please see Environmental Defenses letter supporting the preservation to PennDot.</p> <p>This project would impact numerous resources protected by our conservation easement. We object to another pipeline running through our land and support the position of the Brandywine Conservancy opposing this project. This proposed pipeline would interfere with our horse paddocks, and as a sculptor this will also interfere with my work and the wildlife that I sculpt, and my ability to concentrate on my subjects. They need to be comfortable in their natural environment, which is needed for me to be able to work with them. It will destroy our alley of trees and DEGRADE our streams.</p>	<p>IN44-1 FEIS section 4.8.1 contains a discussion on conservation easements. Mid-Atlantic Express would consult with the Brandywine Environmental Management Center to determine if the proposed activities related to construction of the pipeline would need to be reviewed for consistency with the terms of the easements held.</p> <p>IN44-2 Comment noted. See section 4.8.1 <i>Conservation Easements and Agriculture</i>.</p> <p>IN44-3 Comment noted. Please see response to comment letters OC11 and OC26.</p> <p>IN44-4 Comment noted. See section 4.8.1 <i>Horse Farms</i>.</p> <p>IN44-5 Impacts to vegetation are discussed in section 4.5.1 <i>Pipeline Facilities</i>, impacts to streams are discussed in section 4.3.2 and impacts to aquatic wildlife are discussed in section 4.6.2.</p>
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IN44-1
IN44-2
IN44-3
IN44-4
IN44-5

20080925-0074 FERC PDF (Unofficial) 09/22/2008			
IN44-6	<p>We have will be meeting with the Conservancy to review the specific proposed impacts to our property as shown on the maps, which the pipeline company has provided them (after being asked to do so by the Conservancy). We believe that those maps should also have been sent directly to us and to each landowner affected by the proposed pipeline. We urge the FERC to require that be done, for this project and all future pipeline projects. We have requested two different times for detailed maps of our property and have yet to receive any.</p>	IN44-6	Please see response to comment IN68-2.
IN44-7	<p>We also request a site-specific plan for construction and mitigation measures for our property. It is difficult to comment on the impacts that the pipeline will have on our property without being given the particular information for our land and instead having to read through over 800 pages of information filed with the FERC by AES/MidAtlantic in order to locate and interpret specific relevant impacts.</p>	IN44-7	Please see response to comment IN68-2.
IN44-8	<p>Are you aware that this is the 2nd most threatened agricultural land in the United States and a National Security issue according to the American Farmland Trust? Have you had any discussions with this organization? Are you aware of the F5 in this area? Have you done a true cost benefit analysis of this project? Does it warrant the loses to our nation? Have you explored any other alternatives available? Please send this information to us for review.</p>	IN44-8	Alternatives to the Project, including pipeline route alternatives are addressed in section 3.0 of the FEIS; impacts to agricultural lands are addressed in sections 4.2.3 and 4.8.1. In Section 4.8.1 we recommend that prior to construction, Mid-Atlantic Express develop in consultation with the state and county agricultural agencies and file with the Secretary an Agricultural Impact Mitigation Plan (AIMP).
IN44-9	<p>We urge the FERC to deny approval for this project. We also urge the U.S. Department of Energy to support and focus on the critically important issue of research and development of alternative energy sources, such as solar, instead of approving piecemeal proposals by energy companies that maintain our dependence on traditional fossil fuels.</p> <p>Sincerely yours,</p>  <p>Rikki and Jesse Saunders</p> <p>Enc. cc Congressman Pitts, Senator Pellige</p>	IN44-9	A final approval would only be granted if, after consideration of both environmental and non-environmental issues, the FERC finds that the proposed Project is in the public interest. Research and development of alternative energy sources is beyond the scope of this FEIS.

ORIGINAL

**Federal Energy Regulatory Commission
Sparrows Point LNG Terminal and Mid-Atlantic Express Pipeline Projects
Draft Environmental Impact Statement Meeting Comments**

June 9, 2008, Baltimore, MD June 11, 2008, Downingtown, PA June 12, 2008, Edgewood, MD

Comments can be: (1) left at the sign-in table (2) mailed to the addresses below, or (3) electronically filed at <http://www.ferc.gov> under the link to "Documents and Filings" and "e-Filing." New users must first create an account by clicking on "Sign up" or "eRegister." This type of filing is considered a "Comment on Filing." In addition, there is a "Quick Comment" option available, to submit text only comments on a project and does not require registration however, you will be asked to provide a valid email address.

If mailing:

Please send three copies referenced to Docket Nos. CP07-62-000 and CP07-63-000 to the addresses below.

Two for Official Filing:

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

Another copy:

Gas Group 2, PJ 11.2
Federal Energy Regulatory Commission
888 First Street, N.E.
Washington, DC 20426

Mail your comments to be received in Washington, DC on or before June 16, 2008.

COMMENTS: (Please print clearly. Use the back and/or attach additional sheets if necessary.)

IN45-1

The 3 proposed storage tanks will be located near the water front, what is the condition of the soil and what potential footings and pilings will be installed to ensure a stable platform for the tanks. I am very concerned about possible settlement of the tanks and any leaks or cracks that could be created.

IN45-2

Extensive borings + samples need to be taken to establish what type of soil/industrial waste fill is located in the area

Commenter's Name and Mailing Address (PLEASE PRINT)

Tim Rye
161 Carroll Rd
Pasadena, MD 21122

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IN45-1

Section 4.1 of the FEIS contains a complete summary of the site-specific seismic hazard analysis and subsurface geotechnical investigations performed for the proposed Project. Additional studies and geotechnical analyses must be performed in support of the final design of the facility. These additional studies, data gathering methods, and detailed design plans would be reviewed by FERC for compliance with all applicable Certificate requirements prior to AES receiving authorization to proceed with construction. The tanks would be founded on deep pilings designed to preclude excessive settlement.

IN45-2

Please see response to comment IN45-1.

20080627-0119 FERC PDF (Unofficial) 06/23/2008

TO: FERC +
US Army Corps of Engineers
RE: CP07-63-000, CP07-64-000 + CP07-65-000
6-12-08
ORIGINAL

If even there was an opportunity to create a "Low Canal (NY)" on a major scale, building the LNCa Terminal + Pipeline fits the spectre. The threat of terrorism, along the pipeline's route, is enough of a contraindication, notwithstanding the Terminal's strategic placement, right in the throat of our precious infrastructure.

I don't know what utility owners (like Chessie Systems) and industrial landowners may glean from the sacrifice of their right of way for the pipeline, but I can tell you, I'm worried for my property's water, septic system, dry wells, + home value. A&S proposes building/laying the pipeline in my backyard, on the adjacent B&E right of way.

Are people mad (insane) enough to permit/trade 375 jobs, lasting only 4 years, for ideal terrorist targets? Bombing/looting/hoarding any part of the pipeline is disaster in a hand basket. There's no way local emergency response entities could mitigate an accident or act of terror.

Don't let this happen, I beg of our FERC + Corp of Engineers. Please review your old

IN46-1

IN46-1

Please see response to comment IN8-1.

20080627-0119 FERC PDF (Unofficial) 06/23/2008

Letter of the directors of "Levee Canal" by
 "well intentioned" power brokers.

At the same time stand firm in our
 belief that we oppose lower terminal &
 pipeline.

Sincerely,

(address) Glenn }
 James H. B. Platt }
 Frederick S. Blanton }
 James K. Anderson }
 11911 Caspian Rd
 Kingsville, MD 21087

20080627-0119 FERC PDF (Unofficial) 06/23/2008

Federal Energy Regulatory Commission *ORIC*
Sparrows Point LNG Terminal and Mid-Atlantic Express Pipeline Projects
Draft Environmental Impact Statement Meeting Comments

June 9, 2008, Baltimore, MD June 11, 2008, Downingtown, PA June 12, 2008, Edgewood, MD

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--	--

Mail your comments to be received in Washington, DC on or before June 16, 2008.

COMMENTS: *(Please print clearly. Use the back and/or attach additional sheets if necessary.)*

*SAY "No" to LNG.
 Protect our community, environment,
 families. This area has had
 way more than it's share
 off bad things being dumped
 into it.*

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 1000 JUN 23 AM 1:18
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 REGULATORY COMMISSION

Commenter's Name and Mailing Address (PLEASE PRINT)

*Mary DeLezze
 3014 Dunbar Rd
 Balto, MD 21222*

IN47-1

IN47-1

Comment noted.

ORIGINAL

Federal Energy Regulatory Commission
Sparrows Point LNG Terminal and Mid-Atlantic Express Pipeline Projects
Draft Environmental Impact Statement Meeting Comments

June 9, 2008, Baltimore, MD June 11, 2008, Downingtown, PA June 12, 2008, Edgewood, MD

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888 First Street, N.E.
Washington, DC 20426

Mail your comments to be received in Washington, DC on or before June 16, 2008.

COMMENTS: (Please print clearly. Use the back and/or attach additional sheets if necessary.)

CIVIL UNREST!

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Commenter's Name and Mailing Address (PLEASE PRINT)

TOM NELSON
BLKT 2615 NORTH MARINE AVE
BALTIMORE, MD 21219
USARMY RA148441709

IN48-1

IN48-1

Comment noted.

ORIGINAL

**Federal Energy Regulatory Commission
Sparrows Point LNG Terminal and Mid-Atlantic Express Pipeline Projects
Draft Environmental Impact Statement Meeting Comments**

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--	--

Mail your comments to be received in Washington, DC on or before June 16, 2008.

COMMENTS: *(Please print clearly. Use the back and/or attach additional sheets if necessary.)*

See attached

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Committer's Name and Mailing Address (PLEASE PRINT)

Brenda Wilson
6809 North Point Rd.
Baltimore, MD 21219

20080627-0119 FERC PDF (Unofficial) 06/23/2008

May 9, 2008

CP07-62
CP07-63

Federal Energy Regulatory Commission
888 First Street, NE
Washington, DC 20426

Dear FERC Commission:

My concern is with 2.7 Safety Controls. In the Draft Environment Impact Statement, I see 6 lines addressing the Emergency Response Procedures. I do not see any plans for evacuation should there be a catastrophic event. Can you guarantee our safety? In the Edgemere area, there are 2 public elementary schools, 1 middle school, 1 high school, and 1 private preschool with a total of more than 2100 students. These schools are approximately 2-1/2 miles from the shipyard (as the crow flies). There is one road in and one road off the peninsula. If an evacuation would be necessary, a minimum of 43 buses would be required and stretch almost 2/3 of a mile. There are numerous schools in the Dundalk area within close proximity to the shipyard. They include Logan Elementary approximately 2-1/2 miles away. Dundalk, Sandy Plains, Bear Creek Elementary Schools, Dundalk Middle School, and Our Lady of Hope/St. Luke's School are all located less than 3 miles away. Sollers Point Technical High School, which is the closest school to Turner's Station, is located a mile and a half away from the shipyard (as the crow flies). Baltimore County Public Schools has approximately 80 buses located at the Dundalk bus lot. Obviously there are not enough buses to accommodate all of the students in all of these schools at the same time. What are the emergency plans for notifying the communities of an event? How would communities be notified should an evacuation become necessary? Which schools would be evacuated first? Safety needs to be addressed, specific plans need to be in place, and the communities must be given these plans before permits are even considered.

Sincerely,

Brenda Wilson
6809 North Point Road
Baltimore, MD 21219

IN49-1

IN49-2

IN49-1

IN49-2

Please see response to comment IN22-2.

Please see response to comment IN22-2.

ORIGINAL

Federal Energy Regulatory Commission
Sparrows Point LNG Terminal and Mid-Atlantic Express Pipeline Projects
Draft Environmental Impact Statement Meeting Comments

June 9, 2008, Baltimore, MD June 11, 2008, Downingtown, PA June 12, 2008, Edgewood, MD

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Washington, DC 20426

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

Mail your comments to be received in Washington, DC on or before June 16, 2008.

COMMENTS: (Please print clearly. Use the back and/or attach additional sheets if necessary.)

I resent any restriction on my fishing
hunting etc. done "in the interest of national
security" - this phrase became famous first in
Naz. Germany

As for bringing in jobs, so does
prohibition of drug trafficking

Commenter's Name and Mailing Address (PLEASE PRINT)

Robert Resau
8632 Sandy Plains Rd
Baltimore, MD 21222

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IN50-1

IN50-1

Please see response to comment IN25-4.

ORIGINAL

Federal Energy Regulatory Commission
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Washington, DC 20426

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888 First Street, N.E.
Washington, DC 20426

Mail your comments to be received in Washington, DC on or before June 16, 2008.

COMMENTS: (Please print clearly. Use the back and/or attach additional sheets if necessary.)

I am completely opposed to the LNG terminal being located anywhere in the Chesapeake Bay watershed. The Bay is already in dire straits and it doesn't need any other problems.

Go AWAY!!!

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Commenter's Name and Mailing Address (PLEASE PRINT)

Alan and Denise Anthony
714 Wise Ave
21222
BEAR Creek waterfront.

IN51-1

IN51-1

Section 4.0 addresses environmental impacts. Section 4.3.2 specifically discusses surface water related impacts.

20080627-0119 FERC PDF (Unofficial) 06/23/2008

Federal Energy Regulatory Commission
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 Washington, DC 20426

Another copy:

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

Mail your comments to be received in Washington, DC on or before June 16, 2008.

COMMENTS: (Please print clearly. Use the back and/or attach additional sheets if necessary.)

As was referred to by Senator Barbara Mikulski when she addressed FERC's chairman, the Honorable Joseph Kelliher, I would like to have precise answers to the questions she posed as pertained to the 3.7 million cubic yards of dredged + contaminated materials?

- 1) What are the exact elements contained in these dredged sediments?*
- 2) What could these contaminants cause environmentally?*
- 3) How + where would these dredged materials be disposed of?*
- 4) Has the potential impact of these dredged materials been adequately researched?*

Commenter's Name and Mailing Address (PLEASE PRINT)

Linn Marie ABRAMS
8134 Dundalk Ave.
BALTIMORE, Md. 21222

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 JUN 23 A 10 18
 FEDERAL ENERGY
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IN52-1

IN52-1

Details of dredging are discussed in the Consolidated Dredge Plan, appendix D. Our environmental analysis of dredging activities is presented in section 4.3.2 of the FEIS.

Federal Energy Regulatory Commission
Sparrows Point LNG Terminal and Mid-Atlantic Express Pipeline Projects
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888 First Street, N.E.
Washington, DC 20426
Mail your comments to be received in Washington, DC on or before June 16, 2008.

COMMENTS: (Please print clearly. Use the back and/or attach additional sheets if necessary.)

My name is Loretta Grynkiwicz. I am
Ashamed to live in the ~~United~~ United
States of America. No one considers the
Safety of our citizens anymore.
The government look at middle and lower
class like they are nothing and is shoving
them in the sludge of LNG. We do
not want this near our Community in
Dundalk. Go somewhere where lives
are not at risk. Ask your Secretary
You would want this near your
Commenter's Name and Mailing Address (PLEASE PRINT)
Loretta L. Grynkiwicz
8106 Dundalk Ave
Baltimore Md. 21222
Vice President of Watersedge
Community Ass.

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IN53-1

IN53-1

Please see response to comment IN10-13.

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Federal Energy Regulatory Commission
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888 First Street, N.E.
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Mail your comments to be received in Washington, DC on or before June 16, 2008.

COMMENTS: (Please print clearly. Use the back and/or attach additional sheets if necessary.)

IF THIS PLANT REALLY MUST BE BUILT IN MARYLAND INSTEAD
INSTEAD OF PENNA., WOULD FERC CONSIDER THE POPLAR ISLAND
SITE? POPLAR IS. IS AN FLOODED, SUBMERGED ISLAND SOUTH
OF THE BAY BRIDGE. DREDGING SPOILS ARE CURRENTLY PUT
THERE AFTER BEING DREDGED FROM THE CHANNEL TO BALTO HARBOR.
① LESS DREDGING WOULD BE NEEDED, ② THE DREDGING
SPOILS ARE MUCH CLEANER THAN BALTO HARBOR'S ③ THERE
WOULD BE LESS INTERRUPTION OF COMMERCIAL + PRIVATE
BOATING, AND MOST IMPORTANTLY, ④ THE SITE IS RELATIVELY
UNINHABITED AND POSES INFINITELY LESS PUBLIC HEALTH
HAZARD THAN SPARROWS POINT, THE SITE IS ALSO

Commenter's Name and Mailing Address (PLEASE PRINT) SOUTH OF THE BAY BRIDGE.

CROSSAN O'DONOVAN, MD
3023 DUNGLAW RD
BALTIMORE MD 21222

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IN54-1

IN54-1

Federal siting requirements for LNG facilities are summarized in table 2.7.1-1.

20080627-0119 FERC PDF (Unofficial) 06/23/2008

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COMMENTS: *(Please print clearly. Use the back and/or attach additional sheets if necessary.)*

IN55-1

I am a resident of Sparrows Point, MD & opposed to the proposed LNG facility as I believe it will have a negative impact on tourism, quality of life, & further jeopardize a critical watershed.

IN55-1

Section 4.9 addresses socioeconomics, while section 4.3 addresses water resources.

IN55-2

Additionally, I believe this committee should consider an off-shore terminal as this will reduce the risk in case of a catastrophic disaster & ensure the Chesapeake Bay is free to navigate to & from Norfolk to ensure our National Security

IN55-2

Section 3.2 addresses LNG terminal alternatives, section 3.2.4 contains a discussion on off-shore alternatives including the rationale for why offshore alternatives are not a preferable alternative.

Commenter's Name and Mailing Address (PLEASE PRINT)

Matthew Smith
 8919 Chesapeake Ave
 Sparrows Point, MD 21219

JUN 23 4 10:17 PM
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 SECRETARY OF THE
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<p>20080627-0119 FERC PDF (Unofficial) 06/23/2008</p> <p style="text-align: right;">6/9/08 182</p> <p style="text-align: center;"> FILED SECRETARY OF THE COMMISSION 2008 JUN 23 A 10:17 FEDERAL ENERGY REGULATORY COMMISSION </p> <p style="text-align: center;">CPC7-62 CPC7-63</p> <p>To whom it may concern:</p> <p>IN56-1 The LNG plant has been proposed in order to find another source to reduce US dependency on foreign oil. Yet this gas is going to be foreign, also. So how does this reduce our foreign dependency? It adds risks to the communities that have been dealing with enough risk already. This plant will not provide any added benefit.</p> <p>IN56-2 AES says that it is complying with industrial criteria for "qualified risk," without saying what the qualifications are. If this Virginia-based company is so satisfied with its proposal, why don't they build the plant a mile from their home office instead of a mile from our communities? There they could tie into an already existing pipeline.</p> <p>IN56-3 There have been accidents. AES states their facility will be in an unpopulated area because of its distance from residential houses. Steelworkers may not live at the Sparrows Point plant, but they work eight and twelve-hour shifts and up to as many as 16 hours a day. When they hired on, they knew the risks of a steel mill. This will be an added risk they haven't asked for. The plant can not be called unpopulated since the steel mill runs 24/7 and has a permanent though fluctuating population depending upon the needs it must meet.</p> <p>IN56-4 In addition, this area already has an explosive potential with the local Air Products plant. This plant has three pipelines that come into the steel mill. Studies should examine how this could be an added risk because the LNG pipeline will be running under the Air Products pipes.</p> <p>AES seems to give contradictory information. Which of it is true? If the potential risk is so low, why not locate the facility closer to</p>	<p>IN56-1 Reduced dependence upon foreign energy sources is not a contributing aspect to this Project's Purpose and Need. Section 4.12 specifically addresses reliability and safety. The benefit of the Project is described in Section 1.2 – Purpose and Need.</p> <p>IN56-2 Please see response to comment IN22-1.</p> <p>IN56-3 Please see response to comment IN22-1. In accordance with the Emergency Response Plan (ERP) recommendation contained in the FEIS and with federal regulations under 49 CFR 193.2059, AES would be required to develop an ERP that included procedures to notify the public and personnel in the vicinity of the LNG plant of the possible need for an evacuation in an emergency (see 193.2059(b)(2)).</p> <p>IN56-4 Because of their cross-country nature, it is common for interstate natural gas pipelines to cross numerous other pipelines, utilities, water lines, sewer lines, cables, etc.; the referenced Air Products lines pose no unusual or additional risk. There are several regulations and industry practices in place to ensure these crossings are designed, constructed, and operated safely. For example, the USDOT pipeline safety regulations specify minimum separation distances between pipelines and other underground lines and structures. Prior to any excavation, AES will be required by law to contact the state's One-Call system, who would locate existing underground pipelines and utilities.</p>
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142

IN56-5

its destination instead of using an 87-mile pipeline? Why not have the facility in Philadelphia instead of Baltimore?

IN56-5

LNG terminal alternatives are discussed in Section 3.2. Specifically, an alternative LNG site in the Philadelphia region is addressed in Section 3.2.2 (i.e., Crown Landing LNG).

IN56-6

The Coast Guard is supposed to guarantee the safety of marine operations in coastal waters, but can they make any guarantees that regulations will be complied with? Will they have a say in the professional of the security staff and procedures at the facility; for example, the quality of the security guards. Will the LNG plant be watched for compliance? If an accident happens, must AES compensate families involved for personal and property damages and restore environmental destruction?

IN56-6

After construction is completed, the FERC would continue to conduct oversight inspection and monitoring of both the LNG terminal and the pipeline. Property owners would have legal rights to pursue appropriate compensation from AES for property damage directly related to their activities under state and federal law.

These questions need to be answered for the communities involved to their satisfaction before any permits are granted or construction begun. The concerns that need to be addressed should be the communities' and not those of businesses with vested interests in the profitability of the venture.

Alternative uses in this area need to be considered. A cruise line is projected to come to Baltimore. This would be an environmentally-friendly and economically-viable alternative for the area.

Carolyn P. Ducan

161A

Federal Energy Regulatory Commission
Sparrows Point LNG Terminal and Mid-Atlantic Express Pipeline Projects
Draft Environmental Impact Statement Meeting Comments
 June 9, 2008, Baltimore, MD June 11, 2008, Downingtown, PA June 12, 2008, Edgewood, MD

Comments can be: (1) left at the sign-in table (2) mailed to the addresses below, or (3) electronically filed at <http://www.ferc.gov> under the link to "Documents and Filings" and "e-Filing." New users must first create an account by clicking on "Sign up" or "eRegister." This type of filing is considered a "Comment on Filing." In addition, there is a "Quick Comment" option available, to submit text only comments on a project and does not require registration however, you will be asked to provide a valid email address.

If mailing:
 Please send three copies referenced to Docket Nos. CP07-62-000 and CP07-63-000 to the addresses below.

<p>Two for Official Filing: Kimberly Bose, Secretary Federal Energy Regulatory Commission 888 First Street, N.E., Room 1A Washington, DC 20426</p>	<p>Another copy: Gas Group 2, PJ 11.2 Federal Energy Regulatory Commission 888 First Street, N.E. Washington, DC 20426</p>
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Mail your comments to be received in Washington, DC on or before June 16, 2008.

COMMENTS: *(Please print clearly. Use the back and/or attach additional sheets if necessary.)*

How dare the Federal Government even suggest that we residents living along to the supposed area of the S Sparrows Pt. LNG project try to impose this dangerous idea on us.

I was so proud of my neighbors in Dunbar and Turners Station for speaking out.

We do not need our beloved government to put all this trust to a company that will not provide positive good to USA.

Commenter's Name and Mailing Address (PLEASE PRINT)

Ruth E. Coole

7055 Dunbar Rd

Dunbar, Md.

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IN57-1

IN57-1

Comment noted.

CRJ:IN

**Federal Energy Regulatory Commission
Sparrows Point LNG Terminal and Mid-Atlantic Express Pipeline Projects
Draft Environmental Impact Statement Meeting Comments**

June 9, 2008, Baltimore, MD June 11, 2008, Downingtown, PA June 12, 2008, Edgewood, MD

Comments can be: (1) left at the sign-in table (2) mailed to the addresses below, or (3) electronically filed at <http://www.ferc.gov> under the link to "Documents and Filings" and "e-Filing." New users must first create an account by clicking on "Sign up" or "eRegister." This type of filing is considered a "Comment on Filing." In addition, there is a "Quick Comment" option available, to submit text only comments on a project and does not require registration however, you will be asked to provide a valid email address.

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

Another copy:

Gas Group 2, PJ 11.2
Federal Energy Regulatory Commission
888 First Street, N.E.
Washington, DC 20426

Mail your comments to be received in Washington, DC on or before June 16, 2008.

COMMENTS: (Please print clearly. Use the back and/or attach additional sheets if necessary.)

It makes no common sense
to bring LNG all the way up
the Chesapeake Bay endangering
many people, facilities & bridges
& blocking it in Sparrows Point
DUNDALK further endangering the surrounding
community. Only to then pipe this gas
thru Maryland & a Pennsylvania. I
think that this is a waste of our resources
and I also have concern for Ft Mckenry
and Balto City

Commenter's Name and Mailing Address (PLEASE PRINT)

Barbara Kenny
3020 DUNGLAW ROAD
BALTO MD 21222

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REGULATORY COMMISSION

IN58-1

IN58-1

Section 3.0 addresses alternatives to the proposed facility locations.

20080627-0119 FERC PDF (Unofficial) 06/23/2008

Federal Energy Regulatory Commission
Sparrows Point LNG Terminal and Mid-Atlantic Express Pipeline Projects
Draft Environmental Impact Statement Meeting Comments

June 9, 2008, Baltimore, MD June 11, 2008, Downingtown, PA June 12, 2008, Edgewood, MD

Comments can be: (1) left at the sign-in table (2) mailed to the addresses below, or (3) electronically filed at <http://www.ferc.gov> under the link to "Documents and Filings" and "e-Filing." New users must first create an account by clicking on "Sign up" or "eRegister." This type of filing is considered a "Comment on Filing." In addition, there is a "Quick Comment" option available, to submit text only comments on a project and does not require registration however, you will be asked to provide a valid email address.

If mailing:
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Two for Official Filing: Kimberly Bose, Secretary Federal Energy Regulatory Commission 888 First Street, N.E., Room 1A Washington, DC 20426	Another copy: Gas Group 2, PJ 11.2 Federal Energy Regulatory Commission 888 First Street, N.E. Washington, DC 20426
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Mail your comments to be received in Washington, DC on or before June 16, 2008.

COMMENTS: *(Please print clearly. Use the back and/or attach additional sheets if necessary.)*

see attached comments

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Commenter's Name and Mailing Address (PLEASE PRINT)

Julius Fischer Jr.

28 Township Rd.

Balto Md. 21222

<p>20080627-0119 FERC PDF (Unofficial) 06/23/2008</p> <p>The Ferc report send that there are 152 mitigating measure that AES would have to implement to offset the environmental damage that this plant will cause. And, that is just for normal operation. I don't believe that takes into accounts any accidents.</p> <p>IN59-1 Will our government shut this plan down if it doesn't fully comply, or will they let them put our safety at risk, damage our environment, and simply slap them on the wrist with a fine?</p> <p>Also, anyone can easily go on the internet and see the documentation about the accidents and the dangers a facility like this can present. It seems to that the damages from an accident in an area as populated as Dundalk could easily rise to the level of what happened in New York on 911.</p> <p>IN59-2 Why would this company seek this out? From a purely financial point of view, it seems to me that they would be seeking a remote area where the damages to both people and the environment, and therefore their liability would be minimal.</p> <p>Are they doing this because there is so much money to be made that it easily offsets their liability, or is because we as taxpayers will end up footing the bill through our government assistance?</p>	<p>IN59-1 Section 2.5 of the FEIS addresses environmental compliance, inspection and mitigation monitoring. The FERC has the authority to issue Mid-Atlantic Express notices of noncompliance. For patterns of noncompliance, the Commission has penalty authority under the Energy Policy Act of 2005. The Commission seeks to detect violations quickly; address violations of its requirements; publicize misconduct where appropriate; and take prompt action to prevent future misconduct. Other federal and state agencies may also conduct oversight and inspection as they deem necessary. Oversight inspection and monitoring would continue to be conducted by FERC after construction is complete.</p> <p>IN59-2 Section 1.2 includes a discussion on the underlying need for the Project, and specifically addresses the current and anticipated need for additional natural gas supply in the Mid-Atlantic/South-Atlantic regions. Section 3.0 addresses alternatives to and the rationale behind the proposed facility locations.</p>
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20080627-0119 FERC PDF (Unofficial) 06/23/2008

ORIGINAL

Dorothy A. Matz
1245 Doe Run Rd.
Coatesville, Pa 19320

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2008 JUN 23 P 2:12
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REGULATORY COMMISSION

June 16, 2008

Ms. Kimberly D. Bose
Federal Energy Regulatory Commission
888 First Street, N.E., Room 1A
Washington, D.C. 20426
Attn: Gas Branch 2 [1 copy]

Re: Docket Nos. CP07-62-000, CP07-63-000, CP07-64-000, and CP07-65-000

Dear Ms. Bose:

The Brandywine Conservancy (the Conservancy) received a CD-ROM version of the U.S. Federal Energy Regulatory Commission (FERC) Draft Environmental Impact Statement (EIS) for a liquefied natural gas (LNG) import terminal expansion and natural gas pipeline facilities proposed by AES Sparrows Point LNG, LLC and Mid-Atlantic Express, L.L.C. (collectively AES) in the above referenced dockets, which was mailed to them in late April, 2008.

On June 11, John Goodall, the Conservancy's Western Area Manager, presented testimony at the FERC public meeting U. S. Army Corps of Engineers (COE) public hearing at in Downingtown, PA.

As an owner of eased property, for which the Brandywine Conservancy is responsible and as a member of the Environmental Committee of the Brandywine Conservancy, I also oppose the proposed Sparrows Point LNG Terminal and the Mid-Atlantic Pipeline. This letter supports the Brandywine Conservancy's view, as well as my own personal opposition to the proposed pipeline.

20080627-0119 FERC PDF (Unofficial) 06/23/2008

IN60-1

I have had the opportunity to read the Brandywine Conservancy's filing and am in complete support of their position. I also oppose building a new pipeline when the current Columbia pipeline is not transporting to capacity within a pipeline that was very recently replaced.

America needs to reduce its dependence on foreign oil and gas, and this proposed pipeline could be obsolete in a very short time, only after destroying our own precious natural resources.

Sincerely,

Dorothy A. Matz

IN60-1

Section 3.3.1 addresses pipeline system alternatives, including the existing Columbia Gas Transmission System. The Columbia system does not have sufficient capacity to transport the volumes proposed by Mid-Atlantic Express.

<p>20080627-0119 FERC PDF (Unofficial) 06/23/2008</p> <p style="text-align: right;"> <i>CP07-62-000</i> <i>CP07-63-000</i> </p> <p style="text-align: right;"> FILED SECRETARY OF THE COMMISSION JUN 23 P 1:45 FEDERAL ENERGY REGULATORY COMMISSION </p> <p style="text-align: right;"> June 16, 2008 </p> <p> Blair W. Fleischmann 5330 Homeville Road Oxford, PA 19363 717-529-6114 bwf79@epix.net </p> <p> Ms. Kimberly D. Bose Federal Energy Regulatory Commission 888 First Street, NE, Room 1A Washington, DC 20426 </p> <p>Dear Ms. Bose,</p> <p>As a resident of Chester County, Pennsylvania, I hope that you will accept these comments for tomorrow's mail since I was unsuccessful with my five day attempt to submit them electronically. While I have been aware of the AES Sparrows Point project since the public announcements in 2006, I had hoped to learn more about the potential environmental impacts at the public meeting in Downingtown last week. At this June 11th meeting, maps and handouts were available, but it wasn't until after the meeting that I obtained the CD of the 735 page document. Instead of hearing about the advantages of the project and the planned mitigation for environmental impacts, attendees were informed by testimony from those who had an earlier opportunity to review the lengthy document. It became clear during the evening that many affected property owners did not have prior access to the project's mapping. It was suggested that the public hearings were advertised to the public, but yet there was nothing in my public notice search of the Daily Local News from the past 60 days.</p> <p>As a resident of Upper Oxford Township, I am concerned about our township's park since it is situated within 900' of the proposed pipeline. Additionally, there are many farmers in our township whose farms will be disturbed long-term by the construction of this pipeline. It is not the nature of these farmers to participate in such public process. Many of the landowners within the proposed project area have forfeited their development rights because of their commitment to the protection of these treasured resources.</p> <p>As an advocate for the health of the Octoraro watershed, I am extremely concerned about the impacts from tree destruction and creek disturbance. Along with preserving farmland, the protection of our water supply is key to our sustainability. From all that we have learned and all that we have done to protect these vital resources for future generations, it would seem that such a proposal for additional energy should be given the utmost consideration before undermining these conservation and preservation efforts.</p> <p style="text-align: right;"> Respectfully,  Blair W. Fleischmann </p> <p>cc: US Congressman Joseph R. Pitts</p>	<p>IN61-1 A public notice was issued on the FERC website and mailed to all parties on the project mailing list including local newspapers of circulation in the project area. Additionally, in accordance with the Army Corps of Engineers regulations, a public notice was posted in several area newspapers. Section 1.4 contains a discussion on the stakeholder involvement process.</p> <p>IN61-2 Since Upper Oxford Park resides approximately 900 feet from the Project, impacts to this Park from construction are not anticipated. With regard to operational safety issues, pipeline safety controls are addressed in section 2.7.2, and pipeline safety standards are addressed in section 4.12.9.</p> <p>IN61-3 See section 4.8.1 for a discussion on agricultural lands.</p> <p>IN61-4 Anticipated impacts to surface water resources are addressed in section 4.3.2. Proper implementation of the Mid-Atlantic Express ECP would minimize impacts to these resources.</p>
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IN61-1
 IN61-2
 IN61-3
 IN61-4

<p>20080813-5034 FERC PDF (Unofficial) 8/13/2008 11:54:32 AM</p> <p>I vehemently oppose this proposed pipeline.</p> <p>We moved in a year ago not knowing of this matter, and now are faced with trying to fight to keep the value of our "new" home, and a safe backyard for my children to play in. Mind you, this line is proposed to be 10 ft from my house.</p> <p>Not only will this line have environmental impacts, by clearing trees, thus increasing erosion and flood potential, but also financial, emotional and possible physical impacts.</p> <p>Financially, you are putting more stress on our economy by increasing our (middle class families) home owners insurances and devaluing our homes. You are putting our livelihood at risk by proposing to devalue our biggest investment, our homes. Not only will we be unable to sell our homes, in most cases we will probably owe more than what our homes will be worth,if this comes to fruition. And with the increased costs, and lower values, we will not be stimulating our weekend economy.</p> <p>I have three children, 4,3, and 19months. I can't imagine you would want your loved ones, grandchildren, nieces and nephews, to go through having their houses devalued, creating financial hardships, and having their backyards torn up to put in a hazardous pipeline put under them. It's absurd to think anyone would impose this on another family. But I guess money talks to a large corporation, who has no other concern for itself but increasing the bottom line.</p> <p>I would think it fair, if you are going to use my property for your financial gain, then I should recieve some of those profits as well. That would off set my costs that you will impose on my family.</p> <p>And lest we forget 9/11? Is this really safe in the wake of terroristic threats? I think not. And now the conflict in Georgia is another example of pipeline concerns. Reports have been told of Russia strong-arming Georgia by withholding gas energy, and EXPLODING competing (non-Russian government) GASLINES. Please do not tell me this is a safe proposition, in the global climate that we now live.</p> <p>And what about gas prices, must I go there? I thought we were trying to wean ourselves from oil, gas and petroleum products.How does this line decrease our dependence on foreign oil? If this line is constructed, we are shooting ourselves in the foot. If we, as a nation, still want to remain strong economically and maintain our independence, we must resolve to create new alternative energy so we are not at the mercy of other foreign entities and their demands and prices. This pipeline resolves nothing and forces us to remain status quo.</p> <p>As a company I think you are being irresponsible on many levels. You are not concerned with the environmental impact, the financial impact, or the communities at large. You have not notified me personally how this is supposed to be going through my backyard and the impact it could have to my family, my children, my largest investment-my home.</p> <p>Therefore, if I can't trust you are going to be forthright with information in the pre-filing phase, how can I trust you will be forthcoming with any future failures or problems in construction or thereafter? To be a respectable company,</p>	<p>IN62-1 Section 4.9.5 includes a discussion on property values.</p> <p>IN62-2 Section 2.7.2 addresses pipeline facility safety controls. Section 4.12.9 addresses pipeline facility reliability and safety. Impacts to residential areas are discussed in section 4.8.1 of the FEIS.</p> <p>IN62-3 Environmental impacts expected to result from the Project are addressed in Section 4.0.</p> <p>IN62-4 Section 4.9 addresses socioeconomic impacts overall. See IN62-1.</p> <p>IN62-5 Easement negotiations and compensation are specifically addressed in Section 4.9.5. Mid-Atlantic Express has indicated that it would seek to negotiate fair market value compensation with affected landowners, and would use third-party appraisers to estimate comparable property value to use as the basis for determining appropriate compensation.</p> <p>IN62-6 Section 4.12.8 specifically addresses terrorism and security issues.</p> <p>IN62-7 Alternatives to the Project are addressed in section 3.0. Specifically, section 3.1 discusses alternative energy sources.</p>
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20080813-5034 FERC PDF (Unofficial) 8/13/2008 11:54:32 AM

you maintain high standards and morals for the public interest and your own,
however I only see AES Mid-Atlantic serving their own interests.

In Protest,
Christi Osborne

<p>20080822-0039 FERC PDF (Unofficial) 08/20/2008</p> <p style="text-align: right;"><i>CP07-67-000, et al.</i></p> <p style="font-size: 2em; font-weight: bold;">ORIGINAL</p> <p>Blair W. Fleischmann 5330 Homeville Road Oxford, PA 19363 bwf79@epix.net</p> <p>August 12, 2008</p> <p style="text-align: right;">FILED SECRETARY OF THE COMMISSION 2008 AUG 20 A 11: 57 FEDERAL ENERGY REGULATORY COMMISSION</p> <p>Ms. Kimberly D. Bose Federal Energy Regulatory Commission 888 First Street, NE, Room 1A Washington, DC 20426</p> <p>Dear Ms. Bose,</p> <p>After attending the public meeting at Octoraro High School this evening, I am writing this letter because of my continued concern about the Federal Energy Regulatory Commission process. Given the sensitive and extensive nature of the pending Environmental Impact Statement, it would seem that the regulations should have been more thoroughly followed before the advancement of the proposed AES Sparrows Point LNG Terminal and Pipeline Project. While I personally appreciate the efforts of Congressman Pitts to advertise and host tonight's meeting, it seems unfortunate that the applicant could not have been more prepared in advance of the EIS deadlines. I am still not convinced that all affected land owners have found out that their properties have been targeted for this proposed pipeline. I would also imagine that there are still others who have not been able to voice their concerns, particularly the Amish and others less inclined to get involved in a government process.</p> <p>In addition to my concerns about the public process, I am equally concerned about the expenses to local citizens in order to advance this profit motivated project. Starting with the lack of information provided to the municipal officials, staff members on all levels of our government have had to step in to produce the information that should have been made available as part of the regulatory process. Excessive time has been spent by the Lancaster and Chester County agencies just so they could provide their due diligence in responding to their aspects of the process. Other government money has previously been invested in conservation projects to correct and improve various environmental issues such as stormwater and erosion problems. Even self-imposed tax dollars have been spent on purchasing the development rights so that farmland can be protected and other costs of community services can be offset. These investments to prevent hazardous situations and alleviate other needs for infrastructure will be undermined by yet another pipeline project. I would like to know how FERC plans to address these hidden costs in this process.</p> <p>Finally, I am still not convinced about the need for this source of energy. As a citizen of this country, I continue to witness the consumption of our treasured resources as if the supply is never ending. There is less evidence of conservation than there is of consumption. It is difficult for me to believe that our economy cannot survive if we reduce and alter our use of energy. I am sure that AES can make the case that there is a demand for their product, but what have we accomplished by increasing the supply at the expense to the citizens of Pennsylvania? At what point do we choose to make the responsible sacrifices that previous generations have made for us?</p> <p>Thank you for accepting these additional comments.</p> <p style="text-align: right;">Respectfully,  Blair W. Fleischmann</p> <p>cc: US Congressman Joseph Pitts US Senator Arlen Specter US Senator Robert Casey PA Senator Dominic Pileggi PA Representative Arthur Hershey</p>	<p>IN63-1 Comment noted.</p> <p>IN63-2 In compliance with the requirements of NEPA, Mid-Atlantic Express developed a public outreach plan that included open houses, notification of affected landowners, public scoping meetings, and site visits.</p> <p>IN63-3 Compensation between an Applicant and local review agencies may be achieved through permitting review fees or various other means. However, these compensation negotiations are outside the authority of the FERC, and should be addressed by the Applicant and the impacted local agency.</p> <p>IN63-4 Section 1.2 discusses the Purpose and Need for the Project. In addition, Section 3.1 discusses alternative energy sources.</p>
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IN64 – Andrew Durkin

<p>20080829-5033 FERC PDF (Unofficial) 8/29/2008 12:14:04 PM</p>	
<p>August 27, 2008</p>	
<p>Ms. Kimberly Bose, Secretary Federal Energy Regulatory Commission 888 First Street, N.E., Room 1A Washington, DC 20426</p>	
<p>RE: Suggested Re-Routing of the AES Sparrows Point Project Docket Nos. CP07-62, CP07-63, CP07-64, CP07-65</p>	
<p>Dear Ms. Bose,</p>	
IN64-1	<p>I am writing you to express my concerns about the proposed Sparrows Point LNG Pipeline Project. Specifically, my concern is the consideration of Alternative Routes 12a-12b and 20b,c,d within Upper Uwchlan Township. I am a home owner whose property would be affected under all variations of the suggested alternative routes. It is my sincere hope that you will remove all of these route variations from your consideration of the pipelines final course. There is no one on the proposed route through Hunters Ridge that faces as high of a potential impact than my family.</p>
IN64-2	<p>When you look at the residential impact of this pipe line, you can't weight 14 home owners against 5. This should not be an issue of numbers, but one of impact and that impact must be looked at on an individual basis. Every argument against the pipeline that can be made by those on the proposed route about "children", "safety", "wetlands", "water crossings", "disruption of trees" and "future development plans" can also be made about the proposed alternative routes. The potential effect to my property is far greater then that of any property on the Hunters Ridge route. I can only assume that when Alternative Routes 12a and 12b were proposed back in November of 2006, no one took into account that the homes in my neighborhood are not on public utilities. My home, as well as my neighbors, has both on site septic and well. Not one of the effected property owners living in Hunters Ridge can say the same. When I read comments posted by people on Red Tail Circle about disruptions to "pine trees", "driveways", "flower beds", "sprinkler systems", and "decorative boulders" I just shake my head. I am not in favor of anyone's property being disrupted to make way for this additional pipeline, but let's be realistic. While these property owners are concerned about cosmetic issues, those on the alternative routes are looking at life essential issues. My family's drinking water and ability flush a toilet or take a shower should far out weigh any concerns about grass and trees.</p>
IN64-3	<p>I have read comments from property owners along the proposed route that state that the impact to their property values is a cause to look for alternative routes. The properties affected by these Alternative Routes face a far greater impact to property values than any on the Proposed Route through Hunters Ridge. We currently have no pipeline right of ways or buried pipelines existing on our properties. Therefore a new pipeline right of way would be a significant change to the current configuration of our properties. The 14 homes on the Proposed Route were built with the existing right of ways in place; therefore the existence of a pipeline has already been factored into their property values.</p>
IN64-4	<p>Comment noted. See section 3.3.3 Route Variation 12 for a discussion of variations considered and a comparison of the proposed route and the variations considered.</p>
IN64-5	<p>Comment noted. See IN64-1.</p>
IN64-6	<p>Comment noted. The potential for impacts from alternative routes is evaluated as rigorously as the potential for impacts from the main proposed route. See IN64-1.</p>
	<p>Comment noted.</p>
	<p>Comment noted.</p>
	<p>Comment noted.</p>

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IN64-7

Unfortunately, I have only been aware of the potential impact this project would have on my family for a few weeks. It was just yesterday that we received an official notice from AES, telling us what might be coming. Unlike the families affected on the Proposed Route, who have been working on this since 2006, this is new to me and my family. The truth is all of the homeowners along the Hunters Ridge Route have known of the potential for this pipeline since the day they bought their homes. It is a fact that the pipelines that transverse the Hunters Ridge Development pre-date the homes. Every one of them signed a legal document when they purchased their homes acknowledging the pipeline and accepted the easement with its potential for increase over time. The search for alternative routes around Hunters Ridge should end with that sentence. All of the 14 property owners in question knew what they were getting when they bought their homes. I on the other hand bought my home without an existing pipeline running through it and no easements or right of ways tied to it, I made that choice. These effected homeowners also made a calculated choice and they felt the benefits out weighed the risks. Shame on them for trying to deflect the negative effects of their decision onto others. I find it hard to believe that people who were given the opportunity to choose, whether or not to move their family on top of a gas pipeline, might now be able to force my family to live on one with out a choice.

IN64-7

Comment noted. Section 3.0 discusses the purpose and need for an alternatives analysis.

IN64-8

In the short time that I have had to research the Sparrows Point Project, I've seen no valid argument to divert the Proposed Pipeline Route in favor of any variation of the Alternative Routes 12a -12b and 20b,c,d.. There is nothing "more desirable" about the alternative routes except to those living within the Proposed Route. It is clear that many of the stated effects to children, safety, trees, waterways, wetlands and future development are common to all of the routes being considered. With that being the case the only comparable differences are the effects to individual properties and families. Until someone along the Hunters Ridge Route can present a valid argument, that reaches the magnitude of the possible impacts on our home, no alternative routes should be considered.

IN64-8

Comment noted.

Thank you for your time and consideration on this matter.

Sincerely,

Andrew Durkin

550 W. Township Line Rd.
Downingtown, PA 19335
Upper Uwchlan Township
Chester County

IN65 – Eric Newman

<p>20080827-5017 FERC PDF (Unofficial) 8/27/2008 10:44:49 AM</p> <p>Comment of Eric Newman in Docket(s)/Project(s) CP07-62-000, CP07-63-000, CP07-64-000, CP07-67-000 Submission Date: 8/27/2008</p> <p>August 26, 2008</p> <p>Magalie Roman Salas Secretary Federal Energy Regulatory Commission 888 First Street, NE Room 1A Washington, DC 20426</p> <p>Re: AES Sparrows Point LNG, LLC Docket Nos. CP07-62-000, CO07-63-000, CP07-64-000, CP07-65-000 Re-route option 12(A) and 12(B)</p> <p>Dear Ms. Salas,</p> <p>I wanted to send you formal letter expressing how concerned I am about this project and my inability to add input to it. Yesterday, I finally received formal notification of the above noted project. My neighbors and surrounding developments, I have just been informed have spent months attempting to influence this decision to my personal and financial detriment. I have further been informed that at the walk through - which was conducted several weeks ago, the FERC representatives expressed the decision had already been made to place the pipeline on my property.</p> <p>My property is located at:</p> <p>316 Lyndon Drive Downingtown, PA 19335</p> <p>Upper Uwchlan Township Chester County</p> <p>This property was purchased without easements, has on-site well, septic, and all of the utilities are located in the front of the property. Any digging will disrupt these services for my family - essentially leaving us homeless for the time of the installation. There is significant risk to the well which will most likely require relocating it. Any disruption to the septic system will require full replacement of it. Disruption to cable and electric is insignificant compared to the impact of these required services which can take weeks to replace. This is not simply the loss of a few trees and grass (which is all my neighbors will be impacted by), but a significant disruption to my life and the life of my family. Condemning the property will reimburse me for the loss in value to the property, but does not recognize the personal impact we will be forced to endure should the pipeline run on my property.</p> <p>I would ask that you please review this decision and sincerely understand the impact to my family that this will cause. I have attached the previous letter which I forwarded in June after the public meeting.</p> <p>Sincerely,</p> <p>Eric Newman</p>	<p>IN65-1 The stakeholder involvement process for this Project is detailed in Section 1.4 of the FEIS, and has been conducted in accordance with NEPA and 18 CFR 157.6. All comments received have been given equal consideration during the Project review and decision-making process.</p> <p>IN65-2 The letter you received was to notify you that you may be affected by a change in the Project location. At the time of the FERC site visit, no final determination for this route had been made and staff was still gathering information about each route in review. If approved, a final determination on any route variations would be made by the Commission in an Order issuing a Certificate of Public Convenience and Necessity for the Project.</p> <p>IN65-3 Thank you for the additional information about your property. These potential impacts have to be taken into consideration when reviewing the route on your property. Please see response to comment IN33-2.</p> <p>IN65-4 See IN33-2. Utility lines would be located prior to construction. Any damage to residential utilities resulting from construction would be promptly repaired to pre-construction or better conditions.</p> <p>IN65-5 Please see response to comment IN65-3.</p>
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20080904-0532 FERC PDF (Unofficial) 09/02/2008

Edward P. Fitts

355 Fairview Road • East Fallowfield, PA 19320 • 610-322-8154 • 866-605-5684 (fax)

August 27, 2008

ORIGINAL

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

Attn: Gas Branch 2

Re: Docket Nos. CP07-62-000, CP07-63-000, CP07-64-000, and CP07-65-000

Dear Ms. Bose:

Our property lies in the heart of Chester County and has been permanently preserved by a conservation easement granted to the Brandywine Conservancy. Our property is situated in the midst of a unique area, as it is surrounded by almost 20,000 acres of preserved lands. The natural and agricultural resources that these easements protect are of critical importance to the health of the Brandywine watershed. We are proud to be a part of this conservation heritage.

This project would impact numerous resources protected by our conservation easement. We object to another pipeline running through our land and support the position of the Brandywine Conservancy opposing this project.

We will be meeting with the Conservancy to review the specific proposed impacts to our property as shown on the maps which the pipeline company has provided them. We believe that those maps should also have been sent directly to us and to each landowner affected by the proposed pipeline. We urge the FERC to require that be done, for this project and all future pipeline projects.

We also request a site-specific plan for construction and mitigation measures for our property. It is difficult to comment on the impacts that the pipeline will have on our property without being given the particular information for our land and instead having to read through over 800 pages of information filed with the FERC by AES/MidAtlantic in order to locate and interpret specific relevant impacts.

We urge the FERC to deny approval for this project. We also urge the U.S. Department of Energy to support and focus on the critically important issue of research and development of alternative energy sources, such as solar, instead of approving piecemeal proposals by energy companies that maintain our dependence on traditional fossil fuels.

Sincerely yours,



Ed Fitts

2008 SEP -2 A 9:06
 FEDERAL ENERGY REGULATORY COMMISSION

IN66-1

IN66-2

IN66-3

IN66-4

IN66-1

FEIS section 4.8.1.3 contains a discussion on conservation easements. Mid-Atlantic Express would consult with the Brandywine Environmental Management Center to determine if the proposed activities related to construction of the pipeline would need to be reviewed for consistency with the terms of the easements held.

IN66-2

Environmental impacts are discussed and analyzed in detail in Section 4.0.

IN66-3

Thank you for your comment. Mid-Atlantic Express should have made such maps available to each landowner and should continue to do so upon request.

IN66-4

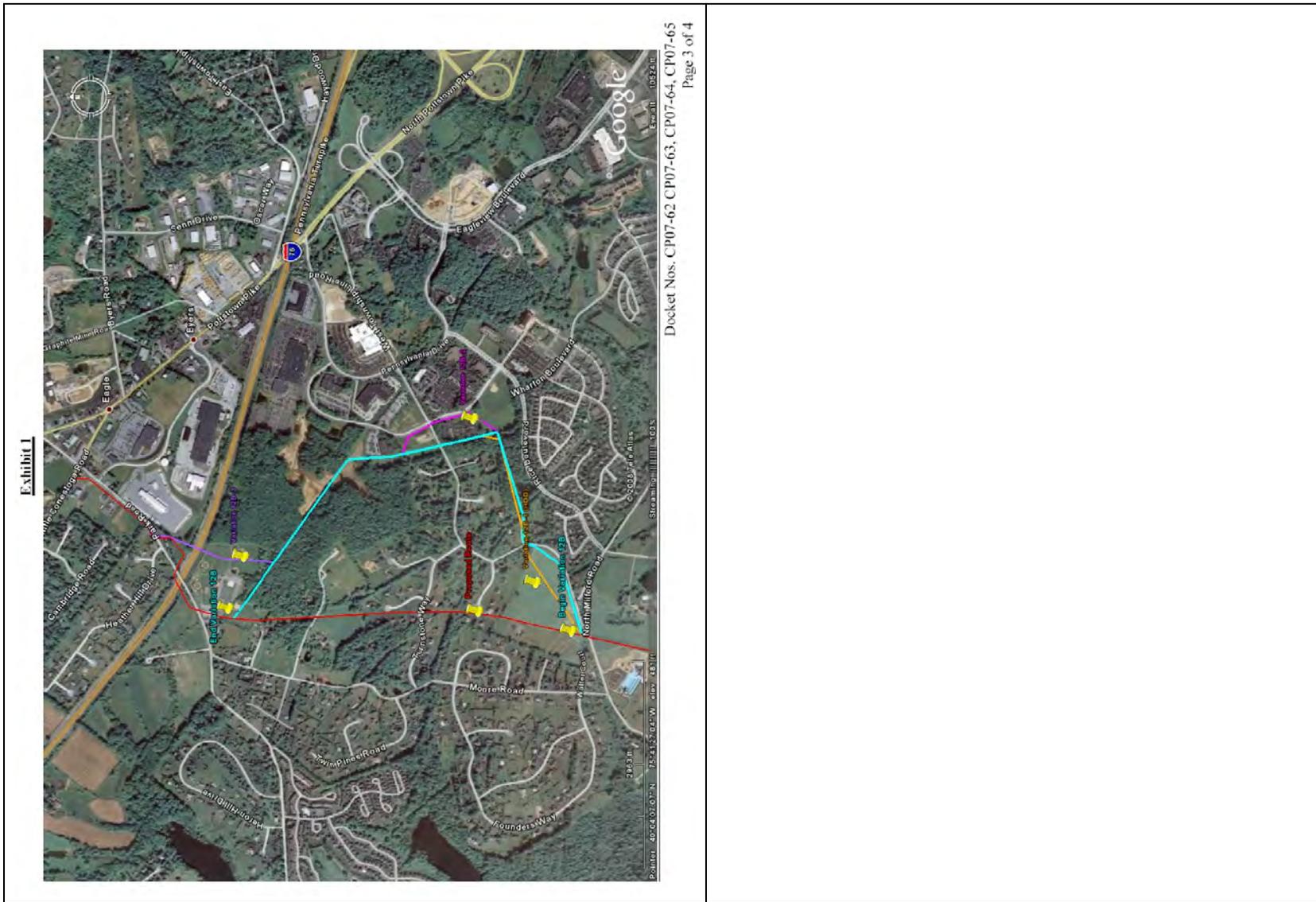
Section 3.1 discusses alternative energy sources.

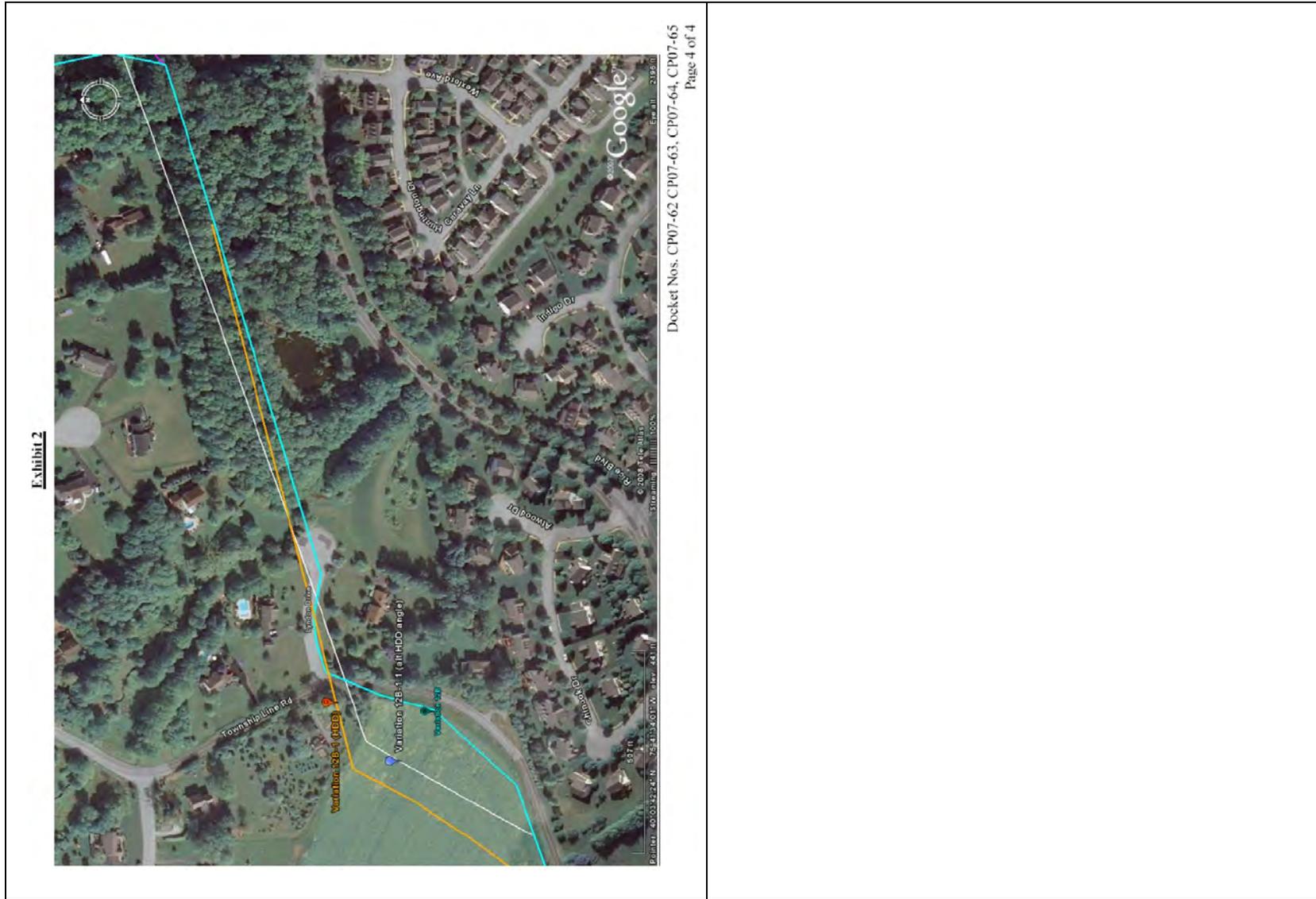
IN67 – Richard J. and Victoria S. Channell

<p>20080911-5005 FERC PDF (Unofficial) 9/10/2008 8:26:33 PM</p> <p>203 Red Tail Circle Downingtown, PA 19335</p> <p>September 10, 2008</p> <p>Ms. Kimberly Bose, Secretary Federal Energy Regulatory Commission 888 1st Street N.E. Washington, D.C. 20426</p> <p>Re: AES Sparrows Point Project Docket Nos. CP07-62 CP07-63, CP07-64, CP07-65</p> <p>Dear Ms. Bose:</p> <p>We are writing in response to the recent site visit we attended on August 14, 2008, regarding review of AES proposed route through our property, suggested Variations 12A/B, and further related AES Variations 20A-20D.</p> <p>Unfortunately, we do not have a copy of Variations 20A-20D, nor supporting documentation of such, as AES filed their document under privileged availability due to its containing landowner address information. This document, Accession Number 20080618-0019, contains information of public interest, and specifically addresses the suggested route variation 12B. The document should have been filed for public availability, extracting sensitive address information for separate privileged filing. We respectfully request access to its content and all related future filings that apply to this potential reroute. Because we do not have copies of Variations 20A-20D, we will refer to Variation 12B throughout this letter (see Exhibit 1).</p> <p>After attending the site visit and walking the various properties with the FERC, we are convinced more than ever that Variation 12B is not only quite feasible, but is also the best route. We continue to advocate a route with the least impact to homeowners and the environment, while allowing for planned commercial property development on the Hankin property. We believe that Variation 12B using HDD at the Lyndon Drive area offers the optimum solution. Impacts to homeowners in that area would be minimal and transparent. HDD eliminates above ground disruption, such as tree removal, and we believe that the entry point can be varied on the township property to provide the flexibility of an alternate angle so as to avoid any underground obstacles such as septic tanks and wells (see Exhibit 2 for one alternative). If concerns remain that the HDD may affect water supply to a homeowner's well, we believe the solution is to connect them to the public water supply that is just across the street. It is our understanding that utilities such as electric, phone, and cable run at a higher level and would not be an issue in any area.</p> <p>Variation 12B through The Hankin Group's property will have no impact on their existing or planned building/parking capacity. This variation would traverse through portions of The Hankin Group's property that have already been developed or approved for development by Upper Uwchlan Township. The addition of a pipeline easement would work within those parameters.</p> <p>As we've stated previously, the AES proposed route would significantly impact 14 homeowners. It is not easy for us to support a variation that crosses, or comes within close proximity to, other people's properties, especially residential homeowners. We know all too well the potential concerns involved in living near a gas pipeline; however, we strongly believe the facts are compelling against the proposed route and in favor of Variation 12B:</p> <ul style="list-style-type: none"> - The proposed pipeline would be located within 100' or less to at least 10 homes, several of those falling less than 50' from it. Variation 12B has a maximum of 3 homes that would be located within 100' of the pipeline, all of which would be at a distance approaching 100'. ↓ Similar to Variation 12B, the proposed route crosses the township-owned property which houses our community sewer system; however, the proposed pipeline would be located much closer to the actual processing facility. <p style="text-align: right;">Docket Nos. CP07-62 CP07-63, CP07-64, CP07-65 Page 1 of 4</p>	
IN67-1	IN67-1 We apologize for the confusion. Subsequent filings from Mid-Atlantic Express should have provided additional information in public files. FERC has reviewed all of the route variations in the general area of 12A/12B and 20A-20D in section 3.3.3 of the FEIS.
IN67-2	IN67-2 Comment noted.
IN67-3	IN67-3 Comment noted.
IN67-4	IN67-4 Comment noted.
IN67-5	IN67-5 Comment noted.

IN67 – Richard J. and Victoria S. Channell

	<p>20080911-5005 FERC PDF (Unofficial) 9/10/2008 8:26:33 PM</p> <p>↑ Additionally, the township has stated that they would work with AES to provide the necessary work area to facilitate an HDD entry point.</p> <p>- Adding a new pipeline to the already crowded web of pipelines throughout the Hunter's Ridge neighborhood increases our risk exponentially during construction. Stream, wetland, and the numerous pipeline crossings throughout our neighborhood would add an extreme amount of complexity and peril during construction. Specifically, 4 existing pipelines will need to be maneuvered around while at the same time crossing the stream and wetland area between parcels 1242 and 1245.</p> <p>- There are 7 properties, including ours, along the proposed pipeline that will require special mitigation procedures during construction due to the very limited space between the 2 existing Columbia pipelines. One, or both, of the existing Columbia pipelines will fall in the construction work area. This enormous equipment would be traveling directly on top of these pipelines that are located only a few feet underground!</p> <p>- The proposed route has an additional stream crossing on the township park property just north of milepost 84.8 that has not been previously mentioned. This is yet another added complexity.</p> <p>- We were informed the other day that HDD is now being considered through Hunter's Ridge. While this would eliminate surface disruption to Hunter's Ridge residents, the proposed exit point would greatly magnify the impacts to our neighboring homeowner. Conversely, the entry and exit points for HDD at the Lyndon Drive area are on open fields, affecting no homeowner properties. Additionally, our area has the many complicating factors of avoiding 4 pipelines, descending then ascending the steep inclines, and drilling a longer expanse with a shorter available staging area. If the pipeline is staged on the neighboring homeowner's property, as AES engineer Glenn Winger indicated, our calculations show that significant additional staging area on the wooded portion of the township park property would be required to lay the required length. HDD at Lyndon Drive is surely much more straightforward, requiring no clearing at either entry or exit points.</p> <p>- Even if HDD is technically feasible through our properties, this option does little to change the majority of safety concerns. Furthermore, we wholeheartedly believe it is unjust to add another pipeline on our property just because one already exists there. Actually, because multiple pipelines are already on our residential properties, this is reason to insist that any new easements be implemented elsewhere. We do not live on vast expanses of land where the addition of another pipeline has relatively less impact. Our properties and families will be significantly impacted. It is the responsibility of every citizen to support the American consumers' energy needs, if warranted. We homeowners along the proposed pipeline are already doing our part and have accepted this responsibility for years. It is time for other citizens to do their part as well. The existence of our easement in no way implies, legally or otherwise, that a completely new easement that consumes even more of our property should occur.</p> <p>None of the concerns with the proposed route exist with Variation 12B, especially the greater potential of peril during installation and operation. The facts overwhelmingly support the acceptance of Variation 12B, and we sincerely hope that you agree. We continue to remain appreciative of the FERC for giving this matter serious review and look forward to your ongoing involvement to ensure that the best route is selected.</p> <p>Sincerely,</p> <p>Richard J. Channell Victoria S. Channell</p> <p>cc: Kent Morton, AES (via email) John Roughan, Upper Uwchlan Township Manager (via email) David Leh, Upper Uwchlan Township Engineer (via email)</p> <p>Docket Nos. CP07-62 CP07-63, CP07-64, CP07-65 Page 2 of 4</p>	<p>IN67-6 Pipeline safety is discussed in section 4.12.9, section 4.12.10, section 4.12.11, and section 4.12.12.</p> <p>IN67-7 Please see IN67-6.</p> <p>IN67-8 Thank you for your comment.</p> <p>IN67-9 Comment noted.</p> <p>IN67-10 Please see IN67-6.</p>
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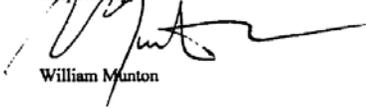


<p>20080911-0136 FERC PDF (Unofficial) 09/10/2008</p> <p style="text-align: center;">William V Munton DDS 800A Fifth Avenue Suite 501 New York, NY 10065</p> <p style="text-align: center;">2008 SEP 10 P 4: 04 FEDERAL ENERGY REGULATORY COMMISSION</p> <p style="font-size: 2em; font-weight: bold;">ORIGINAL</p> <p>August 25, 2008</p> <p>Ms. Kimberly D. Bose Federal Energy Regulatory Commission 888 First Street, N., Room 1A Washington, D.C. 20426</p> <p>Attn: Gas Branch 2 [1 copy]</p> <p>Re: Docket Nos. CP07-62-000, CP07-63-000, CP07-64-000, and CP07-65-000</p> <p>Dear Ms. Bose:</p> <p>Our property lies in the heart of Chester County and has been permanently preserved by a Conservation easement granted to the Brandywine Conservancy. Our property is situated in the midst of a unique area, as it is surrounded by almost 20,000 acres of preserved lands. The natural and agricultural resources that these easements protect are of critical importance to the health of the Brandywine watershed.</p> <p>IN68-1 This project would impact numerous resources protected by our conservation easement. We object to another pipeline running through our land and support the position of the Brandywine Conservancy opposing this project. The existing easement bisects our property after crossing wetlands on one side up a steep hill encroaching upon protected woodlands. It then passes very few feet from the primary housing site. To widen the easement will not only require extending further into the woodland, it would very likely prevent us from building where we are about to begin construction and significantly reduce the value of our 42 acre property.</p> <p>IN68-2 We will be meeting with the Conservancy to review the specific proposed impacts to our property as shown on the maps which the pipeline company has provided them (after being asked to do so by the Conservancy). We believe that those maps should also have been sent directly to us and to each landowner affected by the proposed pipeline. We urge the FERC to require that be done, for this project and all future pipeline projects.</p> <p>IN68-3 We also request a site-specific plan for construction and mitigation measures for our property. It is difficult to comment on the impacts that the pipeline will have on our</p>	<p>IN68-1 Section 4.8.1 addresses impacts to Existing and Planned Residences and Developments along the proposed pipeline route, including areas where site specific plans for crossings of individual properties are recommended to be developed in consultation with property owners. Additionally, section 4.8.1 addresses impacts to lands under conservation easements.</p> <p>IN68-2 Please see response to comment IN 66-3. Please contact Mid-Atlantic Express directly for information specific to your property. If the project is constructed, you would have additional opportunity to negotiate a specific easement agreement with Mid-Atlantic Express for your property and to have the Brandywine Conservancy participate in these negotiations, at your request.</p> <p>IN68-3 Please see response to comment IN68-2.</p>
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↑ property without being given the particular information for our land and instead having to read through over 800 pages of information filed with the FERC by AES/MidAtlantic in order to locate and interpret specific relevant impacts.

We urge the FERC to deny approval for this project. We also urge the U.S. Department of Energy to support and focus on the critically important issue of research and development of alternative energy sources, such as solar, instead of approving piecemeal proposals by energy companies that maintain our dependence on traditional fossil fuels.

Respectfully,



William Munton

IN68-4

IN68-4

A final approval will only be granted if, after consideration of both environmental and non-environmental issues, the FERC finds that the proposed Project is in the public interest. Research and development of alternative energy sources is beyond the scope of this FEIS.

IN69 – James B. Bullitt, III and Susan T. Barrett-Bullitt

<p>20080916-5082 PERC PDF (Unofficial) 9/16/2008 4:04:22 PM</p> <p style="text-align: right;">TELEPHONE 717-548-3898/3666 EMAIL JBULLITT@PA.NET www99a.net</p> <p style="text-align: center;">JAMES B. BULLITT, III SUSAN T. BARRETT-BULLITT 231 BRABSON ROAD NOTTINGHAM, PA 19362-9010</p> <p>September 16, 2008</p> <p>Ms. Kimberly Bose, Secretary Federal Energy Regulatory Commission 888 1st Street N.E. Washington, D.C. 20426</p> <p>Re: AES Sparrows Point Project Docket Nos. CP07-62 CP07-63, CP07-64, CP07-65</p> <p>Dear Ms. Bose,</p> <p>We are writing to ask that the response of AES Mid-Atlantic Express (document # 20080904-0577) to your request for more information (document#20080812-3032), be made public in full by removing landowner information from the section that is listed as privileged information. We are aware that all such landowner name and contact information is a matter of public record in the pertinent municipalities. While I have requested copies of the public section from AES Mid-Atlantic Express, they were unable to tell me if any of the privileged section referred to our property.</p> <p>AES Mid-Atlantic Express are also unable to provide me with information on the variation that bypasses our area (the Kirks Mills Historic District) although the affected landowners have been informed of the variation but have not received the requested maps of it as of the time they spoke to us.</p> <p>We were present on the site visit of August 12, 2008, and found the FERC representatives very helpful, and we were very interested in the variation they had marked and presented to the AES Mid-Atlantic Express representatives who were there for part of the site visit. It was our wish to hear more on that variation, and we are aware that AES Mid-Atlantic Express is pursuing a variation in the area shown by the FERC team, as those are the landowners we have spoken to.</p> <p>We do not feel that landowner names that are part of the public record should be used to justify the "privileged" designation by AES Mid-Atlantic Express in those submissions where they do not want any informed opposition.</p> <p>Once again we thank you for considering our comments as you have in the past.</p> <p>Sincerely,</p> <p>James B. Bullitt III Susan T. Barrett-Bullitt 231 Brabson Road Nottingham, PA 19362</p> <p>Cc: Sen. Arlen Specter Sen. Robert Casey Hon. Joseph Pitts Sen. Gibson Armstrong Hon. Bryan Cutler</p> <p style="text-align: right;">Lancaster County Planning Commission Little Britain Twp. Board of Supervisors Little Britain Twp. Planning Commission</p>	<p>IN69-1 We apologize for the confusion. Subsequent filings from Mid-Atlantic Express should have provided additional information in public files. FERC has reviewed all of the route variations from that filing in section 3.3.3 of the FEIS.</p> <p>IN69-2 Please see response to comment IN69-1.</p> <p>IN69-3 Thank you for your comment.</p>
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<p>20080929-0074 FERC PDF (Unofficial) 09/25/2008</p> <p>Date: 9/18/08</p> <p>Kimberly D. Bose, Secretary Federal Energy Regulatory Commission 888 First Street NE, Room 1A Washington, DC 20426</p> <p>Re: Docket Nos. CP07-62-000, CP07-63-000, CP07-64-000 and CP07-65-000</p> <p>I am writing this letter to express my opposition to the construction of the Sparrows Point LNG terminal and the Mid-Atlantic Express Pipeline from Baltimore County, MD to Chester County, PA. The pipeline will be running right through my neighborhood in Brookhill Farms, Fallston, MD and I am outraged that it will be running right next to my property! This pipeline will pose a danger to anyone who lives near it and it will be putting 3,000 children at Fallston Middle School and Fallston High School in great danger!</p> <p>With the proposal of this pipeline, there has already been a drop in property values in my neighborhood. A house on my street was recently sold but the buyer was not made aware of the proposed pipeline until after he settled and moved in. The buyer is now suing the seller for non-disclosure of the information regarding the pipeline. Our neighborhood is now undesirable thanks to the Mid-Atlantic Express Pipeline!</p> <p>Another neighbor bought 12 acres of land near Fallston High School six years ago for \$250,000. The owners of the land have been told that the pipeline is going to run through their entire property. They lost \$250,000 because the land will be completely useless!</p> <p>Did you hear about the 30" natural gas line explosion in Appomattox, VA on Sunday, September 14th? The explosion occurred in a very rural area of Appomattox but it still engulfed two homes and injured 5 people. Can you imagine what would happen if the Mid-Atlantic Express Pipeline exploded in a heavily populated area?</p> <p>All of the politicians in Maryland are opposed to this terminal and pipeline – Congressman C.A. Dutch Ruppersberger, U.S. Senator Barbara A. Mikulski, and U.S. Senator Benjamin L. Cardin are all opposed to this construction, yet the plans continue to move forward. This proposed pipeline needs to be stopped or an alternate route needs to be used in which it would run through a less populated area.</p> <p>Sincerely, <i>Rita A. Conway</i> Rita A. Conway 1128 Sturbridge Road Fallston, MD 21047-1906</p>	<p style="text-align: center;">ORIGINAL</p> <p style="text-align: center;">FILED SECRETARY OF THE COMMISSION</p> <p style="text-align: center;">2008 SEP 25 P 3:31</p> <p style="text-align: center;">FEDERAL ENERGY REGULATORY COMMISSION</p> <p>IN70-1 Section 4.8.1.1 addresses impacts to Existing and Planned Residences and Developments along the proposed pipeline route, including areas where site specific plans for crossings of individual properties are recommended to be developed in consultation with property owners. Additionally, section 4.8.1 addresses impact to school properties, including the Fallston Schools. Pipeline safety is addressed in Section 4.12.</p> <p>IN70-2 Potential impacts to property values are addressed in Section 4.9.5.</p> <p>IN70-3 Potential impacts to property values are addressed in Section 4.9.5.</p> <p>IN70-4 We are aware of the incident. Please see sections 4.12.9, 4.12.10 and 4.12.11 for pipeline safety requirements and impacts.</p> <p>IN70-5 All written and oral comments received were considered and evaluated in the preparation of this FEIS. FERC is required to review applications for LNG terminals that are onshore or in state waters and interstate pipelines irrespective of location and number of applications received, approved or rejected. Section 3.3.3 contains a discussion on all route variations considered and evaluated.</p>
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ORIGINAL

Date: 9/25/08

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

FILED
SECRETARY OF THE
COMMISSION

2008 OCT -1 P 2:57

FEDERAL ENERGY
REGULATORY COMMISSION

Re: Docket Nos. CP07-62-000, CP07-63-000, CP07-64-000 and CP07-65-000

I am writing this letter to express my opposition to the construction of the Sparrows Point LNG terminal and the Mid-Atlantic Express Pipeline from Baltimore County, MD to Chester County, PA. The pipeline will be running right through my neighborhood in Brookhill Farms, Fallston, MD and I am outraged that it will be running right next to my property! This pipeline will pose a danger to anyone who lives near it and it will be putting 3,000 children at Fallston Middle School and Fallston High School in great danger!

All of the politicians in Maryland are opposed to this terminal and pipeline – Congressman C.A. Dutch Ruppersberger, U.S. Senator Barbara A. Mikulski, U.S. Senator Benjamin L. Cardin, and Baltimore County executive Jim Smith are all opposed to this construction, yet the plans continue to move forward. This proposed pipeline needs to be stopped.

Sincerely,

Rita A. Conway
Rita A. Conway
1128 Sturbridge Road
Fallston, MD 21047-1906

Mile Post 25.9 - 26.9

IN71-1

IN71-1

Please see response to comment IN70-1

IN71-2

IN71-2

Please see response to comment IN70-5

IN72 – Richard J. and Victoria S. Channell

<p>20081006-5054 FERC PDF (Unofficial) 10/6/2008 2:27:31 PM</p> <p>203 Red Tail Circle Downingtown, PA 19335</p> <p>October 6, 2008</p> <p>Ms. Kimberly Bose, Secretary Federal Energy Regulatory Commission 888 1st Street N.E. Washington, D.C. 20426</p> <p>Re: AES Sparrows Point Project Docket Nos. CP07-62 CP07-63, CP07-64, CP07-65</p> <p>Dear Ms. Bose:</p> <p>We are writing in regard to a letter filed by Upper Uwchlan Township on October 1, 2008, Accession #20081002-5038. This letter appears to be in response to a map entitled <u>FERC Route Variation 12C</u> (page 11) contained in the FERC filing on September 29, 2008 under Accession #20080929-4000. This filing was the first time we've seen a detailed map of the currently proposed variation filed on the commission's site. We have since revisited AES filing Accession #20080618-0019, and realize that it has been separated into multiple components with maps 20b-d and associated analysis now being filed publicly. We are reviewing that information, but want to make comment on the 9/29/08 FERC filed map at this time.</p> <p>We believe the crossing of the Upper Uwchlan Township property, known as the Lakeridge Community Wastewater Treatment Facility (WWTF) property, must better consider the use of the property, and that following a route closer to the southern property boundary near Township Line Road is much more preferable. A similar route is indicated in yellow on your map, noted as Variation 20C. In multiple meetings held with Upper Uwchlan Township, specifically Mr. John Roughan and township engineer Mr. David Leh, all discussed crossings of this property traveled closer to either the northern or southern property boundaries, thus preventing the disturbance of the treatment facility land. The township's initial rendering placed the crossing near the northern boundary; however, discussions and maps subsequently crossed near the southern boundary.</p> <p>The township has indicated to us on multiple occasions that traversing this property along northern or southern boundaries would be acceptable to them. We participated in 3 review meetings during which maps of the Upper Uwchlan parcel were reviewed. At our most recent meeting in June 2008, the HDD option was also reviewed. The AES map we obtained as a result of this meeting clearly shows the beginning point for HDD near the eastern corner of the property with approach along the southern property boundary. One key difference we observed between this map and the one just filed by the FERC is that the FERC map denotes the Township property as the End HDD. It is our understanding that this means the Township property would be the location for pipe placement, and therefore, would not host the large drilling equipment. Thus, soil compaction concerns are greatly minimized.</p> <p>In addition, we'd like to reiterate statements made during the August 13, 2008 site visit. FERC representatives Ms. Joanne Wachholder and Ms. Laura Turner, indicated compaction concerns can be mitigated successfully by employing common techniques to keep the soil PSI pressure rating under the criteria specified by the PA DEP for drip irrigation fields.</p> <p>We continue to be appreciative of your efforts to ensure that this proposed reroute is thoroughly evaluated.</p> <p>Sincerely,</p> <p>Richard J. Channell Victoria S. Channell</p> <p>cc: Kent Morton, AES (via email) John Roughan, Upper Uwchlan Township Manager (via email) David Leh, Upper Uwchlan Township Engineer (via email)</p>	<p>IN72-1 Comment noted.</p> <p>IN72-2 Comment noted.</p> <p>IN72-3 Thank you for your comments.</p>
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