

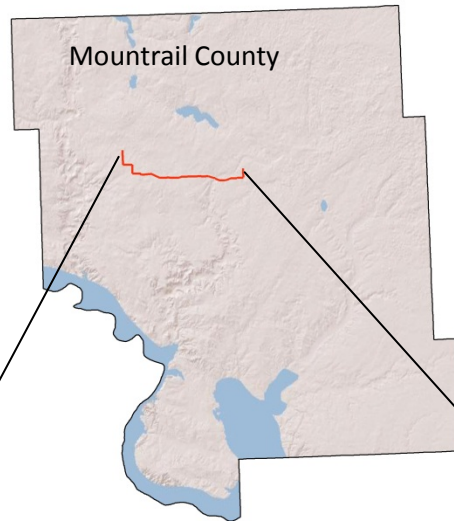
April 2012

**NORTH DAKOTA PUBLIC SERVICE COMMISSION**

**AMENDMENT OF APPLICATION FOR**

**ROUTE PERMIT**

**NELSON TAKE-OFF TO ROSS PIPELINE PROJECT**



NORTH DAKOTA PUBLIC SERVICE COMMISSION

# Amendment of Application for Route Permit

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Plains Pipeline, L.P.  
Nelson Take-Off to Ross Pipeline Project

PU-12-040

Prepared by E3 Environmental, LLC

April 2012

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## **INTRODUCTION**

Plains Pipeline, L.P. (Plains) submitted to the North Dakota Public Service Commission (Commission) a Consolidated Application for Certificate of Corridor Compatibility and Route Permit for the Nelson Take-off to Ross Pipeline Project (NRP or Project) on February 6, 2012. Since this original submittal, Plains has identified the need to alter the proposed pipeline route at three separate locations. Plains has prepared this Amended Application for a Route Permit (Application) to address these route modifications.

The three route modifications fall entirely within the original 1-mile corridor described in the initial application for the NRP. The Certificate of Corridor Compatibility portion of the Application remains unchanged and, as such, is not part of this Application.

This Amended Application for Route Permit provides the requisite information as stipulated by:

- North Dakota Century Code, Energy Conversion and Transmission Facility Siting Act, Chapter 49-22-08; and,
- PCS Administrative Code, Chapter 69-06-05, Transmission Facility Permit.

The information presented in this Amended Application is organized according to the format prescribed in the Commission's Application Guidelines for an Application for a Route Permit, which divides the information into the following categories:

- SECTION 1: Type, Size and Design
- SECTION 2: Route Analysis and Findings
- SECTION 3: Evaluation of the Proposed Route in Regard to Applicable Considerations in Section 49-22-09 and Criteria Established in Section 49-22-05.1
- SECTION 4: Mitigative Measures
- SECTION 5: Description of Right-of-Way Preparation and Reclamation Procedures
- SECTION 6: Utility's Easement Acquisition, Landowner Notification, and Easement Compensation Plan
- SECTION 7: List of Preparers

## **SECTION 1: TYPE, SIZE AND DESIGN**

### **1.1 TYPE**

Refer to the Application as filed; no changes have resulted from the route modifications.

### **1.2 APPROXIMATE LENGTH OF FACILITY**

The previously filed Application detailed the NRP to be approximately 16.9 miles in length; the proposed route modifications will increase the total project length to be approximately 17.2 miles.

### **1.3 SIZE AND DESIGN OF PIPELINE FACILITY**

Refer to the Application as filed; no changes have resulted from the route modifications.

### **1.4 ABOVEGROUND FACILITIES**

Refer to the Application as filed; no changes have resulted from the route modifications.

### **1.5 LOCATION**

The proposed Project is approximately 17.2 miles in total length and is located entirely within Mountrail County, North Dakota.

The table below provides the length and approximate location of each proposed route modification. Refer to Appendix B of this amendment for Project location maps.

<b>Route Modification</b>	<b>Starting MP</b>	<b>Ending MP</b>	<b>Approximate Length (miles)</b>
Re-route 1	10.2	11.0	0.8
Re-route 2	11.0	12.5	1.8
Re-route 3	16.2	17.1	0.6

### **1.6 PROJECT SCHEDULE**

Refer to the Application as filed; no changes have resulted from the route modifications.

## **SECTION 2: ROUTE ANALYSIS AND FINDINGS**

### **2.1 PIPELINE RE-ROUTES**

Subsequent to the filing of the initial Application, Plains identified three locations along the proposed route where alternative alignments are necessary to address landowner concerns. These minor route alterations closely follow the original alignment as previously filed. Plains has commissioned and completed environmental field surveys for each re-route. The results of these field surveys are summarized herein in this document; detailed survey results are provided in Appendices D and E (*i.e.*, Natural Resource Report and Cultural Resource Report respectively).

**Re-route #1 (MP 10.2 to 11.0):** Plains has made a good faith effort to secure an easement for the original route. Despite these efforts Plains has been unable to secure an easement from the affected landowner. As such, Plains has developed this alternative which routes the pipeline around this landowner's holdings. Easements have been secured by Plains from the landowner(s) affected by this proposed re-route. Plains has commissioned and completed environmental field surveys along the entire length of this segment, refer to Appendix A for surveyed corridor dimensions.

Please refer to Appendix B for a map depicting the location of the re-route and Appendices D and E for detailed field survey reports.

**Re-route #2 (MP 11.0 to 12.8):** This segment of NRP is collocated within an existing utility corridor and traverses land managed by the North Dakota Department of Trust Lands-School Trust Lands (NDDTL). The NRP's original alignment was located in the northern portion of this existing utility corridor. Through consultations with NDDTL, Plains has been advised of existing and/or recently granted easements to third party utilities with similar alignments and construction schedules. For this reason the NDDTL has recommended that a southerly alignment along this utility corridor would be preferred. Plains requests that the Commission grant a southerly alignment at this location to serve as the primary route. To facilitate siting along this segment, Plains has commissioned and completed environmental field surveys along the entire length of this segment, refer to Appendix A for surveyed corridor dimensions.

Please refer to Appendix B for a map depicting the location of the re-route and Appendices D and E for detailed field survey reports.

**Re-route #3 (MP 16.5 to 17.1):** Plains has secured the required easements for the alignment as originally proposed in the Application. However, through subsequent landowner discussions, Plains has learned that this landowner would prefer to vacate the easement agreement to enable him to pursue development plans for his property. As such, Plains has developed this route alternative to accommodate the landowner's request. Plains has secured the necessary easements from affected landowner(s) along the alternative route and has also commissioned and completed environmental

surveys along the length of this segment, refer to Appendix A for surveyed corridor dimensions.

Please refer to Appendix B for a map depicting the location of the re-route and Appendices D and E for detailed field survey reports.

## **2.2 RE-ROUTE AND ADDITIONAL SURVEY AREAS ANALYSIS AND FINDINGS**

Plains commissioned field studies along the entire length of the three re-routes. Expanded corridor field surveys were also completed from approximate MP 4.2 to 10.2 referred to as the Additional Survey Area or ASA of the proposed Project route. The ASA is experiencing a significant amount of development and while the development does not currently impact Plains' proposed route, minor adjustments could be needed prior to construction to accommodate other projects in the area. The additional survey coverage has been completed to facilitate the efficient processing of a modification request should it become necessary due to unforeseen third party development in the area. If any route modifications are required, Plains will obtain the necessary approval from the Commission.

The supplemental field work for the re-routes and ASA encompassed an additional 425.37 acres. The purpose of these field studies was to verify the presence or absence of resources (e.g., wetlands, waterbodies, protected species, critical habitats, or cultural resources) that may intersect the proposed pipeline alignments.

The natural resource field surveys were conducted between March 9th and 19th of 2012. Cultural resource surveys were conducted on March 9-13th, and March 19th of 2012. The results of these field surveys are discussed in the following sections. The full Addendum to the Natural Resources and Wetland Determination Report (Natural Resource Report) and the Addendum to the Class I and Class III Cultural Resource Inventory Report (Cultural Resource Report) can be found in Appendices D and E, respectively. Please refer to Appendix B for a map depicting the location of this request and Appendices D and E (*i.e.*, Natural Resource and Cultural Resource respectively) for detailed field survey results.

### **2.2.1 ENVIRONMENTAL SURVEY**

Field surveys of the NRP were conducted incrementally, providing a surveyed corridor that varies; refer to Appendix A for the exact environmental survey area (ESA) along the Project.

### **2.2.2 TREE/SAPLING/SHRUB SURVEY**

Field studies to inventory the trees and shrubs along the requested route modifications. Nine (9) additional areas of woody vegetation were inventoried, totaling 232 individuals. The proposed alignment of the re-routes will not result in direct impacts to woody vegetation. Refer to Appendix D for full survey report details.

### **2.2.3 WETLAND AND WATERBODIES SURVEY**

The proposed re-routes and the ASA were inventoried for wetland and waterbody features. Field crews identified features, characterized the feature as wetland or waterbody and recorded feature boundaries relative to the proposed centerline.

#### **2.2.3.1 WETLAND SURVEY**

Field surveys identified 33 wetlands, totaling approximately 51.1 acres. Construction of the proposed re-routes may temporarily impact approximately 1.8 acres of the identified wetlands

Plains will implement appropriate mitigation at each of these features, which may include avoidance (*e.g.*, workspace modification), construction mats, topsoil segregation, vegetation preservation and other Best Management Practices (BMPs) to minimize impacts when working in or around wetlands.

Please see Appendix B for the mapped location of each feature and Appendix D for a detailed survey report.

#### **2.2.3.2 WATERBODIES SURVEY**

A total of four (4) waterbodies were inventoried in the most recent field surveys; three (3) intermittent streams and one (1) perennial stream, the Little Knife River.

### **2.2.4 WILDLIFE INVENTORY**

Refer to the Application as filed; no changes have resulted from the route modifications.

#### **2.2.4.1 FEDERALLY PROTECTED SPECIES SURVEY**

Refer to the Application as filed; no changes have resulted from the route modifications.

### **2.2.5 NORTH DAKOTA STATE HISTORIC PRESERVATION OFFICE**

Plains commissioned SWCA, Inc. (SWCA) to conduct a Class III Cultural Resource Inventory of the re-routes. This was completed on March 9<sup>th</sup>-13<sup>th</sup> and March 19<sup>th</sup>, 2012. The inventory revisited one (1) previously recorded site (32MN83) and recorded seven (7) newly documented features. The previously recorded site is a newly recorded segment of the historic Great Northern Railway. Of the seven newly recorded resources, two are cairn sites of unknown age (32MN926 and 32MN929), one is a prehistoric stone circle (32MN925), one is a historic dump and scatter of farm machinery (32MN927), one is a portion of a historic farmstead (32MN928) and two are historic isolated finds (32MNX866 and 32MNX867).

One (1) site (32MN927) and the two isolated finds (32MNX866 and 32MNX867) are recommended as not eligible for listing on the National Register of Historic Places (NRHP). Three (3) sites have been left unevaluated regarding their NRHP eligibility pending further work (32MN925, 32MN926 and 32MN929); avoidance of 50 feet from

each site boundary is recommended. Site 32MN928 is recommended eligible for listing on the NRHP under Criterion C, and avoidance of at least 50 feet from the edge of the site boundary is recommended. Site 32MN83 is eligible for nomination to the NRHP under Criterion A; however, the newly recorded segment of this resource is recommended as a non-contributing portion of the larger resource due to the impacts to its physical and historic integrity, and avoidance of this resource is recommended. Plains will avoid site 32MN83 (segment of historic Great Northern Railway) by boring underneath the resource.

The results of consultations with ND SHPO associated with the Addendum to the Cultural Resource Report are pending.

Please refer to Appendix C for related agency consultations, Appendix E for the Cultural Resources Report and Section 4: Mitigative Measures of this application for proposed mitigation measures.

#### **2.2.6 NORTH DAKOTA STATE LANDS DEPARTMENT**

Refer to the Application as filed; no changes have resulted from the route modifications.

**SECTION 3: EVALUATION OF THE PROPOSED ROUTE IN REGARD TO APPLICABLE CONSIDERATIONS IN SECTION 49-22-09 AND CRITERIA ESTABLISHED IN SECTION 49-22-05.1**

**3.1 EXCLUSION AREAS**

Exclusion areas are geographical areas that should be excluded in the consideration of a route for a transmission facility. The following table and text identify and discuss exclusion areas identified along the proposed landowner re-routes and contingency routing alternatives.

<b>Exclusion Area</b>	<b>Crossed by Proposed Route</b>
<b>Federal</b>	
National Parks or Memorial Parks	No
Historic Sites or Landmarks	No
Natural Landmarks or Monuments	No
Wilderness Areas	No
<b>State</b>	
Historic Sites, Monuments, or Historical Markers;	No
Archaeological Sites	Yes
Parks	No
Nature Preserves	No
<b>County</b>	
Parks	No
Recreation Areas	No
Municipal Parks	No
<b>Other</b>	
Areas Critical to the Life Stages of Threatened and Endangered Animal or Plant Species	No
Areas where Animal or Plant Species that are Unique or Rare to this State would be Irreversibly Damaged	No

**3.1.1 STATE RESOURCE REVIEW**

Plains has confirmed, through a combination of agency consultations, review of publicly available information, and field studies, that no state parks, historic sites, monuments, historical markers, or nature preserves are crossed by the proposed Route. Refer to the Application as filed; no changes have resulted from the route modifications.

Plains commissioned a Class I Cultural Resource Inventory and a Class III Cultural Resource Inventory of the route modifications. The results of the Class III inventory are summarized in Section 2.2.5 and Appendix E. Plains has developed site-specific mitigation plans for culturally sensitive areas that are affected by the proposed re-routes. The results of agency consultations are pending.

Please see Appendix C for related consultations, Appendix E for the Addendum to the Cultural Resource Inventory Report and Section 4: Mitigative Measures in this document for a detailed discussion of proposed mitigation at the archaeological sites identified during the Class III survey.

### 3.2 AVOIDANCE AREA INVENTORY AND ANALYSIS

Avoidance areas are geographical areas that shall not be considered in the routing of a transmission facility unless, under the circumstances, it is shown that there is no reasonable alternative. The following table and text identify and discuss avoidance areas crossed by the re-routes and within the Additional Survey Area.

Avoidance Area	Crossed by Proposed Route
<b>Federal</b>	
Historic Districts	No
Wildlife Areas	No
Wild, Scenic or Recreational Rivers	No
Wildlife Refuges	No
Grasslands	No
<b>State</b>	
Wild, Scenic or Recreational Rivers	No
Game Refuges or Game Management Areas	No
Forests or Forest Management Areas	No
Grasslands	No
<b>Other</b>	
Historic Resources not meeting Exclusion Areas criteria	No
Areas of Known Geologic Instability	No
Areas within 500-Feet of a Residence, School, or Place of Business	No
Reservoirs and Municipal Water Supplies	No
Water Sources for Organized Rural Water Districts	No
Irrigated Land (Does not apply to underground facilities)	N/A
Areas of Recreational Significance which are not designated as Exclusion Areas	No

### **3.2.1 AREAS WITHIN 500-FEET OF A RESIDENCE, SCHOOL, OR PLACE OF BUSINESS**

Plains utilized aerial photography and field studies to identify structures within 500-feet of the newly proposed alignment. Plains did not identify any locations where an occupied structure is located within 500 feet of the proposed alignment.

### **3.3 FACTORS TO BE CONSIDERED IN EVALUATING APPLICATIONS AND DESIGNATIONS OF SITES, CORRIDORS AND ROUTES (49-22-09)**

Refer to the Application as filed; no changes have resulted from the route modifications.

### **3.4 SELECTION CRITERIA**

Refer to the Application as filed; no changes have resulted from the route modifications.

### **3.5 POLICY CRITERIA**

Refer to the Application as filed; no changes have resulted from the route modifications.

#### **3.5.1 LOCATION AND DESIGN**

Refer to Sections 1.0 of this Amended Application.

## **SECTION 4: MITIGATIVE MEASURES**

### **4.1 LOCATION**

The proposed route modifications have been chosen to minimize landowner, environmental and cultural impacts to the maximum extent possible. Plains has commissioned field surveys of the re-routes to assess the environmental resources that may be impacted as well as to confirm that the modified alignment conforms to the siting requirements established by the state of North Dakota.

**Trees and shrubs:** A tree and shrub inventory was completed of the route modifications. Refer to the Application as filed; no changes have resulted from the route modifications.

**Wetlands and waterbodies:** Waterbody crossings will be conducted in accordance with Plains' BMPs and shall adhere to the conditions included in Federal and State permits. Plains anticipates that the open-cut crossing method will be used on all streams that have no perceptible flow at the time of crossing. This method may also be used on streams that are classified as perennial waterbodies, yet there is no perceptible flow across the construction right-of-way.

Four (4) waterbodies and thirty-three (33) wetlands were recorded in the newly surveyed areas. Should a route modification intersect with any of these features, Plains will implement the following mitigation measures:

Waterbody Crossing Mitigation: A low impact (i.e.; Horizontal Directional Drill) crossing technique has been proposed by Plains for the Little Knife River. All other waterbody crossings will be achieved using methods that will minimize the length of time to install and restore the stream bank thereby also minimizing the amount of sediment entering the waterbody during construction. These efforts will reduce the impacts of Project construction on the waterbody. For all ephemeral, intermittent, and perennial crossings, Plains will implement the following mitigative measures:

- Plains will observe all setbacks stipulated by permits when utilizing temporary extra workspaces adjacent to waterbodies.
- Temporary extra workspaces will be limited to the minimum size needed to construct the waterbody crossing.
- Riparian vegetation will be preserved by limiting clearing of vegetation between temporary extra workspace areas and waterbody edges.
- Temporary sediment and erosion control devices will be installed across the width of the right-of-way after clearing and before ground disturbance and throughout construction until stream, banks and adjacent upland areas are stabilized.
- Trench spoil placement will be restricted to at least 10 feet from the water's edge on the right-of-way, or in temporary extra workspace areas.

- Waterbody buffers will be maintained (*e.g.*, temporary extra workspace area setbacks, refueling restrictions) in the field with signs until construction-related ground-disturbing activities are complete.
- The use of equipment operating in the waterbody will be limited to that needed to construct the crossing.
- Storage and refueling activities will be restricted near surface waters and procedures in the Spill Prevention Control and Countermeasures (SPCC) Plan will be promptly implemented if a spill or leak occurs during construction.
- Bank stabilization and re-establishment of streambed and bank contours will be required after construction.
- A permanent slope breaker will be installed across the right-of-way at the base of slopes greater than 5 percent that are less than 50 feet from the water's edge.

Wetland Mitigation: To minimize impacts on wetlands, Plains will implement the following procedures and adhere to USACE permit conditions for construction mitigation in wetlands. The primary means to minimize impacts to wetlands during construction are:

- Limiting the amount of equipment and use of additional extra work areas in and adjacent to wetlands;
- Using equipment stabilization methods such as timber mats within wetlands with saturated soils;
- Limiting grading in wetlands; and,
- Preserving the topsoil layer removed from the trench line in unsaturated wetlands with its seed source, roots, and rhizomes and replacing that soil over the trench as final backfill to promote natural revegetation.

Trench spoil excavated in wetlands will be stored in the construction corridor adjacent to where it was removed. Where there is the possibility of excavated trench spoil flowing into undisturbed areas outside of the wetland, silt fences and/or hay bales will be installed at the edges of the construction right-of-way to prevent sediment migration.

If the pipeline trench contains water, trench plugs may be left in the trench where the trench enters and exits the wetland until immediately before the pipe is installed and the trench is dewatered. Following installation of the pipe segment, permanent trench breakers will be installed at those same locations, if necessary, to maintain the hydrologic integrity of the wetland.

If dewatering the trench is necessary, it will be conducted in a manner to prevent heavily silt-laden water from entering the wetland. Trench water will be discharged

into temporary sediment containment structures or filter bags, as appropriate. These filtering structures are typically placed immediately adjacent to the right-of-way in upland areas.

Following pipeline installation, the trench will be backfilled with the material excavated and, to the maximum extent possible, restored to pre-construction contours. Replacing the wetland soil and restoring pre-construction hydrology will promote the rapid re-establishment of hydrophilic vegetation.

Plains will also take precautionary measures outside wetland boundaries to prevent construction in uplands from having an impact on wetlands. These measures include:

- Installing sediment barriers across the entire construction right-of-way immediately upslope of the wetland boundary where necessary to prevent sediment flow into the wetlands.
- Installing sediment barriers along the edge of the construction work area where wetlands are adjacent to the construction right-of-way and the ground surface slopes toward the wetland.

**Migratory Bird Treaty Act:** On December 30, 2011, Plains initiated agency consultations regarding Migratory Bird Treaty Act mitigation (see previously filed Appendix C). The results of these consultations are pending agency response.

**Cultural Resources:** On April 2, 2012, Plains initiated consultations with ND SHPO regarding survey results and proposed mitigation for sites listed below that occur within the surveyed corridor of the re-routes and Additional Survey Areas. For all sites, please see Appendix C for related agency correspondence and Appendix E for survey results.

32MN83 (MP 17.0): This is a newly recorded segment of the previously documented Great Northern Railway main line and branch corridors. This segment of the railway is recommended as a non-contributing portion of an eligible site; as such, no further mitigation is required. However, the rail line is still in active use and PAA intends to bore under the rail bed; therefore, the Project will not impact this site.

32MN925 (MP 4.6): This site consists of two (2) prehistoric stone circles. The site remains unevaluated in regard to its eligibility for listing with the NRHP pending subsurface testing, and avoidance of 50 feet is recommended. Please see Appendix C for related agency correspondence and Appendix E for survey results.

32MN926 (MP 4.4): This site is a stone cairn of unknown age. The site remains unevaluated in regard to its eligibility for listing with the NRHP pending subsurface testing, and avoidance of 50 feet is recommended. Please see Appendix C for related agency correspondence and Appendix E for survey results.

32MN927 (MP 4.2): This site is a historical artifact scatter made up of farm equipment, historic vehicles and the remnants of a structure. This site is associated with modern farm equipment, and indications are that the site has been/is currently utilized as a dump. This site is recommended as not eligible for listing on the NRHP, and no further work is necessary.

32MN928 (MP 8.8-8.9): This site is a portion of a historic farmstead consisting of several outbuildings, including a historic barn, collapsed storage shed, and collapsed chicken coop among others, as well as several pieces of historic farm equipment and vehicles. Overall, the site is recommended as not eligible for listing on the NRHP. However, the barn is currently in use, and is recommended eligible for listing on the NRHP under Criterion C. It is recommended that the site be avoided by a minimum of 50 feet.

32MN929 (MP 12.8): This site consists of two prehistoric rock cairns of unknown age. The site remains unevaluated in regard to its eligibility for listing with the NRHP pending subsurface testing, and avoidance of 50 feet is recommended.

32MNX866 (MP 16.7) and 32MNX867 (MP 16.5): These sites are historic isolated finds consisting of a glass fragment and five ceramic insulators. Isolated finds lack the historical integrity necessary for determination as eligible for listing on the NRHP; therefore, no further work is recommended for these sites.

## **4.2 CONSTRUCTION**

Refer to the Application as filed; no changes have resulted from the route modifications.

## **4.3 OPERATION**

Refer to the Application as filed; no changes have resulted from the route modifications.

**SECTION 5: DESCRIPTION OF RIGHT-OF-WAY PREPARATION AND RECLAMATION PROCEDURES**

Refer to the Application as filed; no changes have resulted from the route modifications.

**SECTION 6: UTILITY'S EASEMENT ACQUISITION, LANDOWNER NOTIFICATION  
AND EASEMENT COMPENSATION PLAN**

Refer to the Application as filed; no changes have resulted from the route modifications.

## **SECTION 7: LIST OF PREPARERS**

### **Mark Bordelon, P.E.**

Senior Project Engineer

Plains All American Pipeline, L.P., 333 Clay Street, Suite 1600, Houston, TX 77002

M.S. Business Administration, University of Houston; and B.S. Civil Engineering, Louisiana State University – Baton Rouge. Mr. Bordelon is Senior Project Engineer with 27 years of experience in the pipeline industry. As a Senior Project Engineer he has managed various natural gas and crude oil pipeline construction projects. His experience and technical expertise includes 10 years of experience with Williams Gas Pipeline divided between Pipeline Design and Operations Technical Support; three years experience as a consultant in pipeline engineering and construction management; four years experience in terminal project engineering design, construction and project management; one year experience managing environmental, health and safety; and ten years experience in pipeline project engineering.

### **William McCarthy, C.W.B.**

Senior Environmental Compliance Analyst

E3 Environmental, LLC, 817 Vandalia Street, St. Paul, MN 55114

M.S. Wildlife Biology, University of Minnesota – Twin Cities; and B.S. Wildlife Biology, Michigan State University. Mr. McCarthy is an environmental compliance analyst with 15 years of environmental consulting experience working with various energy assets and regulatory agencies. As a compliance analyst he has managed the environmental requirements for facility siting, pipeline routing, federal licensing, and various federal, state and local permits. Mr. McCarthy is a certified wildlife biologist and in this role conducts and coordinates field studies, agency consultations, mitigation and avoidance plans.

**Andrea Sampson**

Associate Consultant  
E3 Environmental, LLC, 817 Vandalia Street, St. Paul, MN 55114

B.A. Environmental Studies, University of St. Thomas, St. Paul, MN. Ms. Sampson is a compliance specialist and throughout her career she has emphasized energy related projects. Her experience includes providing permitting and siting support associated with energy transmission projects located across the Upper Midwest. Ms. Sampson has experience in all levels of federal, state and local permitting. She has recently worked on several ND PSC filings and has managed agency consultations and construction permitting related to these projects.

**Judith Cooper. Ph.D.**

Archaeologist/ Principle Investigator  
SWCA, Inc., 116 North 4th Street, Suite 200, Bismarck, ND 58501

Ph.D. and M.A. Anthropology, Southern Methodist University and B.A. Anthropology, Pennsylvania State University. Dr. Cooper has over ten years of experience in North American archaeology and has worked on field (survey, testing, and recovery) and research projects in the northern Great Plains and Rocky Mountains. Dr. Cooper is experienced in federal and state cultural resources law and regulations, including Section 106 of the National Historic Preservation Act. As the Cultural Resources Lead in the SWCA's Bismarck office, she serves as a member of multi-disciplinary project teams to assure cultural resource concerns are appropriately addressed during the regulatory process.