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FILE

January 6, 2008

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

016-1142-6A-BIN

Reference Docket No. CP07-208-000 Rockies Express Pipeline LLC

Dear Secretary,

This letter is in response to Rockies Express reply to the use of the Mowrey-Jones route variation in the REX-East project. While it is difficult to prepare a complete rebuttal without more detailed information and maps, please consider the following. While the Mowrey-Jones route variation affects more forested land, it is forested land that is on the perimeter of the property boundaries and does not affect as much of the mature tree growth that the route purposed by REX does. In addition by placing the pathway on the perimeter of the property the integrity of the woods is maintained to some extent. The REX purposed route makes a pathway down the middle of the mature woods and significantly impacts land that is currently in a federally funded soil and water conservation program. In recent years both the landowner and the federal government have spent considerable time and money to preserve the soil and water in this area for years to come. Through the use of the Mowrey-Jones route variation the impact on the land in this program will be minimized, conserving the efforts of both the landowner and the federal government.

In regards to REX's comment that they would coordinate with the landowner regarding the impacted maple trees, this is hard to believe. To date REX has in no way coordinated with or considered the landowner in this project, there is no reason to believe they would start now. It is also worth mentioning that the use of the Mowrey Alternative would eliminate all impact on these maple trees and the maple syrup operation that has the potential to be a historical preservation site would be preserved in tact.

While the route purposed by REX is shorter, no doubt saving them money, both property owners agree that the Mowrey-Jones route variation is a more desirable pathway. It is REX's claim that the Mowrey-Jones route variation "offers no clear environmental advantage" while that point is debatable, if there is no clear advantage either way should not the property owners wishes take precedence considering its "their property".

The real need for this massive project has never been clearly established (especially past the Lebanon, OH hub); yet it has been put on the fast track and REX's bullying ways have been rewarded. No doubt Kinder-Morgan's (i.e. REX) ties with the current administration have played an instrumental role in how this project has proceeded. But somewhere in all of this there is a landowner. A landowner, who paid for their property, continues to pay property tax on that property and in many cases have their homes on the impacted property of this project. Has the property owner not EARNED the right to have

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at least have some say in how this unwanted project will impact their property, especially when the only clear advantage of a purposed route, is the pocketbook of a for profit company making billions of dollars at the landowners expense.

For all the above stated reasons the Mowrey-Jones route variation should be incorporated into the final EIS, should the commission not find that the "Mowrey Alternative" offers less overall environmental impact in this project. To continue to let Kinder-Morgan (i.e. REX), have their way regardless of valid input by the landowner makes a mockery of the so-called process and the "American Way". Time and time again FERC and Rockies have stated they are willing to work with and consider the input of the landowner but to date there is little evidence to support this statement. If this whole process is have any validity at all, the landowners input must be considered otherwise America becomes no different than the oppressive governments they supposedly fight against.

Respectfully submitted,

Nancy R Mowrey
Landowner/taxpayer

January 6, 2007

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Washington, DC 20426

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Dear Secretary,

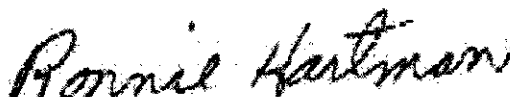
This letter is in response to the DEIS published by FERC. As an impacted landowner in the REX-East project, I support the use of the Mowrey Alternative in this project. The use of the Mowrey alternative clearly meets the stated objective of both REX and FERC to use existing right a ways in this project. No doubt the use of the Mowrey Alternative will reduce the new environmental impact made by this project.

Should the commission choose not to use the Mowrey Alternative, please consider the following route variation between mile marker 441 and 442. The currently purposed path by REX, impacts my property by going through an area that will impact numerous drainage tiles, cross both my water and electric line and puts the pipeline in close proximity to my home. If the pathway of the pipeline was pushed towards the back of my property, just beyond the drainage ditch and preferably all the way to the bike trail, it would impact fewer drainage tiles, not cross my electric and water lines and place it significantly further away from my residence. The use of this route variation would greatly reduce the impact of this project on my property, while resulting in only a slight change for Rockies. As a citizen and taxpayer we should at least have the right to have input on how a purposed federally approved project impacts our land.

In addition should this project be approved we are relying on FERC to enforce the DEIS recommendation that no construction in this area occur until the HDD at the Little Miami crossing is done successfully. To allow construction to begin before a successful HDD crossing at the Little Miami would result in needless disruption of my property.

Thank you for your time and consideration in this matter.

Sincerely,

A handwritten signature in dark ink, appearing to read "Ronnie Hartman". The signature is written in a cursive, somewhat stylized script.

Ronnie Hartman
Property Owner

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