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November 19, 2024

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South Dakota Public Utilities Commission
Attn: Patricia Van Gerpen, Executive Director
500 East Capitol Avenue
Pierre, South Dakota 57501
VIA PUC FILING SERVICE

**RE: APPLICATION TO THE SOUTH DAKOTA PUBLIC UTILITIES COMMISSION
FOR A PERMIT FOR THE MIDWEST CARBON EXPRESS PIPELINE UNDER
THE ENERGY CONVERSION AND TRANSMISSION FACILITY ACT**
PUC Docket: HP24-001
MAGT File: 0515

Dear Ms. Van Gerpen:

On November 19, 2024, Summit Carbon Transport, LLC (“Summit”) filed its application for a Facility Permit to construct and operate the Midwest Carbon Express Pipeline. We have filed supporting written testimony and will continue to do so in the near future. I have hand delivered a check for the statutory filing fee to your office.

We await the scheduling of public input meetings, per SDCL §§ 49-41B-15 and 16 (herein “public meetings”). Thereafter, as directed by law, Summit will send notice of the public meetings by certified mail to land owners within one-half mile of the proposed site where the facility is to be constructed.

The application filed proposes to connect fifteen of the sixteen ethanol plants in South Dakota to the mainline. Participants formerly associated with the Navigator project are now signed up to transport their CO₂ on the Summit project, as noted in the application.

Since the previous filing, Summit has spent thousands of hours with prospective individual landowners seeking to find a route which meets their expectations. Those conversations have resulted in a matured route which is reflected in today’s Application. Thus, the route in this application is further to the west and south in both McPherson and Spink Counties and has less negative landowner impact on an area of Lincoln County experiencing rapid development.

There may still be route changes going forward, as with any such project. Applicant will expand the notice corridor for the public meetings in order to reflect those possibilities.

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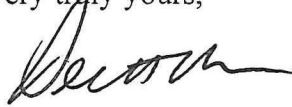
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The Application and supporting testimony invoke SDCL § 49-41B-28, which allows the Commission to preempt, in part, county ordinances that are unduly restrictive. Despite Applicant's best efforts, the proposed route is not fully compliant with existing ordinances as presently enacted in several counties. Those ordinances would result, in some cases, in no project being built at all, or, in other cases, in needless additional length, involving more landowners, not fewer, and would have resulted in project participants being stranded by the project. Instead of pursuing compliance with these ordinances at all costs, Applicant has proposed a route that meets the ordinances where possible, but also addresses the concerns and needs of project participants and individual landowners, some of whom support the project and some of whom do not.

We look forward to learning the proposed schedule of public meetings.

Very truly yours,

A handwritten signature in black ink, appearing to read "Brett Koenecke", written over a horizontal line.

BRETT KOENECKE

BK | jrw

Enclosure