Draft
Environmental Impact Statement for the Port Delfin LNG Project Deepwater Port Application
VOLUME II: APPENDICES

Docket No. USCG-2015-0472

July 2016

Prepared by:

Draft Environmental Impact Statement for the Port Delfin LNG Project Deepwater Port Application Volume II

List of Appendices

Appendix A

Public and Agency Review

Appendix A-1

Public Notice

PUBLIC NOTICE
Informational Open Houses and Public Meetings
For the Delfin LNG LLC Natural Gas Deepwater Port License Application
Environmental Impact Statement (EIS)

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) announce their intent to prepare an Environmental Impact Statement (EIS) to assist in the evaluation of a deepwater port license application submitted by Delfin LNG LLC (Delfin LNG). The application proposes the construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles (43 to 47 statute miles) off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The DWP would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs) and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline, and the High Island Operating System (HIOS) pipeline. Onshore compression, metering and pipeline facilities would be in Cameron Parish and included in a FERC application. Louisiana and Texas are both adjacent coastal states by definition in the Deepwater Port Act of 1974, as amended. The Application, notices, supporting materials, and comments may be viewed at the Federal Docket Management Facility website: *http://www.regulations.gov* under docket number USCG-2015-0472.

The Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on July 29, 2015 initiating the 30 day scoping period. The USCG and the MARAD invite public comments relating to the scope of the EIS and the application. We will hold informational open houses and scoping meetings at the locations listed below. These are open to the public and all interested parties are encouraged to attend. Written and oral comments will be accepted at the open houses and public meetings and comments may be made throughout the scoping process. Personal information and your comment will be retained and made public.

- The open house and public meeting in Louisiana will be held on Tuesday, August 18, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Lake Charles Civic Center (Houston Room), 900 Lakeshore Drive, Lake Charles, Louisiana 70601. Phone: 337-491-1256. Free parking is available at the civic center.
- The open house and public meeting in Texas will be held on Wednesday, August 19, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Holiday Inn Hotel & Suites Beaumont-Plaza (Jean Lafitte Room), 3950 I-10 South & Walden Road, Beaumont, Texas 77705. Phone: 409-842-5995. Free parking is available at the hotel.

We also encourage you to submit comments regarding this project anytime during the scoping period to the Department of Transportation, Docket Management Facility. If you do so, please include your name and address, and docket number (USCG-2015-0472). To make sure your comments are not entered more than once in the docket, please submit them using only one of the following means by the close of scoping **August 28, 2015**:

- By Mail: Docket Management Facility (USCG-2015-0472), U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE, Washington, DC 20590-0001
- By Personal Delivery: to the room and address listed above between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.
- By FAX: To the Docket Management Facility at (202) 493-2251.
- Electronically (preferred to expedite processing): Through the Federal Docket Management System (FDMS) website: *http://www.regulations.gov* under docket number USCG-2015-0472.

The Delfin LNG Deepwater Port License Application may also be viewed at the following public libraries:

- Lamar University Mary & John Gray Library* - 211 Redbird Lane, Beaumont, TX 77710; 409-880-7257
- McNeese State University Lether Frazar Memorial Library* - 4205 Ryan St, Lake Charles, LA 70607; 337-475-5725
- Calcasieu Parish Public Library - 301 W Claude St, Lake Charles, LA 70605; 337-721-7116
- Cameron Parish Public Library – 501 Marshall St, Cameron, LA 70631; 337-775-5421
- Port Arthur Public Library - 4615 9th Ave, Port Arthur, TX 77642; 409-958-8830

* *indicates Federal Depository Library*

If you have questions about the proposed Delfin LNG deepwater port license application, you may contact Mr. Roddy Bachman, U.S. Coast Guard at 202-372-1451 or Roddy.C.Bachman@uscg.mil or Ms. Yvette Fields, Maritime Administration, at (202) 366-0926 or Yvette.Fields@dot.gov.

Appendix A-2

Newspaper Notices

LEGALS

PUBLIC NOTICE
Informational Open Houses and Public Meetings
For the Delfin LNG LLC Natural Gas Deepwater Port License Application Environmental Impact Statement (EIS)

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) announce their intent to prepare an Environmental Impact Statement (EIS) to assist in the evaluation of a deepwater port license application submitted by Delfin LNG LLC (Delfin LNG). The application proposes the construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles (43 to 47 statute miles) off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The DWP would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs) and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline, and the High Island Operating System (HIOS) pipeline. Onshore compression, metering and pipeline facilities would be in Cameron Parish and included in a FERC application. Louisiana and Texas are both adjacent coastal states by definition in the Deepwater Port Act of 1974, as amended. The Application, notices, supporting materials, and comments may be viewed at the Federal Docket Management Facility website: http://www.regulations.gov under docket number USCG-2015-0472.

The Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the Federal Register on July 29, 2015 initiating the 30 day scoping period. The USCG and the MARAD invite public comments relating to the scope of the EIS and the application. We will hold informational open houses and scoping meetings at the locations listed below. These are open to the public and all interested parties are encouraged to attend. Written and oral comments will be accepted at the open houses and public meetings and comments may be made throughout the scoping process. Personal information and your comment will be retained and made public.

• The open house and public meeting in Louisiana will be held on Tuesday, August 18, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Lake Charles Civic Center (Houston Room), 900 Lakeshore Drive, Lake Charles, Louisiana 70601. Phone: 337-491-1256. Free parking is available at the civic center.

• The open house and public meeting in Texas will be held on Wednesday, August 19, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Holiday Inn Hotel & Suites Beaumont-Plaza (Jean Lafitte Room), 3950 I-10 South & Walden Road, Beaumont, Texas 77705. Phone: 409-842-5995. Free parking is available at the hotel.

We also encourage you to submit comments regarding this project anytime during the scoping period to the Department of Transportation, Docket Management Facility. If you do so, please include your name and address, and docket number (USCG-2015-0472). To make sure your comments are not entered more than once in the docket, please submit them using only one of the following means by the close of scoping August 28, 2015:

• By Mail: Docket Management Facility (USCG-2015-0472), U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE, Washington, DC 20590-0001

• By Personal Delivery: to the room and address listed above between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

• By FAX: To the Docket Management Facility at (202) 493-2251.

• Electronically (preferred to expedite processing): Through the Federal Docket Management System (FDMS) website: http://www.regulations.gov under docket number USCG-2015-0472.

The Delfin LNG Deepwater Port License Application may also be viewed at the following public libraries:

• Lamar University Mary & John Gray Library* - 211 Redbird Lane, Beaumont, TX 77710; 409-880-7257

• McNeese State University Lether Frazar Memorial Library* - 4205 Ryan St, Lake Charles, LA 70607; 337-475-5725

• Calcasieu Parish Public Library - 301 W Claude St, Lake Charles, LA 70605; 337-721-7116

• Cameron Parish Public Library – 501 Marshall St, Cameron, LA 70631; 337-775-5421

• Port Arthur Public Library - 4615 9th Ave, Port Arthur, TX 77642; 409-958-8830

* indicates Federal Depository Library

If you have questions about the proposed Delfin LNG deepwater port license application, you may contact Mr. Roddy Bachman, U.S. Coast Guard at 202-372-1451 or Roddy.C.Bachman@usg.mil or Ms. Yvette Fields, Maritime Administration, at (202) 366-0926 or Yvette.Fields@dot.gov.

Aug 10,17 2t
00924727

Affidavit of Publication

STATE OF LOUISIANA
Parish of Calcasieu

Before me the undersigned authority, personally came and appeared

Linda Trahan

who being duly sworn, deposes and says:

He/She is a duly authorized agent of
LAKE CHARLES AMERICAN PRESS
a newspaper published daily at 4900 Highway 90 East, Lake Charles, Louisiana, 70615. (Mail address: P.O. Box 2893 Lake Charles, LA 70602)

The attached Notice was published in said newspaper in its issue(s) dated:

00924727 - $565.66
August 10, 2015,
August 17, 2015

Linda Trahan

Duly Authorized Agent

Subscribed and sworn to before me on this 17th day of August, 2015 at Lake Charles, LA

Becky R. Venissat

00099279 Notary Public

TETRA TECH

BECKY R. VENISSAT
Notary Public
State of Louisiana
Calcasieu Parish
Notary ID # 8546
My Commission Expires At Death

KILLINGS Authorities say man methodically shot victims in the head one by one

Continued from page 1A

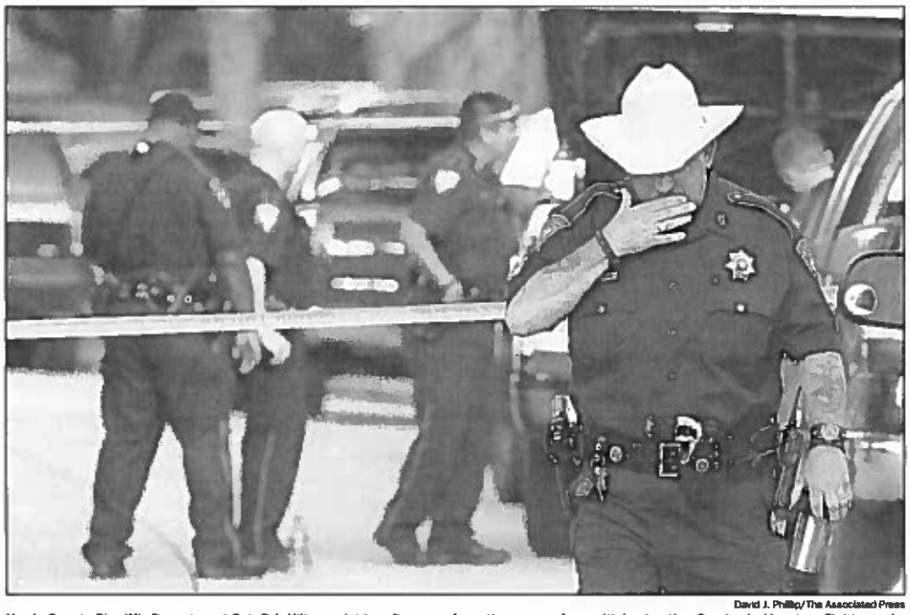
sheriff's deputies late Saturday night after a standoff outside the three-bedroom house on Falling Oaks. Authorities said he had broken in through a window, armed and with handcuffs, and methodically shot Valerie Jackson, her husband and six children, including his own son, one by one in the head. All eight died in the house.

Given the couple's history, Yanske said "they should have kicked down that door instantly."

Chief Deputy Tim Cannon said deputies went to the house three times Saturday, starting in the morning. Nothing was amiss. They came back in the afternoon. "They did not have enough information at that time to make a forced entry," he said.

On the last check around 9 p.m., they spotted a body through a window. Three officers and a sergeant tried to go inside, but Conley allegedly shot at them.

Conley was charged Sunday with multiple counts of capital murder and held without bail. Authorities identified the dead as Jonah Jackson, 6; Trinity Jackson, 7; Caleb Jackson, 9; Dwayne Jackson Jr., 10; Honesty Jackson, 11; Nathaniel Conley, 13; and Dwayne Jackson, 50.



David J. Phillip/The Associated Press

Harris County Sheriff's Department Sgt. D.J. Hilborn, right, walks away from the scene of a multiple shooting Sunday in Houston. Eight people, including six children and two adults, were found dead late Saturday inside a Houston-area home following the arrest of a man who exchanged gunfire with police, Texas authorities said Sunday.

Family had CPS involvement

Texas Department of Family and Protective Services spokesman Patrick Crimmins said a preliminary review found the family had "previous CPS involvement." He said officials had started to "evaluate any prior contacts with the family to ensure they were handled appropriately."

Dalila Mercado, who has lived in the neighborhood for six years, said the children often ran around outside unsupervised, the toddlers without diapers.

On Sunday, detectives were still trying to determine if Valerie Jackson, 40, had ever officially married Dwayne Jackson or Conley, and piece together their long and at times violent history.

Conley, short and stocky, met Valerie online at least 15 years ago, relatives and friends said. By then, he already had a rap sheet that included auto theft, cocaine possession and evading arrest, court records show.

A few weeks before Christmas in 2000, Valerie told police Conley shoved her onto a bed at her Houston apartment and straddled her with a knife to her throat. Conley said he was not going back to prison because of her, a Houston police officer wrote in his report. Conley cut her neck and punched her in the face, she told police, and then wrapped a cord about the baby's neck. He was sentenced to five years in prison, records show.

Valerie went back and forth between Conley and Jackson, a longtime family friend, Yanske said. Her first two children were with Conley, then she had five with Jackson.

Conley was very jealous of Dwayne Jackson, who was always trying to get back together with the mother of his children. At some point, Conley struggled with bipolar disorder, Yanske said.

"He'd be in a very happy mood one moment, then the next moment go off," Yanske said. "He was always very controlling and wouldn't let Valerie go out."

And he was a strict disciplinarian, Yanske said, sometimes too much so, "taking it too far with belts." Still, his sister would return to Conley time and again. "She stayed with him because she was scared," he said.

Conley was charged with disorderly conduct in Wisconsin in October 2008 and pleaded guilty. Weeks later, a judge there granted a temporary restraining order against Conley. It was dismissed in 2012, after the court received a letter from Valerie asking to drop the injunction, the records show.

2013 violent incident

A Harris County judge issued an emergency protective order to keep Conley away from Valerie in April 2013 after he was accused of threatening her with a knife.

Days after he was sentenced, she posted on Facebook that Conley was "the best father in the whole world, my baby, my best friend, my forever. You have always put me and our kids ahead of yourself and always take care of home."

Then in May 2014, she posted a card to Facebook, saying, "Someday you'll meet a man and he'll sweep you off your feet and he'll promise you the world. You just punch that lying bastard as hard as you can and run, baby!"

The breaking point came last month, after her 10-year-old son came home from the park after dark on July 6 and Conley went for the belt. She told deputies that Conley said if she didn't discipline the boy, he would. She said she reached for the belt and he smashed her head against the refrigerator. They issued a warrant for Conley. She changed the locks.

When exactly Conley slipped into the house is unclear. The bodies were found in three bedrooms, authorities said.

Nate, the eldest of the six children killed, was an outgoing sports nut who loved horror movies, Yanske said. Honesty was a mother hen, quiet but compassionate. Dwayne was a skateboarder and a stand-up comic who loved making people laugh. Caleb was a computer geek, smart and intuitive who liked to figure out how things work. Trinity was the princess. Jonah, the baby, was "the best cuddle bug ever," Yanske said. "He just wanted to curl up and be held."

Lauren Caruba contributed to this report

Loni.Kriel@Chron.com
Katherine.Driessen@Chron.com
Dave.Schiller@Chron.com

HEALTH

Coca-Cola funds scientists who shift blame for obesity away from bad diets

By New York Times News Service

Coca-Cola, the world's largest producer of sugary beverages, is backing a new "science-based" solution to the obesity crisis: To maintain a healthy weight, get more exercise and worry less about cutting calories.

The beverage giant has teamed up with influential scientists who are advancing this message in medical journals, at conferences and through social media. To help the scientists get the word out, Coke has provided financial and logistical support to a new nonprofit organization called the Global Energy Balance Network, which promotes the argument that weight-conscious Americans are overly fixated on how much they eat and drink while not paying enough attention to exercise.

"Most of the focus in the popular media and in the scientific press is, 'Oh they're eating too much, eating too much, eating too much' - blaming fast food, blaming sugary drinks and so on," the group's vice president, Steven N. Blair, an exercise scientist, says in a recent video announcing the new organization. "And there's really virtually no compelling evidence that that, in fact, is the cause."

Health experts say this message is misleading and part of an effort by Coke to deflect criticism about the role sugary drinks have played in the spread of obesity and Type 2 diabetes. They contend that the company is using the new group to convince the public that physical activity can offset a bad diet despite evidence that exercise has only minimal impact on weight compared with what people consume.

This clash over the science of obesity comes in a period of rising efforts to tax sugary drinks, remove them from schools and stop companies from marketing them to children. In the last two decades, consumption of full-calorie sodas by the average American has dropped by 25 percent.

"Coca-Cola's sales are slipping, and there's this huge political and public backlash against soda, with every major city trying to do something to curb consumption," said Michele Simon, a public health lawyer. "This is a direct response to the ways that the company is losing. They're desperate to stop the bleeding."

Coke has made a substantial investment in the new nonprofit. In response to requests based on state open records laws, two universities that employ leaders of the Global Energy Balance Network disclosed that Coke had donated $1.5 million last year to start the organization.

Since 2008, the company has also provided close to $4 million in funding for various projects to two of the organization's founding members: Blair, a professor at the University of South Carolina whose research over the past 25 years has formed much of the basis of federal guidelines on physical activity, and Gregory A. Hand, dean of the West Virginia University School of Public Health.

Records show that the network's website, gebn.org, is registered to Coca-Cola headquarters in Atlanta, and the company is also listed as the site's administrator. The group's president, James O. Hill, a professor at the University of Colorado School of Medicine, said Coke had registered the website because the network's members did not know how.

"They're not running the show," he said. "We're running the show."

PUBLIC NOTICE
Informational Open Houses and Public Meetings
For the Delfin LNG LLC Natural Gas Deepwater Port License Application
Environmental Impact Statement (EIS)

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) announce their intent to prepare an Environmental Impact Statement (EIS) to assist in the evaluation of a deepwater port license application submitted by Delfin LNG LLC (Delfin LNG). The application proposes the construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles (43 to 47 statute miles) off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The DWP would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs) and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline, and the High Island Operating System (HIOS) pipeline. Onshore compression, metering and pipeline facilities would be in Cameron Parish and included in a FERC application. Louisiana and Texas are both adjacent coastal states by definition in the Deepwater Port Act of 1974, as amended. The Application, notices, supporting materials, and comments may be viewed at the Federal Docket Management Facility website: *http://www.regulations.gov* under docket number USCG-2015-0472.

The Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on July 29, 2015 initiating the 30 day scoping period. The USCG and the MARAD invite public comments relating to the scope of the EIS and the application. We will hold informational open houses and scoping meetings at the locations listed below. These are open to the public and all interested parties are encouraged to attend. Written and oral comments will be accepted at the open houses and public meetings and comments may be made throughout the scoping process. Personal information and your comment will be retained and made public.

- The open house and public meeting in Louisiana will be held on Tuesday, August 18, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Lake Charles Civic Center (Houston Room), 900 Lakeshore Drive, Lake Charles, Louisiana 70601. Phone: 337-491-1256. Free parking is available at the civic center.
- The open house and public meeting in Texas will be held on Wednesday, August 19, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Holiday Inn Hotel & Suites Beaumont-Plaza (Jean Lafitte Room), 3950 I-10 South & Walden Road, Beaumont, Texas 77705. Phone: 409-842-3995. Free parking is available at the hotel.

We also encourage you to submit comments regarding this project anytime during the scoping period to the Department of Transportation, Docket Management Facility. If you do so, please include your name and address, and docket number (USCG-2015-0472). To make sure your comments are not entered more than once in the docket, please submit them using only one of the following means by the close of scoping **August 28, 2015**:

- By Mail: Docket Management Facility (USCG-2015-0472), U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE, Washington, DC 20590-0001
- By Personal Delivery: to the room and address listed above between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.
- By FAX: To the Docket Management Facility at (202) 493-2251.
- Electronically (preferred to expedite processing): Through the Federal Docket Management System (FDMS) website: *http://www.regulations.gov* under docket number USCG-2015-0472.

The Delfin LNG Deepwater Port License Application may also be viewed at the following public libraries:

- Lamar University Mary & John Gray Library* - 211 Redbird Lane, Beaumont, TX 77710; 409-880-7257
- McNeese State University Lether Frazar Memorial Library* - 4205 Ryan St, Lake Charles, LA 70607; 337-475-5725
- Calcasieu Parish Public Library - 301 W Claude St, Lake Charles, LA 70605; 337-721-7116
- Cameron Parish Public Library – 501 Marshall St, Cameron, LA 70631; 337-775-5421
- Port Arthur Public Library - 4615 9th Ave, Port Arthur, TX 77642; 409-958-8830

**Indicates Federal Depository Library*

If you have questions about the proposed Delfin LNG deepwater port license application, you may contact Mr. Roddy Bachman, U.S. Coast Guard at 202-372-1451 or Roddy.C.Bachman@uscg.mil or Ms. Yvette Fields, Maritime Administration, at (202) 366-0926 or Yvette.Fields@dot.gov.

CATTLE RANCHING

High beef prices fuel rustling

By The Associated Press

GIDDINGS Doug Hutchison wears a badge and carries a gun but his most effective weapon in the pursuit of livestock thieves in the nation's largest cattle-producing territory may be his smartphone.

With it, Hutchison, one of 30 Special Rangers with the Texas and Southwestern Cattle Raisers Association, photographs suspected stolen livestock, accesses the association's databases of livestock brands and reports of missing animals and consults with sheriff's offices.

"I think it's one of the greatest tools in the world," said Hutchison, wearing a cowboy hat and jeans, his boots mired in the mud and manure of noisy auction stockyard corrals filled with nervous cattle.

Cattle prices have been at record levels, and reports of missing or stolen cattle have followed. The nearly 5,800 livestock reported as such in Texas in 2014 was the most in five years, and the value of the animals — in excess of $5.7 million — the most in a decade.

"Any time you see the price of any commodity go up, you see the theft of that commodity rise," says Larry Gray, executive director of law enforcement for the association founded in 1877.

There were nearly 90 million head of cattle and calves in the U.S. at the beginning of 2015, the fewest in some six decades. Texas, where drought forced ranchers to trim herds, had just under 12 million, nearly double the next largest beef-producing states of Nebraska and Kansas.

The Special Rangers cover 76 million acres in Texas and Oklahoma. Through July this year, they've worked nearly 400 theft cases; they did nearly 800 in 2014. In one case last month, a Texas man was charged with theft after 544 steers worth nearly $800,000 went missing. The Kansas Attorney General's Office has 20 open investigations.

Stealing livestock — a felony — isn't new. Records show the first person imprisoned at the still-unfinished Texas State Penitentiary in 1849 was a horse thief. The 21st-century rustler is more likely to be in a pickup truck, pulling a trailer.

Bruce Koger lost 14 head of cattle worth about $25,000 last month when someone cut a lock at his small ranching operation in Brazoria County, just south of Houston.

"It really takes the wind out of your sails," he said. "It's all I can think about. I want the rustlers more now than even the cattle back."

HURRICANE SE Texas was on dirty side

Continued from page 1A

hurricane, the 1915 Galveston hurricane — as it is now known — was a Category 4, but this one covered a huge area.

A story in the Beaumont Enterprise said the storm lashed the Gulf Coast from Tampa to Brownsville. It had sustained winds of 135 miles per hour with wind gusts of up to 145 miles per hour and lasted twice as long — three days. By the time it was over, the storm claimed 275 lives.

As in 2008 for Hurricane Ike, Southeast Texas was on the "dirty side." The wind forced the waters of the Sabine Lake all the way up into Port Arthur, and the course of the Neches River turned and ran in the opposite direction, upstream.

The night of Aug. 16, when the wind began to howl and the rain pelted down, Port Arthur residents started to fear the worst. The devastation and death toll in Galveston 15 years earlier was on their minds. People realized they needed to find refuge.

Weather conditions increased in severity all afternoon. By 9:30 p.m., most power was lost. By 2:30 Tuesday morning, Sabine Lake pushed its way into downtown Port Arthur. By noon all structures had several feet of water. Much of Port Arthur eventually was submerged under 10-12 feet of water.

The Beaumont Enterprise and Beaumont Journal morning and evening newspapers kept Southeast Texans informed of the dire situation rapidly unfolding.

On the morning of the 17th, the Enterprise reported that Beaumont and Port Arthur had survived one of the most terrific hurricanes in their history, not realizing there was more to come. They reported that windows had been blown out, trees downed and outhouses blown away.

Farther inland from the Gulf, Beaumont became the evacuation destination for those fleeing the storm. Hundreds of residents from the coastal areas of Caplan, High Island, Port Arthur, Rollover, Sabine and Sabine Pass poured into the city.

By late Monday afternoon, water was rising speedily in Port Arthur.

The 6 p.m. and 7 p.m. interurban trains to Beaumont were crammed with fleeing residents. The trains were forced to shut down soon afterward, when every Beaumont street car became tied up in the exodus. Even Beaumont residents themselves couldn't get a ride home.

Gale force winds downed electrical wires, which fell across the trolley wires. The threat of electrocution prevented the cars carrying evacuees from Port Arthur from going more than a short distance in Beaumont. When all power was lost about 8:30 p.m., Beaumont came to a standstill.

There weren't nearly enough rooms to house all the people. By 7 p.m. every hotel in town was overflowing with evacuees.

The Enterprise told of women, babies and children sitting out the storm in hotel lobbies. It wasn't just out-of-towners who rushed to the hotels. Many Beaumonters felt they would be safer in the large structures than in their wood-framed homes, so they flocked there as well.

Meanwhile in Port Arthur, another dangerous situation was developing. As in Beaumont, many residents thought holing up in big buildings downtown would be safer than remaining in their homes. When transportation to Beaumont quit, they raced to downtown Port Arthur. The water evennually flooded the bottom floors of all the buildings, leaving no way in or out.

On the evening of the 17th, the Beaumont Journal reported that a distress signal had reached Beaumont from Port Arthur. Some of the buildings were so crammed with people that they were on the verge of collapsing.

With Mayor Emmett A. Fletcher prevailing upon Kansas City Southern Railroad, a rescue team headed to Port Arthur with three train flat cars loaded with power boats, rowboats and skiffs.

A report reached the Journal at 2:30 p.m. that not an inch of land could be seen. There were reports of corpses floating in the streets. With lines of communication down, rumors of death and devastation circulated wildly. No one could tell truth from fiction.

By Tuesday night the worst of the storm was over. Rain was still pouring down and the water was still rising, but the Beaumont relief effort had made it through, rescuing about 1,900 stranded Port Arthur citizens, who were transported to Beaumont by truck, train and interurban cars.

At that point water had risen to seven feet on Proctor Street and Lake Shore Drive. People who had escaped to the multistory buildings were safe, but deprived of food and fresh water. The water supply had been shut off the previous day, and sanitary conditions were deteriorating.

Residents left on the ground were elated to see the relief train from Beaumont. Some were so traumatized that they jumped onboard with just the clothes on their backs and not a penny on them. Women cradled children in their arms as they waded through the floodwaters to reach the train.

Even after boarding, many remained anxious about their safety until the train began to move.

Their fears were not unfounded. Flood waters raged throughout the city. Some of the rescue boats were forced to turn back because the water was too rough. Larger skiffs that could navigate the currents had to be used to reach the heart of the city.

In Beaumont, the armory, Masons and Elks, as well as the First Baptist and First Methodist churches, opened their halls to house displaced residents.

A.L. Douglass of the Ogden Café came through above all. He volunteered for a quickly organized temporary relief committee and generously offered two buildings near the café, one to house women and children, the other for men. Some of the women and children had been waiting in the Southern Pacific depot since early the previous day.

Within 30 minutes of the committee's organization, the people were in their rooms, with tickets for meals donated by the Ogden Café.

The YMCA volunteered to accommodate more men who needed shelter. Without enough sheets to go around, the boarders stretched one sheet across two mattresses.

B. Deutser Furniture Company, "The Store That Leads Always," placed a large block ad in the Beaumont Enterprise on Wednesday promoting its generosity in furnishing 300 sleeping accommodations for the evacuees. (On the lower part of the same page, Jim Edwards, Dirt Dealer, offered tornado insurance, best and cheapest).

The Beaumont Enterprise made an appeal on its front page for clothes for the trainload of evacuees who had arrived the previous night "insufficiently clothed, and all soaking wet." Clothes for all ages were requested to be left by the stairs of the Neches Electric Company behind Ogden Café. A group of young ladies also volunteered to gather clothing around town.

While 800 more refugees arrived in Beaumont on Thursday, Nathan's Department store donated dry clothing. The same day Mayor Fletcher received a telegram from New Orleans mayor Martin Behrman in response to his request for 10,000 loaves of bread. About 3,000 were immediately sent by express to Beaumont, and a large tugboat was loaded with canned meats, crackers and candles. Every bakery in Beaumont was making extra bread.

On Friday, Aug. 20, 1915 Mayor Fletcher and Port Arthur Mayor R. H. Dunn sent a request to U.S. Army headquarters in Washington, D.C. for 3,000 cots.

That same day Texas Governor James Ferguson made a public statement that "...the local authorities will be able to handle the situation without outside assistance."

In the end the heads of the relief committee estimated that 5,000 people were cared for. By banding together with bravery, compassion and generosity, the good citizens of Beaumont proved they could indeed handle the situation.

Gisela Houseman donates $50,000 to LIT.

Applause

IN EDUCATION

Colleges & Universities

■ Gisela Houseman donated $50,000 to Lamar Institute of Technology, adding to the already-existing Gisela Houseman Scholarship Endowment for scholarships for all educational programs at LIT. Houseman is well-known throughout the community for her philanthropic work. A native of Hamburg, Germany, she became a U.S. citizen in 1950.

Houseman, who has a background in accounting and finance, was an insurance professional for 25 years.

She moved to Southeast Texas in 1987 and married the late Orange County developer Tony Houseman. Together, they had four children.

Houseman is a graduate of Leadership Texas and Leadership America and is a founding member of Leadership Southeast Texas.

Her many lifetime awards include South East Texan of the Year, the Athena Award of Orange County, J.C. Penney Golden Rule Award, the CASA Lone Star Proud for Kids Award and the Bill Leger Family Advocate of the Year Award.

In 1991, Houseman was inducted into the Women's Conference of Southeast Texas Hall of Fame and also received the Frances Monk Award for Leadership. She is active on many charity boards and foundations, including the Salvation Army, CASA, Better Business Bureau, Lamar State College-Orange Foundation and the Lamar Institute of Technology Foundation.

The Gisela Houseman Scholarships will be awarded to a student at LIT with any academic major who is a full-time student and who has a 2.5 GPA. Preference will be given to students from Orange County, with some weight placed on need.

■ Roberto Torres, a Lamar University junior from Beaumont majoring in mechanical engineering, is one of 20 Hispanic students chosen from universities across the nation to participate in ExxonMobil's LOFT Fellowship.

The fellowship assigns a regional mentor to students to guide them as they advance in their engineering education and prepare to enter the workforce.

The LOFT Fellowship, developed by ExxonMobil in collaboration with the Hispanic Heritage Foundation to create a fellowship in STEM fields for Hispanic college students, fosters the goal of nurturing students' passion for engineering and science.

Torres is a part of a select group of students chosen from universities such as MIT, LSU and the University of Texas. Along with receiving a $1,000 educational grant, students are paired with a mentor for five one-hour meetings.

Fernando Salazar, plant manager with 25 years of experience at ExxonMobil Beaumont, will mentor Torres this year.

PUBLIC NOTICE
Informational Open Houses and Public Meetings
For the Delfin LNG LLC Natural Gas Deepwater Port License Application
Environmental Impact Statement (EIS)

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) announce their intent to prepare an Environmental Impact Statement (EIS) to assist in the evaluation of a deepwater port license application submitted by Delfin LNG LLC (Delfin LNG). The application proposes the construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles (43 to 47 statute miles) off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The DWP would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs) and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline, and the High Island Operating System (HIOS) pipeline. Onshore compression, metering and pipeline facilities would be in Cameron Parish and included in a FERC application. Louisiana and Texas are both adjacent coastal states by definition in the Deepwater Port Act of 1974, as amended. The Application, notices, supporting materials, and comments may be viewed at the Federal Docket Management Facility website: *http://www.regulations.gov* under docket number USCG-2015-0472.

The Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on July 29, 2015 initiating the 30 day scoping period. The USCG and the MARAD invite public comments relating to the scope of the EIS and the application. We will hold informational open houses and scoping meetings at the locations listed below. These are open to the public and all interested parties are encouraged to attend. Written and oral comments will be accepted at the open houses and public meetings and comments may be made throughout the scoping process. Personal information and your comment will be retained and made public.

- The open house and public meeting in Louisiana will be held on Tuesday, August 18, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Lake Charles Civic Center (Houston Room), 900 Lakeshore Drive, Lake Charles, Louisiana 70601. Phone: 337-491-1256. Free parking is available at the civic center.
- The open house and public meeting in Texas will be held on Wednesday, August 19, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Holiday Inn Hotel & Suites Beaumont-Plaza (Jean Lafitte Room), 3950 I-10 South & Walden Road, Beaumont, Texas 77705. Phone: 409-842-5995. Free parking is available at the hotel.

We also encourage you to submit comments regarding this project anytime during the scoping period to the Department of Transportation, Docket Management Facility. If you do so, please include your name and address, and docket number (USCG-2015-0472). To make sure your comments are not entered more than once in the docket, please submit them using only one of the following means by the close of scoping August 28, 2015:

- By Mail: Docket Management Facility (USCG-2015-0472), U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE, Washington, DC 20590-0001
- By Personal Delivery: to the room and address listed above between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.
- By FAX: To the Docket Management Facility at (202) 493-2251.
- Electronically (preferred to expedite processing): Through the Federal Docket Management System (FDMS) website: *http://www.regulations.gov* under docket number USCG-2015-0472.

The Delfin LNG Deepwater Port License Application may also be viewed at the following public libraries:

- Lamar University Mary & John Gray Library* - 211 Redbird Lane, Beaumont, TX 77710; 409-880-7257
- McNeese State University Lether Frazar Memorial Library* - 4205 Ryan St, Lake Charles, LA 70607; 337-475-5725
- Calcasieu Parish Public Library - 301 W Claude St, Lake Charles, LA 70605; 337-721-7116
- Cameron Parish Public Library – 501 Marshall St, Cameron, LA 70631; 337-775-5421
- Port Arthur Public Library - 4615 9th Ave, Port Arthur, TX 77642; 409-958-8830

**Indicates Federal Depository Library*

If you have questions about the proposed Delfin LNG deepwater port license application, you may contact Mr. Roddy Bachman, U.S. Coast Guard at 202-372-1451 or Roddy.C.Bachman@uscg.mil or Ms. Yvette Fields, Maritime Administration, at (202) 366-0926 or Yvette.Fields@dot.gov.

PUBLIC NOTICE
Informational Open Houses and Public Meetings
For the Delfin LNG LLC Natural Gas Deepwater Port License Application
Environmental Impact Statement (EIS)

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) announce their intent to prepare an Environmental Impact Statement (EIS) to assist in the evaluation of a deepwater port license application submitted by Delfin LNG LLC (Delfin LNG). The application proposes the construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles (43 to 47 statute miles) off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The DWP would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs) and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline, and the High Island Operating System (HIOS) pipeline. Onshore compression, metering and pipeline facilities would be in Cameron Parish and included in a FERC application. Louisiana and Texas are both adjacent coastal states by definition in the Deepwater Port Act of 1974, as amended. The Application, notices, supporting materials, and comments may be viewed at the Federal Docket Management Facility website: http://www.regulations.gov under docket number USCG-2015-0472.

The Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the Federal Register on July 29, 2015 initiating the 30 day scoping period. The USCG and the MARAD invite public comments relating to the scope of the EIS and the application. We will hold informational open houses and scoping meetings at the locations listed below. These are open to the public and all interested parties are encouraged to attend. Written and oral comments will be accepted at the open houses and public meetings and comments may be made throughout the scoping process. Personal information and your comment will be retained and made public.

- The open house and public meeting in Louisiana will be held on Tuesday, August 18, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Lake Charles Civic Center (Houston Room), 900 Lakeshore Drive, Lake Charles, Louisiana 70601. Phone: 337-491-1256. Free parking is available at the civic center.
- The open house and public meeting in Texas will be held on Wednesday, August 19, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Holiday Inn Hotel & Suites Beaumont-Plaza (Jean Lafitte Room), 3950 I-10 South & Walden Road, Beaumont, Texas 77705. Phone: 409-842-5995. Free parking is available at the hotel.

We also encourage you to submit comments regarding this project anytime during the scoping period to the Department of Transportation, Docket Management Facility. If you do so, please include your name and address, and docket number (USCG-2015-0472). To make sure your comments are not entered more than once in the docket, please submit them using only one of the following means by the close of scoping August 28, 2015:

- By Mail: Docket Management Facility (USCG-2015-0472), U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE, Washington, DC 20590-0001
- By Personal Delivery: to the room and address listed above between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.
- By FAX: To the Docket Management Facility at (202) 493-2251.
- Electronically (preferred to expedite processing): Through the Federal Docket Management System (FDMS) website: http://www.regulations.gov under docket number USCG-2015-0472.

The Delfin LNG Deepwater Port License Application may also be viewed at the following public libraries:
- Lamar University Mary & John Gray Library* - 211 Redbird Lane, Beaumont, TX 77710; 409-880-7257
- McNeese State University Lether Frazar Memorial Library* - 4205 Ryan St, Lake Charles, LA 70607; 337-475-5725
- Calcasieu Parish Public Library - 301 W Claude St, Lake Charles, LA 70605; 337-721-7116
- Cameron Parish Public Library – 501 Marshall St, Cameron, LA 70631; 337-775-5421
- Port Arthur Public Library - 4615 9th Ave, Port Arthur, TX 77642; 409-958-8830

* indicates Federal Depository Library

If you have questions about the proposed Delfin LNG deepwater port license application, you may contact Mr. Roddy Bachman, U.S. Coast Guard at 202-372-1451 or Roddy.C.Bachman@uscg.mil or Ms. Yvette Fields, Maritime Administration, at (202) 366-0926 or Yvette.Fields@dot.gov.

8/10/15 Galveston Daily News

Informational Open Houses and Public Meetings
For the Delfin LNG LLC Natural Gas Deepwater Port License Application
Environmental Impact Statement (EIS)

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) announce their intent to prepare an Environmental Impact Statement (EIS) to assist in the evaluation of a deepwater port license application submitted by Delfin LNG LLC (Delfin LNG). The application proposes the construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles (43 to 47 statute miles) off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The DWP would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs) and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline, and the High Island Operating System (HIOS) pipeline. Onshore compression, metering and pipeline facilities would be in Cameron Parish and included in a FERC application. Louisiana and Texas are both adjacent coastal states by definition in the Deepwater Port Act of 1974, as amended. The Application, notices, supporting materials, and comments may be viewed at the Federal Docket Management Facility website: http://www.regulations.gov under docket number USCG-2015-0472.

The Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the Federal Register on July 29, 2015 initiating the 30 day scoping period. The USCG and the MARAD invite public comments relating to the scope of the EIS and the application. We will hold informational open houses and scoping meetings at the locations listed below. These are open to the public and all interested parties are encouraged to attend. Written and oral comments will be accepted at the open houses and public meetings and comments may be made throughout the scoping process. Personal information and your comment will be retained and made public.

- The open house and public meeting in Louisiana will be held on Tuesday, August 18, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Lake Charles Civic Center (Houston Room), 900 Lakeshore Drive, Lake Charles, Louisiana 70601. Phone: 337-491-1256. Free parking is available at the civic center.
- The open house and public meeting in Texas will be held on Wednesday, August 19, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Holiday Inn Hotel & Suites Beaumont-Plaza (Jean Lafitte Room), 3950 I-10 South & Walden Road, Beaumont, Texas 77705. Phone: 409-842-5995. Free parking is available at the hotel.

We also encourage you to submit comments regarding this project anytime during the scoping period to the Department of Transportation, Docket Management Facility. If you do so, please include your name and address, and docket number (USCG-2015-0472). To make sure your comments are not entered more than once in the docket, please submit them using only one of the following means by the close of scoping August 28, 2015:

- By Mail: Docket Management Facility (USCG-2015-0472), U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE, Washington, DC 20590-0001
- By Personal Delivery: to the room and address listed above between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.
- By FAX: To the Docket Management Facility at (202) 493-2251.
- Electronically (preferred to expedite processing): Through the Federal Docket Management System (FDMS) website: http://www.regulations.gov under docket number USCG-2015-0472.

The Delfin LNG Deepwater Port License Application may also be viewed at the following public libraries:

- Lamar University Mary & John Gray Library* - 211 Redbird Lane, Beaumont, TX 77710; 409-880-8257
- McNeese State University Lether Frazar Memorial Library* - 4205 Ryan St, Lake Charles, LA 70607; 337-475-5725
- Calcasieu Parish Public Library - 301 W Claude St, Lake Charles, LA 70605; 337-721-7116
- Cameron Parish Public Library – 501 Marshall St, Cameron, LA 70631; 337-775-5421
- Port Arthur Public Library - 4615 9th Ave, Port Arthur, TX 77642; 409-958-8830

* indicates Federal Depository Library

If you have questions about the proposed Delfin LNG deepwater port license application, you may contact Mr. Roddy Bachman, U.S. Coast Guard at 202-372-1451 or Roddy.C.Bachman@uscg.mil or Ms. Yvette Fields, Maritime Administration, at (202) 366-0926 or Yvette.Fields@dot.gov.

8/17/15 Galveston Daily News

he celebra- pers of the nal Benedic-

did not grow up praying the rosary? Statues of Mary dot our landscape. Marian devotions

submitting them to smart@diolaf.org.

PUBLIC NOTICE
Informational Open Houses and Public Meetings
For the Delfin LNG LLC Natural Gas Deepwater Port License Application
Environmental Impact Statement (EIS)

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) announce their intent to prepare an Environmental Impact Statement (EIS) to assist in the evaluation of a deepwater port license application submitted by Delfin LNG LLC (Delfin LNG). The application proposes the construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles (43 to 47 statute miles) off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The DWP would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs) and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline, and the High Island Operating System (HIOS) pipeline. Onshore compression, metering and pipeline facilities would be in Cameron Parish and included in a FERC application. Louisiana and Texas are both adjacent coastal states by definition in the Deepwater Port Act of 1974, as amended. The Application, notices, supporting materials, and comments may be viewed at the Federal Docket Management Facility website: http://www.regulations.gov under docket number USCG-2015-0472.

The Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the Federal Register on July 29, 2015 initiating the 30 day scoping period. The USCG and the MARAD invite public comments relating to the scope of the EIS and the application. We will hold informational open houses and scoping meetings at the locations listed below. These are open to the public and all interested parties are encouraged to attend. Written and oral comments will be accepted at the open houses and public meetings and comments may be made throughout the scoping process. Personal information and your comment will be retained and made public.

- The open house and public meeting in Louisiana will be held on Tuesday, August 18, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Lake Charles Civic Center (Houston Room), 900 Lakeshore Drive, Lake Charles, Louisiana 70601. Phone: 337-491-1256. Free parking is available at the civic center.
- The open house and public meeting in Texas will be held on Wednesday, August 19, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Holiday Inn Hotel & Suites Beaumont-Plaza (Jean Lafitte Room), 3950 I-10 South & Walden Road, Beaumont, Texas 77705. Phone: 409-842-5995. Free parking is available at the hotel.

We also encourage you to submit comments regarding this project anytime during the scoping period to the Department of Transportation, Docket Management Facility. If you do so, please include your name and address, and docket number (USCG-2015-0472). To make sure your comments are not entered more than once in the docket, please submit them using only one of the following means by the close of scoping August 28, 2015:

- By Mail: Docket Management Facility (USCG-2015-0472), U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE, Washington, DC 20590-0001.
- By Personal Delivery: to the room and address listed above between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.
- By FAX: To the Docket Management Facility at (202) 493-2251.
- Electronically (preferred to expedite processing): Through the Federal Docket Management System (FDMS) website: http://www.regulations.gov under docket number USCG-2015-0472.

The Delfin LNG Deepwater Port License Application may also be viewed at the following public libraries:

- Lamar University Mary & John Gray Library* - 211 Redbird Lane, Beaumont, TX 77710; 409-880-7257
- McNeese State University Lether Frazar Memorial Library* - 4205 Ryan St, Lake Charles, LA 70607; 337-475-5725
- Calcasieu Parish Public Library - 301 W Claude St, Lake Charles, LA 70605; 337-721-7116
- Cameron Parish Public Library – 501 Marshall St, Cameron, LA 70631; 337-775-5421
- Port Arthur Public Library - 4615 9th Ave, Port Arthur, TX 77642; 409-958-8830

* indicates Federal Depository Library

If you have questions about the proposed Delfin LNG deepwater port license application, you may contact Mr. Roddy Bachman, U.S. Coast Guard at 202-372-1451 or Roddy.C.Bachman@uscg.mil or Ms. Yvette Fields, Maritime Administration, at (202) 366-0926 or Yvette.Fields@dot.gov.

tainment are from left, Tammy Richard, Michelle Broussard and Nancy Hebegerle. The evt
Gueydan Civic Center.

PUBLIC NOTICE
Informational Open Houses and Public Meetings
For the Delfin LNG LLC Natural Gas Deepwater Port License Application
Environmental Impact Statement (EIS)

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) announce their intent to prepare an Environmental Impact Statement (EIS) to assist in the evaluation of a deepwater port license application submitted by Delfin LNG LLC (Delfin LNG). The application proposes the construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles (43 to 47 statute miles) off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The DWP would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs) and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline, and the High Island Operating System (HIOS) pipeline. Onshore compression, metering and pipeline facilities would be in Cameron Parish and included in a FERC application. Louisiana and Texas are both adjacent coastal states by definition in the Deepwater Port Act of 1974, as amended. The Application, notices, supporting materials, and comments may be viewed at the Federal Docket Management Facility website: http://www.regulations.gov under docket number USCG-2015-0472.

The Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the Federal Register on July 29, 2015 initiating the 30 day scoping period. The USCG and the MARAD invite public comments relating to the scope of the EIS and the application. We will hold informational open houses and scoping meetings at the locations listed below. These are open to the public and all interested parties are encouraged to attend. Written and oral comments will be accepted at the open houses and public meetings and comments may be made throughout the scoping process. Personal information and your comment will be retained and made public.

• The open house and public meeting in Louisiana will be held on Tuesday, August 18, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Lake Charles Civic Center (Houston Room), 900 Lakeshore Drive, Lake Charles, Louisiana 70601. Phone: 337-491-1256. Free parking is available at the civic center.

• The open house and public meeting in Texas will be held on Wednesday, August 19, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Holiday Inn Hotel & Suites Beaumont-Plaza (Jean Lafitte Room), 3950 I-10 South & Walden Road, Beaumont, Texas 77705. Phone: 409-842-5995. Free parking is available at the hotel.

We also encourage you to submit comments regarding this project anytime during the scoping period to the Department of Transportation, Docket Management Facility. If you do so, please include your name and address, and docket number (USCG-2015-0472). To make sure your comments are not entered more than once in the docket, please submit them using only one of the following means by the close of scoping August 28, 2015:

• By Mail: Docket Management Facility (USCG-2015-0472), U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE, Washington, DC 20590-0001

• By Personal Delivery: to the room and address listed above between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

• By FAX: To the Docket Management Facility at (202) 493-2251.

• Electronically (preferred to expedite processing): Through the Federal Docket Management System (FDMS) website: http://www.regulations.gov under docket number USCG-2015-0472.

The Delfin LNG Deepwater Port License Application may also be viewed at the following public libraries:

• Lamar University Mary & John Gray Library* - 211 Redbird Lane, Beaumont, TX 77710; 409-880-7257

• McNeese State University Lether Frazar Memorial Library* - 4205 Ryan St, Lake Charles, LA 70607; 337-475-5725

• Calcasieu Parish Public Library - 301 W Claude St, Lake Charles, LA 70605; 337-721-7116

• Cameron Parish Public Library – 501 Marshall St, Cameron, LA 70631; 337-775-5421

• Port Arthur Public Library - 4615 9th Ave, Port Arthur, TX 77642; 409-958-8830

* indicates Federal Depository Library

If you have questions about the proposed Delfin LNG deepwater port license application, you may contact Mr. Roddy Bachman, U.S. Coast Guard at 202-372-1451 or Roddy.C.Bachman@uscg.mil or Ms. Yvette Fields, Maritime Administration, at (202) 366-0926 or Yvette.Fields@dot.gov.

8/10/15 Houston Chronicle

LEGAL NOTICES

PUBLIC NOTICE
Informational Open Houses and Public Meetings
For the Delfin LNG LLC Natural Gas Deepwater Port License Application
Environmental Impact Statement (EIS)

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) announce their intent to prepare an Environmental Impact Statement (EIS) to assist in the evaluation of a deepwater port license application submitted by Delfin LNG LLC (Delfin LNG). The application proposes the construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles (43 to 47 statute miles) off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The DWP would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs) and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline, and the High Island Operating System (HIOS) pipeline. Onshore compression, metering and pipeline facilities would be in Cameron Parish and included in a FERC application. Louisiana and Texas are both adjacent coastal states by definition in the Deepwater Port Act of 1974, as amended. The Application, notices, supporting materials, and comments may be viewed at the Federal Docket Management Facility website: http://www.regulations.gov under docket number USCG-2015-0472.

The Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the Federal Register on July 29, 2015 initiating the 30 day scoping period. The USCG and the MARAD invite public comments relating to the scope of the EIS and the application. We will hold informational open houses and scoping meetings at the locations listed below. These are open to the public and all interested parties are encouraged to attend. Written and oral comments will be accepted at the open houses and public meetings and comments may be made throughout the scoping process. Personal information and your comment will be retained and made public.

•The open house and public meeting in Louisiana will be held on Tues-

CAUSE NO: 201529010
In the 257TH Judicial District Court of Harris County, Texas
In the Interest of:
JANELI BEYONE VEGA-BERTADILLO
MINOR CHILD (REN)
CITATION BY PUBLICATION
THE STATE OF TEXAS
COUNTY OF Harris
TO THE SHERIFF OR ANY CONSTABLE OF TEXAS OR OTHER AUTHORIZED PERSON
TO MARIO VEGA
AND TO ALL WHOM IT MAY CONCERN,
RESPONDENT(S)
You have been sued. You may employ an attorney. If you or your attorney do not file a written answer with the Clerk who issued this citation by 10:00 a.m. on Monday next following the expiration of 42 days after you were served this citation and ORIGINAL PETITION, a default judgment may be taken against you. The Petition of, JANET AND JOSE EDUARDO MARTINEZ Petitioner , was filed in the 257th District Court of Harris County, Texas, on the 19TH day of MAY, 2015, Against Respondent(s), MARIO VEGA, numbered, 2015-29010 and entitled " In the Interest of" JANELI BEYONCE VEGA-BERTADILLO, , A child (or children).
The suit requests ORIGINAL PETITION FOR TERMINATION AND ADOPTION
The date and place of birth of the child (children) who is (are) subject of the suit
JANELI BEYONCE VEGA-BERTADILLO
FEMALE; 06/01/2010; HARRIS
"THE COURT HAS AUTHORITY IN THIS SUIT TO ENTER ANY JUDGMENT OR DECREE IN THE CHILD'S (CHILDREN'S) INTEREST WHICH WILL BE BINDING UPON YOU INCLUDING THE TERMINATION OF THE PARENT-CHILD RELATIONSHIP, THE DETERMINATION OF PATERNITY AND THE APPOINTMENT OF A CONSERVATOR WITH AUTHORITY TO CONSENT TO THE CHILDS'S (CHILDREN'S) ADPOTION."
ISSUED AND GIVEN UNDER MY HAND AND SEAL OF SAID COURT AT HOUSTON TEXAS THIS 20TH Day of MAY, 2015
(SEAL)
CHRIS DANIEL
DISTRICT CLERK
Harris County, Texas
201 Caroline,
Houston, Texas 77002
PO Box 4651
Houston, TX 77210
BY: /s/
TUNISIA DAVIDSON, Deputy
NEWSPAPER:
HOUSTON CHRONICLE
Issued at request of:
SEAN MCPHERSON
ADDRESS:
924 EAST 25TH STREET
HOUSTON, TX 77009
BAR NO # 13848100

Property being sold at the following locations to satisfy Chapter 59, Texas Property Code The Storage Place will hold a public auction of property be-

NOTICE OF MERGER APPLICATION

Notice is hereby given for the second time that an application was filed on July 31, 2015, with the Office of the Comptroller of the Currency at the Southern District Office, 500 North Akard Street, Suite 1600, Dallas, Texas 75201, for consent to merge Security State Bank, Anahuac, Texas, with and into Post Oak Bank, N.A., Houston, Texas, with Post Oak Bank, N.A. as the surviving entity. It is contemplated that the main office and all branch offices of Security State Bank and all branch offices of Post Oak Bank, N.A. will continue to operate at their present addresses after the merger as branch offices of Post Oak Bank, N.A., and that the main office of Post Oak Bank, N.A. in Houston, Texas, will be the main office of the surviving entity.

This notice is published pursuant to 12 U.S.C. § 1828(c) and 12 C.F.R. Part 5. Anyone may submit written comment on this application by September 4, 2015, to: Director of District Licensing, Southern District, Office of the Comptroller of the Currency, 500 North Akard Street, Suite 1600, Dallas, Texas 75201. The public file is available for inspection in the district office during regular business hours. Written requests for a copy of the public file on the application should be sent to the Director of District Licensing.

Date: August 10, 2015

Post Oak Bank, N.A
2000 West Loop South
Suite 100
Houston, Texas 77027

Security State Bank
1500 Miller Street
Anahuac, Texas 77514

BUSINESS

Gender labels out of Target kids sections

By Shannon Pettypiece
BLOOMBERG NEWS

Target Corp. is removing gender labels from most of its children's departments after customers complained about signs designating certain toys for girls.

The kids' bedding section will no longer feature boy and girl signage, and the toy department will be without labels and pink or blue paper on the shelves, Minneapolis-based Target said on its website last week. Gender labels will remain in the kids' clothing section because of sizing and fit differences.

Retailers have been moving away from gender stereotypes, and some startups have emerged to break down the divide in kids' clothing and toys. The signage that sparked the dispute at Target was for building sets, like GoldieBlox, that are targeted at girls.

"As guests have pointed out, in some departments like toys, home or entertainment, suggesting products by gender is unnecessary," Target said. "We heard you, and we agree. Right now, our teams are working across the store to identify areas where we can phase out gender-based signage to help strike a better balance."

In June, Ohio mom Abi Bechtel called out Target's gender designations

will be held at: the Lake Charles Civic Center (Houston Room), 900 Lakeshore Drive, Lake Charles, Louisiana 70601. Phone: 337-491-1256. Free parking is available at the civic center.

•The open house and public meeting in Texas will be held on Wednesday, August 19, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Holiday Inn Hotel & Suites Beaumont-Plaza (Jean Lafitte Room), 3950 I-10 South & Walden Road, Beaumont, Texas 77705. Phone: 409-842-5995. Free parking is available at the hotel.

We also encourage you to submit comments regarding this project anytime during the scoping period to the Department of Transportation, Docket Management Facility. If you do so, please include your name and address, and docket number (USCG-2015-0472). To make sure your comments are not entered more than once in the docket, please submit them using only one of the following means by the close of scoping **August 28, 2015:**

•By Mail: Docket Management Facility (USCG-2015-0472), U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE, Washington, DC 20590-0001

•By Personal Delivery: to the room and address listed above between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

•By FAX: To the Docket Management Facility at (202) 493-2251.

•Electronically (preferred to expedite processing): Through the Federal Docket Management System (FDMS) website: http://www.regulations.gov under docket number USCG-2015-0472.

The Delfin LNG Deepwater Port License Application may also be viewed at the following public libraries:

•Lamar University Mary & John Gray Library* - 211 Redbird Lane, Beaumont, TX 77710; 409-880-7257

•McNeese State University Lether Frazar Memorial Library* - 4205 Ryan St, Lake Charles, LA 70607; 337-475-5725

•Calcasieu Parish Public Library - 301 W Claude St, Lake Charles, LA 70605; 337-721-7116

•Cameron Parish Public Library 501 Marshall St, Cameron, LA 70631; 337-775-5421

•Port Arthur Public Library - 4615 9th Ave, Port Arthur, TX 77642; 409-958-8830

* indicates Federal Depository Library

If you have questions about the proposed Delfin LNG deepwater port license application, you may contact Mr. Roddy Bachman, U.S. Coast Guard at 202-372-1451 or *Roddy.C.Bachman@uscg.mil* or Ms. Yvette Fields, Maritime Administration, at (202) 366-0926 or Yvette.Fields@dot.gov.

highest bidder for cash. Deposit for removal and cleanup may be required. Seller reserves right to not accept any bid and to withdraw property from sale. Following is a list of units being sold.

2:00 PM The Storage Place- Bankers 1850 FM 1092 Missouri City Texas 77459

Anita Flannel: Mattress, Box Springs, Lamps, Chairs, Dining Room Furniture, Misc.; **Michael W. Whitley:** Furniture, Sheives, T.V., Bed Frame, Table.

The annual tax return of the Jack S. & Donna P. Josey Foundation (year ended 11/30/14) is complete and available for inspection for the next 180 days at 1304 Bertrand Drive Suite E3, Lafayette, LA 70506-0396, from 10:00 a.m. to 3:00 p.m. The telephone number where the return is located is (337) 406 1099.

Public Media Notification

On June 26, a limited amount of medical information relating to 876 pediatric patients at Texas Children's Hospital and 128 at Memorial Hermann was stolen from the car of a Baylor College of Medicine pediatric surgery physician who provided care to the patients over the past two years.

The physician, in violation of College policy, maintained a notebook and unsecured flash drive that contained the names and dates of birth of the patients, as well as their hospital medical record numbers, the types of surgery performed, the treating physician, and, in a limited number of cases (approximately 20), surgical images. No addresses, phone numbers, social security numbers, parental names, financial or other information were included with the information. The physician had placed the notebook and flash drive in a backpack and left the backpack in her car when a thief broke into her car.

Although Baylor College of Medicine believes that there is minimal risk to patients or their families based upon the information stolen, state and federal laws require that patients be notified when there has been an unauthorized acquisition of their medical information.

Baylor College of Medicine regrets this unfortunate incident and is taking appropriate steps to notify each patient affected and protect the privacy and security of all patient information.

If you have any questions, please call the Baylor College of Medicine Office of Compliance at 713-798-5637, Monday through Friday between 9:30 a.m. and 4:30 p.m. or send an email to *privacycompliance@bcm.edu.*

showed store signs for "Girls' Building Sets" next to regular "Building Sets." The outcry was swift, with angry shoppers calling for change.

"It stood out to me as a good example of the way our culture tends to view boys and men as the default, normal option and girls and women as the specialized option," Bechtel told CNN at the time.

Apple Music users number 11 million

ASSOCIATED PRESS

Apple says more than 11 million people have signed up for a trial of its music streaming service since it launched on June 30.

The three-month trial membership is free. After that, individuals can pay $10 a month, while families of up to six people can pay $15 a month for unlimited access to Apple Music on their devices. Apple says 2 million people have signed up for the family plan trial.

In addition to the streaming subscription plan, Apple Music also includes a free Internet radio station and a media platform for artists to upload songs and videos for fans.

In comparison, music streaming service Spotify has more than 20 million paying subscribers.

It remains to be seen how many of Apple Music's new users will continue after their trial periods end and pay for streaming music. That will not become clear until at least October, when the free access for Apple Music's first customers begins to expire.

mission.
e Bar Date Order further provides that the following entities, who wise would be subject to the General Bar Date, need *not* file proofs of in these cases:
any DIP Lender and/or any Pre-Petition Credit Party (each as defined in *nterim Order Authorizing Debtors in Possession to (I) Obtain Postpetition cing Pursuant to 11 U.S.C. §§ 105, 362, 363, and 364, (II) Grant Liens Providing Superpriority Claims to Postpetition Lenders Pursuant to 11 . §§ 364, (III) Use Cash Collateral, (IV) Provide Adequate Protection to tition Credit Parties and Modifying Automatic Stay Pursuant to 11 .§§361, 362, 363, and 364, and (V) Scheduling Final Hearing Pursuant nkruptcy Rules 4001(b) and (c) and Local Bankruptcy Rules 4001-2* (D.I. s may be entered on a final basis, the "**DIP Order**") with respect to any e DIP Obligations or any Prepetition Debt (each as defined in the DIP r);
any person or entity that already has filed a signed proof of claim st the applicable Debtor(s) with KCC or the Clerk of the Bankruptcy for the District of Delaware in a form substantially similar to Official ruptcy Form B10;
any person or entity whose claim is listed on the Schedules if (i) the is not scheduled as any of "disputed," "contingent," or "unliquidated;" ch entity agrees with the amount, nature, classification, and priority claim as set forth in the Schedules; and (iii) such person or entity does ispute that its claim is an obligation only of the specific Debtor against h the claim is listed in the Schedules;
any holder of a claim that previously has been allowed by order of the t;
any holder of a claim that has been paid in full by any of the Debtors ant to the Bankruptcy Code or in accordance with an order of the Court;
any Debtor having a claim against another Debtor;
any holder of an administrative expense allowable under sections b) and 507(a)(2) of the Bankruptcy Code other than a Section 503(b) aim; and
any holder of an interest based on equity securities of a Debtor with respect to such holder's ownership interest in or possession ch equity securities; *provided, however*, that any such holders who to assert a claim against any of the Debtors based on transactions in Debtors' securities, including, but not limited to, claims for damages scission based on the purchase or sale of such securities, must file a of claim on or prior to the General Bar Date; *provided, further*, that the ors reserve all rights with respect to any such claims including, *inter* to assert that such claims are subject to subordination pursuant to sec- 510(b) of the Bankruptcy Code.

SENT FURTHER COURT ORDER, ANY PERSON OR ENTITY THAT EQUIRED TO FILE A PROOF OF CLAIM BUT THAT FAILS TO DO BY THE APPLICABLE BAR DATE DESCRIBED IN THIS NOTICE LL BE FOREVER BARRED, ESTOPPED, AND ENJOINED FROM THE OWING: (I) ASSERTING ANY CLAIM AGAINST THE DEBTORS IN SE CHAPTER 11 CASES THAT AROSE PRIOR TO THE PETITION DATE F THE ENTITY HAS THAT (a) IS IN AN AMOUNT THAT EXCEEDS AMOUNT, IF ANY, THAT IS IDENTIFIED IN THE SCHEDULES ON ALF OF SUCH ENTITY AS UNDISPUTED, NONCONTINGENT, AND IDATED, OR (b) IS OF A DIFFERENT NATURE OR A DIFFERENT SIFICATION THAN ANY CLAIM IDENTIFIED IN THE SCHEDULES BEHALF OF SUCH PERSON OR ENTITY (ANY SUCH CLAIM UNDER PARAGRAPH (a) BEING REFERRED TO IN THIS NOTICE AS AN SCHEDULED CLAIM"); OR (II) VOTING UPON, OR RECEIVING RIBUTIONS UNDER, ANY PLAN OR PLANS OF LIQUIDATION IN THE PTER 11 CASES IN RESPECT OF AN UNSCHEDULED CLAIM.

you choose to rely on the Schedules, it is your responsibility to deter- that the claim is accurately listed in the Schedules. If: (i) you agree the nature, amount, and status of your claim as listed in the Schedules; ou do not dispute that your claim is only against the Debtor specified e Debtors; and (iii) your claim is *not* described as either one or more disputed," "contingent," or "unliquidated;" you need not file a proof of . Otherwise, you must file a proof of claim before the applicable Bar in accordance with the procedures set forth herein..

pies of the Schedules, the Bar Date Order, and other information rding these chapter 11 cases are available for inspection free of charge CC's website at www.kccllc.net/signal. The Schedules and other filings ese chapter 11 cases also are available for a fee at the Court's website at v.deb.uscourts.gov. A login identification and password to the Court's lic Access to Court Electronic Records ("**PACER**") are required to access information and can be obtained through the PACER Service at www. r.psc.uscourts.gov. Copies of the Schedules and other documents filed ese cases also may be examined between the hours of 9:00 a.m. and p.m. (prevailing Eastern Time), Monday through Friday, at the office of Clerk of the Bankruptcy Court, United States Bankruptcy Court for the ict of Delaware, 824 Market Street, 3rd Floor, Wilmington, Delaware 01.

you require additional information regarding the filing of a proof of n, you may contact the Debtors' notice and claims agent, KCC, directly riting to: *Signal Claims Processing, c/o Kurtzman Carson Consultants 2335 Alaska Avenue, El Segundo, CA 90245*, by calling 888-830-4665 free) or 310-751-2648 (international callers), or emailing signalinfo@ c.com.

HOLDER OF A POSSIBLE CLAIM AGAINST THE DEBTORS SHOULD CONSULT OWN ATTORNEY REGARDING ANY MATTERS NOT COVERED BY THIS CE, SUCH AS WHETHER THE HOLDER SHOULD FILE A PROOF OF CLAIM. HER THE COURT NOR COUNSEL TO THE DEBTORS CAN ADVISE CREDITORS ETHER THEY SHOULD FILE A PROOF OF CLAIM.

NG CONAWAY STARGATT & TAYLOR, M. Blake Cleary (No. 3614), Jaime n Chapman (No. 4936), 1000 North King Street, Wilmington, DE 19801, hone: (302) 573-7799, *Counsel to the Debtors and Debtors In Possession*

e Debtors in these chapter 11 cases, along with the last four digits of Debtor's federal tax identification number, are: Signal International, 4248); Signal Ship Repair, LLC (2642); Signal International, LLC (5074); al International Texas GP, LLC (3050); and Signal International Texas, L.P. 46). The Debtors' principal offices are located at RSA Battle House Tower, orth Water Street, Mobile, Alabama 36602.

QUALITY

CAUSE NO: 2014-08709
CITATION BY PUBLICATION
THE STATE OF TEXAS
COUNTY OF Harris
NOTICE TO DEFENDANT:

NOTICE OF RECEIPT OF APPLICATIONS AND INTENT TO OBTAIN AIR PERMIT AMENDMENT AND RENEWAL AIR QUALITY PERMIT NUMBER 2128

APPLICATION Equistar Chemicals, LP has applied to the Texas Commission on Environmental Quality (TCEQ) for an amendment to and renewal of Air Quality Permit Number 2128, which would authorize modifications to and continued operation of the butadiene recovery unit at the Equistar Chemicals Channelview Complex located at 8280 Sheldon Road, Channelview, Harris County, Texas 77530. This link to an electronic map of the site or facility's general location is provided as a public courtesy and not part of the application or notice. For exact location, refer to application. http://www.tceq.texas.gov/assets/public/hb610/index.html?lat=29.832222&lng=-95.111944&zoom=13&type=r. The existing facility and/or related facilities will emit the following air contaminants: particulate matter including particulate matter with diameters of 10 microns or less and 2.5 microns or less, carbon monoxide, nitrogen oxides, sulfur dioxide, and organic compounds.

The applications were submitted to the TCEQ on July 13, 2015. The permit renewal will be issued in conjunction with the amendment. This permitting action also includes the incorporation of the following previous authorizations or changes to authorized facilities related to this permit: alterations, amendments, permits by rule, standard permits, changes to qualified facilities, and changes in emission factors. The reasons for any changes or incorporations, to the extent they are included in the renewed permit, may include the enhancement of operational control at the plant or enforceability of the permit. The applications will be available for viewing and copying at the TCEQ central office, the TCEQ Houston regional office, and the North Channel Branch Library, 15741 Wallisville Road, Houston, Harris County, Texas, beginning the first day of publication of this notice. The facility's compliance file, if any exists, is available for public review in the Houston regional office of the TCEQ.

The executive director has determined the applications are administratively complete and will conduct a technical review of the applications.

PUBLIC COMMENT/PUBLIC MEETING You may submit public comments, a request for a public meeting, or request a contested case hearing to the Office of the Chief Clerk at the address below. The TCEQ will consider all public comments in developing a final decision on the applications. The deadline to submit public comments is 30 days after newspaper notice is published.

The purpose of a public meeting is to provide the opportunity to submit comments or ask questions about the applications. A public meeting about the applications will be held if the executive director determines that there is a significant degree of public interest in the applications or if requested by a local legislator. A public meeting is not a contested case hearing.

If only comments are received on the applications, the response to comments, along with notice of the executive director's action on the applications, will be mailed to everyone who submitted comments or is on the mailing list for these applications.

The executive director will complete the technical review, issue a preliminary decision on the applications, and a Notice of Application and Preliminary Decision will be published and mailed to those who are on the mailing list for these applications. That notice will contain the final deadline for submitting public comments. If a hearing request is timely filed in Response to this Notice of Receipt of Application and Intent to Obtain Air Permit, the time period for requesting a contested case hearing will be extended to thirty days after the mailing of the executive director's response to comments.

After the final deadline for public comments following the Notice of Application and Preliminary Decision, the executive director will consider the comments and prepare a response to all relevant and material, or significant public comments. If comments are received, the response to comments, along with the executive director's decision on the applications, will then be mailed to everyone who submitted public comments or is on a mailing list for these applications.

OPPORTUNITY FOR A CONTESTED CASE HEARING You may request a contested case hearing. A contested case hearing is a legal proceeding similar to a civil trial in state district court. Unless a written request for a contested case hearing is filed within 30 days from this notice, the executive director may approve the applications. A contested case hearing will only be granted based on disputed issues of fact that are relevant and material to the Commission's decisions on the applications. Further, the Commission will only grant a hearing on issues raised by you or others during the public comment period and not withdrawn.

A person who may be affected by emissions of air contaminants from the facility is entitled to request a hearing. If requesting a contested case hearing, you must submit the following: (1) your name (or for a group or association, an official representative), mailing address, daytime phone number, and fax number, if any; (2) applicant's name and permit number; (3) the statement "[I/we] request a contested case hearing"; (4) a specific description of how you would be adversely affected by the application and air emissions from the facility in a way not common to the general public; (5) the location and distance of your property relative to the facility; and (6) a description of how you use the property which may be impacted by the facility. If the request is made by a group or an association, the one or more members who have standing to request a hearing and the interests which the group or association seeks to protect, must also be identified. You may also submit your proposed adjustments to the applications/permit which would satisfy your concerns.

Following the close of all applicable comment and request periods, the executive

PUBLIC NOTICE
Informational Open Houses and Public Meetings
For the Delfin LNG LLC Natural Gas Deepwater Port License Application Environmental Impact Statement (EIS)

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) announce their intent to prepare an Environmental Impact Statement (EIS) to assist in the evaluation of a deepwater port license application submitted by Delfin LNG LLC (Delfin LNG). The application proposes the construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximateiy 37.4 to 40.8 nautical miles (43 to 47 statute miles) off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The DWP would consist of four semi-permanently moored floating liquefaction natural gas vesseis (FLNGVs) and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline, and the High Island Operating System (HIOS) pipeline. Onshore compression, metering and pipeline facilities would be in Cameron Parish and included in a FERC application. Louisiana and Texas are both adjacent coastal states by definition in the Deepwater Port Act of 1974, as amended. The Application, notices, supporting materials, and comments may be viewed at the Federal Docket Management Facility website: http://www.regulations.gov under docket number USCG-2015-0472.

The Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the Federal Register on July 29, 2015 initiating the 30 day scoping period. The USCG and the MARAD invite public comments relating to the scope of the EIS and the application. We will hold informationa) open houses and scoping meetings at the locations iisted below. These are open to the public and all interested parties are encouraged to attend. Written and oral comments will be accepted at the open houses and public meetings and comments may be made throughout the scoping process. Personal information and your comment will be retained and made public.

•The open house and public meeting in Louisiana will be held on Tuesday, August 18, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6

D

evard, Houston, Texas
nmental Quality (TCEQ)
0010539001 to authorize
he discharge of treated
rage flow not to exceed
ual average flow not to
an annual average flow
t authorizes a combined
r day from Outfalls 001,

Houston, approximately
evard and Space Center
o the northernmost part
Texas 77058. The treated
, then to Armand Bayou
of El Dorado Boulevard,
CD) ditch B104-03-00,
via proposed Outfall 003
rd, then to HCFCD ditch
Bayou Tidal in Segment
ie unclassified receiving
tidal) and HCFCD ditch
nd on the west side and a
, and limited aquatic life
gnated uses for Segment
ic life use. In accordance
cedures (January 2003)
antidegradation review
degradation review has
s will not be impaired by
protect existing uses will
mined that no significant
en Bayou (tidal), a pond
ditch B104-03-00 (tidal),
vard, and HCFCD ditch
ving high, intermediate,
ely. Existing uses will be
tion can be reexamined

nsistency with the goals
m (CMP) in accordance
nas determined that the
olicies.
rmit which, if approved,
lity must operate. The
nat this permit, if issued,
The permit application,
permit are available for
rity Office, 900 Bay Area
ap of the site or facility's
part of the application or

.html?lat=29.5775&lng=-

) will conduct a formal

rings

nilar to a civil trial in state
es of fact identified in the
y 10, 2015. In addition to
certain factors are met.
h Chapter 2001, Texas
d the procedural rules of
1 TAC Chapter 155. The
have been withdrawn or

and show you would be
mon to members of the
d request to be a party.
earing.

ess for this application,
ree, at 1-800-687-4040.
nd at our web site at

Clear Lake City Water
. William G. Rosenbaum,
Lockwood, Andrews, &

odations at the hearing
5-3445, at least one week

swer with the clerk who issued this citation by 10:00 a.m. on the Monday next following the expiration of forty-two days after the date of issuance of this citation and petition, a default judgment may be taken against you"
To: THE HEIRS AT LAW OF ELOIS BROWN, DECEASED
YOU ARE HEREBY COMMANDED to be and appear before the 269th Judicial District Court of Harris County, Texas in the Courthouse in the city of Houston, Texas at or before 10:00 o'clock A.M. Monday , the 7th day of September, 2015, being the Monday next after the expiration date of forty-two days after this citation is issued, and you are hereby commanded and required then and there to appear and file written answer to the PLAINTIFF'S FIRST AMENDED PETITION, filed in said Court on the 17TH day of April, 2015, in suit numbered 2014-08709 docket of said court, wherein, U.S. Bank, National Association, as Trustee for the Holders of the Banc of America Funding Corporation, 2008-FT1 Trust, Mortgage Pass-Through Certificates, Series 2008-Ft1, Plaintiff, sued Elois Brown and Clarence Brown, Jr. and the Heirs at Law of Elois Brown, Deceased, Defendants. The Petition seeks an order to foreclose the lien on the property and assert a claim to the property located at 5503 Elm Tree Drive, Houston, Texas 77048, and legally described as: Lot Nineteen (19) in Block Eleven (11) of Crestmont Park, Section One (1), and Addition to the City of Houston, in Harris County, Texas According to the Map of Said Addition Recorded in Volume 57, 67 and 68 of the Map Records of Harris County, Texas.
GIVEN UNDER MY HAND AND SEAL OF SAID COURT at Houston, Texas this 22 day of July, 2015.
(SEAL)
CHRIS DANIEL
District Clerk
Harris County, Texas
201 CAROLINE
Houston, Texas 77002
PO Box 4651
Houston, Texas 77210
By: /s/ S. Taylor
Deputy District Clerk
Newspaper:
Houston Chronicle
Issued at the request of:
Keith A. Taylor
Address: 13105 Northwest Freeway, Suite 1200
Houston, Texas 77040
Bar Number: 24088511
Not prepared by the District Clerk. District Clerk only certifies to the fact the case is on file in his office. The party and the pleading name are a true and correct reflection of the records on file in his office under the above captioned cause number.

Dr. Karen Cress, MD has discontinued practice at CyFair Pediatrics effective July 24, 2015. Due to an injury this date is just over a week before previously planned discontinuance of practice on August 1, 2015. Dr. Cress apologizes for any inconvenience this causes. As her new job is hospital based, she will no longer be seeing clinic patients. Dr. Janie Doan, MD is readily available to continue care for your child at CyFair Pediatrics. Medical records will be available in their entirety at CyFair Pediatrics (10680 Jones Road Suite 2000, Houston, TX 77065).

issues of fact relating to relevant and material air quality concerns raised during the comment period. Issues such as property values, noise, traffic safety, and zoning are outside of the Commission's jurisdiction to address in this proceeding.

MAILING LIST In addition to submitting public comments, you may ask to be placed on a mailing list to receive future public notices for this specific applications mailed by the Office of the Chief Clerk by sending a written request to the Office of the Chief Clerk at the address below.

AGENCY CONTACTS AND INFORMATION Public comments and requests must be submitted either electronically at www.tceq.texas.gov/about/comments.html, or in writing to the Texas Commission on Environmental Quality, Office of the Chief Clerk, MC-105, P.O. Box 13087, Austin, Texas 78711-3087. If you communicate with the TCEQ electronically, please be aware that your email address, like your physical mailing address, will become part of the agency's public record. For more information about this permit application or the permitting process, please call the Public Education Program toll free at 1-800-687-4040. Si desea información en Español, puede llamar al 1-800-687-4040.

Further information may also be obtained from Equistar Chemicals, LP, P.O. Box 777, Channelview, Texas 77530-0777 or by calling Mr. Thomas Warnement, Principal Environmental Representative at (281) 860-1272.

Notice Issuance Date: July 31, 2015

Lakeshore Drive, Lake Charles, Louisiana 70601. Phone: 337-491-1256. Free parking is available at the civic center.
•The open house and public meeting in Texas will be held on Wednesday, August 19, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Holiday Inn Hotel & Suites Beaumont-Plaza (Jean Lafitte Room), 3950 I-10 South & Walden Road, Beaumont, Texas 77705. Phone: 409-842-5995. Free parking is available at the hotel.

We also encourage you to submit comments regarding this project anytime during the scoping period to the Department of Transportation, Docket Management Facility. If you do so, please include your name and address, and docket number (USCG-2015-0472). To make sure your comments are not entered more than once in the docket, please submit them using only one of the following means by the close of scoping **August 28, 2015:**

•By Mail: Docket Management Facility (USCG-2015-0472), U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE, Washington, DC 20590-0001
•By Personal Delivery: to the room and address listed above between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.
•By FAX: To the Docket Management Facility at (202) 493-2251.
•Electronically (preferred to expedite processing): Through the Federal Docket Management System (FDMS) website: http://www.regulations.gov under docket number USCG-2015-0472.

The Delfin LNG Deepwater Port License Application may also be viewed at the following public libraries:
•Lamar University Mary & John Gray Library* - 211 Redbird Lane, Beaumont, TX 77710; 409-880-7257
•McNeese State University Lether Frazar Memorial Library* - 4205 Ryan St, Lake Charles, LA 70607; 337-475-5725
•Calcasieu Parish Public Library - 301 W Claude St, Lake Charles, LA 70605; 337-721-7116
•Cameron Parish Public Library 501 Marshall St, Cameron, LA 70631; 337-775-5421
•Port Arthur Public Library - 4615 9th Ave, Port Arthur, TX 77642; 409-958-8830
* indicates Federal Depository Library

If you have questions about the proposed Delfin LNG deepwater port license application, you may contact Mr. Roddy Bachman, U.S. Coast Guard at 202-372-1451 or *Roddy.C.Bachman@uscg.mil* or Ms. Yvette Fields, Maritime Administration, at (202) 366-0926 or Yvette.Fields@dot.gov.

NEWS SHORTS

Prison escapee caught

The Jefferson County Sheriff's Office and area authorities captured an inmate who escaped that same day.

At approximately 10 a.m. on Wednesday, Aug. 5, Joseph Thaddeus Chenier was to be transferred to the Calcasieu Parish Sheriff's Office when he escaped from the Jefferson County Correctional Facility. According to Deputy Rod Carroll, Chenier intermingled with other inmates scheduled for release.

Chenier

At 11:50 a.m., Chenier was taken back into custody by deputies with the JCSO. Chenier, who was being held on a warrant out of Calcasieu Parish for forgery, will be charged with escape.

Prop 1 funds awarded for Major Drive project

The Texas Transportation Commission has approved nearly $30 million in Proposition 1 funding for an upcoming project in Southeast Texas.

Williams Brothers Construction was awarded a $29.9 million contract to reconstruct I-10 at Major Drive in Beaumont. The project will reverse the current configuration, with resulting in I-10 being rebuilt as an overpass over FM 364, otherwise known as Major Drive. The project will begin in October and is scheduled to be completed by March 2017.

Proposition 1, which dedicates a portion of oil and gas tax revenue to the state highway fund, was approved last November by 80 percent of Texas voters.

ExxonMobil to expand processing capacity at Beaumont refinery

ExxonMobil Beaumont refinery is increasing its production capacity by approximately 20,000 barrels per day, the company announced Aug 4.

"This project will grow our capacity and flexibility to process light crude oils," said Jerry Wascom, president of ExxonMobil Refining and Supply Company.

The investment is ... states.

Construction is slated to begin shortly and startup is targeted by early 2017, said Lee Dula, public and government affairs manager at ExxonMobil.

"This investment addresses three key elements from a business standpoint – the crude slate flexibility of the unit, the throughput volume, and the amount of energy required to process the crude," Dula said.

Dula would not comment on the cost.

ExxonMobil's Beaumont refinery processes 345,000 barrels of crude oil per day, and includes chemical, lubricants and polyethylene plants. ExxonMobil has more than 2,000 area employees, and its operations account for approximately 1 in every 7 jobs in the region.

— *Kevin King*

Driver falls asleep, collides with truck

A Round Rock man who reportedly fell asleep at the wheel was sent to the hospital after he crashed with a Freightliner on Interstate 10.

Aug. 3 at approximately 10:30 a.m., a Chevrolet passenger vehicle traveling westbound in the left lane on I-10 when the driver, 36-year-old Nacquinta Johnson, fell asleep at the wheel near FM 365 in Jefferson County and drifted into the right lane. According to Trooper Stephanie Davis, Johnson clipped the back of a semi-trailer before he struck the guardrail, spinning his vehicle back into the roadway, where his car was struck by a 2015 Freightliner.

LongHorn Steakhouse opens in Beaumont

The LongHorn Steakhouse at 5920 Eastex Freeway in Beaumont opened its doors Monday, Aug. 10.

The restaurant is owned by Darden Restaurants, Inc., which owns and operates more than 1,500 restaurants that generate over $6.3 billion in annual sales. The company is headquartered in Orlando, Fla., and employs more than 150,000 people. There are 30 LongHorn Steakhouse restaurants in Texas and more than 480 in the U.S., said Jeremy Fults, managing partner at the LongHorn Steakhouse in Beaumont.

"We offer a an excellent variety of fresh, never frozen, steak cuts that are hand-seasoned, then expertly grilled by a Certified LongHorn Grill Master," Fults said. "LongHorn entrees come with a hand-chopped salad, honey-wheat bread baked fresh every 20 minutes and with delicious side dishes like our Steakhouse Mac & Cheese."

LongHorn's Peak Season menu changes four times a year and features fresh flavors of the season. The Prime Time menu features late afternoon specials, including a variety of $3, $4 and $5 drinks and appetizers. Prime Time is offered Monday through Friday from 4-7 p.m.

The 6,300 square-foot restaurant, reminiscent of a rancher's home, according to the LongHorn Steakhouse website, will seat more than 240 guests and will create approximately 80-100 new jobs for the community, Fults said.

Fults said the company chose Beaumont to expand to because the city is a great place with long-term growth potential.

"We're very excited to be here and have received outstanding support from the community," Fults said. "Our goal is to be Beaumont's favorite steakhouse."

For more information, visit www.longhornsteakhouse.com or call (409) 892-1212.

— Kevin King

Answer: Who Is This?

Dana Melancon is the morning meteorologist at KFDM Channel 6 and KBTV Fox 4. He is a member of the Knights of Columbus, a father of three, and he's also very passionate about music – Dana plays guitar and saxophone in his free time, and even hosts a Cajun music show every Sunday morning with his wife, Krissy. Dana loves being so close to the Gulf of Mexico, and of course, he loves Mardi Gras. A self-proclaimed "Mardi Gras junky," he's been involved with Mardi Gras of Southeast Texas in Port Arthur from the get-go. Dana has enjoyed serving on many charitable boards and would most like to be remembered for always wanting to help.

(From page 9A)

PUBLIC NOTICE

Informational Open Houses and Public Meetings for the Delfin LNG LLC Natural Gas Deepwater Port License Application Environmental Impact Statement (EIS)

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) announce their intent to prepare an Environmental Impact Statement (EIS) to assist in the evaluation of a deepwater port license application submitted by Delfin LNG LLC (Delfin LNG). The application proposes the construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles (43 to 47 statute miles) off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The DWP would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs) and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline, and the High Island Operating System (HIOS) pipeline. Onshore compression, metering and pipeline facilities would be in Cameron Parish and included in a FERC application. Louisiana and Texas are both adjacent coastal states by definition in the Deepwater Port Act of 1974, as amended. The Application, notices, supporting materials, and comments may be viewed at the Federal Docket Management Facility website: http://www.regulations.gov under docket number USCG-2015-0472.

The Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the Federal Register on July 29, 2015 initiating the 30 day scoping period. The USCG and the MARAD invite public comments relating to the scope of the EIS and the application. We will hold informational open houses and scoping meetings at the locations listed below. These are open to the public and all interested parties are encouraged to attend. Written and oral comments will be accepted at the open houses and public meetings and comments may be made throughout the scoping process. Personal information and your comment will be retained and made public.

The open house and public meeting in Louisiana will be heldon Tuesday, August 18, 2015.
Open House: 4:30 PM to 5:30 PM; ***Public Meeting:*** 6 pm to 8 pm. These events will be held at: the Lake Charles Civic Center (Houston Room), 900 Lakeshore Drive, Lake Charles, Louisiana 70601. Phone: 337-491-1256. Free parking is available at the civic center. The open house and public meeting in Texas will be held on Wednesday, August 19, 2015. ***Open House:*** 4:30 PM to 5:30 PM; ***Public Meeting:*** 6 pm to 8 pm. These events will be held at: the Holiday Inn Hotel & Suites Beaumont-Plaza (Jean Lafitte Room), 3950 I-10 South & Walden Road, Beaumont, Texas 77705. Phone: 409-842-5995. Free parking is available at the hotel.

We also encourage you to submit comments regarding this project anytime during the scoping period to the Department of Transportation, Docket Management Facility. If you do so, please include your name and address, and docket number (USCG-2015-0472). To make sure your comments are not entered more than once in the docket, please submit them using only one of the following means by the close of scoping August 28, 2015:

By Mail: Docket Management Facility (USCG-2015-0472), U.S. Department of Transportation, West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE, Washington, DC 20590-0001
By Personal Delivery: to the room and address listed above between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. **By FAX:** To the Docket Management Facility at (202) 493-2251.
Electronically (preferred to expedite processing): Through the Federal Docket Management System (FDMS) website: http://www.regulations.gov under docket number USCG-2015-0472.

The Delfin LNG Deepwater Port License Application may also be viewed at the following public libraries:
Lamar University Mary & John Gray Library* - 211 Redbird Lane, Beaumont, TX 77710; 409-880-7257
McNeese State University Lether Frazar Memorial Library* - 4205 Ryan St, Lake Charles, LA 70607; 337-475-5725
Calcasieu Parish Public Library - 301 W Claude St, Lake Charles, LA 70605; 337-721-7116
Cameron Parish Public Library – 501 Marshall St, Cameron, LA 70631; 337-775-5421
Port Arthur Public Library - 4615 9th Ave, Port Arthur, TX 77642; 409-958-8830

* indicates Federal Depository Library

If you have questions about the proposed Delfin LNG deepwater port license application, you may contact Mr. Roddy Bachman, U.S. Coast Guard at 202-372-1451 or Roddy.C.Bachman@uscg.mil or Ms. Yvette Fields, Maritime Administration, at (202) 366-0926 or Yvette.Fields@dot.gov.

Appendix A-3

Scoping Comments

Source	USCG ID	Comment Number	Comment
Kyle Balkum, Biologist Director, Louisiana Department of Wildlife and Fisheries	USCG-2015-0472-0017	SA1-1	LDWF has no objection to the preparation of an EIS for the proposed Delfin LNG Deepwater Port Project.
Kyle Balkum, Biologist Director, Louisiana Department of Wildlife and Fisheries	USCG-2015-0472-0017	SA1-2	In an effort to reduce impacts, LDWF recommends that temporary pipeline right-of-ways not exceed 75-feet in width and that permanent pipeline right-of-ways not exceed 30-feet in width within wetlands. The applicant shall implement adequate erosion/sediment control measures to insure that no sediments or other activity related debris are allowed to enter any adjacent wetlands. Accepted measures include the proper use of silt fences, straw bales, seeding or sodding of exposed soils or other Environmental Protection Agency construction site storm water runoff control best management practices.
Kyle Balkum, Biologist Director, Louisiana Department of Wildlife and Fisheries	USCG-2015-0472-0017	SA1-3	The piping plover (*Charadrius melodus*) may occur within one mile of the project area. This species is federally listed as threatened with its critical habitat designated along the Louisiana coast.
Kyle Balkum, Biologist Director, Louisiana Department of Wildlife and Fisheries	USCG-2015-0472-0017	SA1-4	Our database also indicates the occurrence of Snowy Plover (*Charadrius alexandrinus*) in your project area. This species holds a state rank of S 1 B, S2N and is considered critically imperiled in Louisiana.
Kyle Balkum, Biologist Director, Louisiana Department of Wildlife and Fisheries	USCG-2015-0472-0017	SA1-5	The database indicates a Coastal Live Oak-Hackberry Forest is located adjacent to the project area. This community is considered critically imperiled in Louisiana with an S 1 state rank. This community type formed on ancient abandoned beach ridges in Southwest Louisiana. These ridges are composed primarily of sand and shell, and are approximately 4 to 5 feet above sea level. This community, also known as a cheniere, is an important storm barrier, limiting salt water intrusion, and acts as a migratory staging/stopover site for Neo-tropical migratory birds. We advise you to take the necessary measures to avoid any impacts to this ecological community.
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-1	We recommend the EIS clearly identify the underlying purpose and need to which the DOT is responding in proposing the alternatives (40 CFR 1502.13). The purpose of the proposed action is typically the specific objectives of the activity, while the need for the proposed action may be to eliminate a broader underlying problem or take advantage of an opportunity. The purpose and need should be a clear, objective statement of the rationale for the proposed project. We recommend the EIS discuss the proposed project in the context of the natural gas supply and the need for an additional export capabilities.

Source	USCG ID	Comment Number	Comment
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-2	The environmental impacts of the proposal and alternatives should be presented in comparative form, thus sharply defining the issues and providing a clear basis for choice among options by the decision maker and the public (40 CFR 1502.14). The potential environmental impacts of each alternative should be quantified to the greatest extent possible (e.g., acres of bay bottom impacted, tons per year of emissions produced). We recommend the EIS describe how each alternative was developed, how it addresses each project objective, and how it will be implemented. The alternatives analys.is should include a discussion of alternatives. We recommend the EIS clearly describe the rationale used to determine whether impacts of an alternative are significant or not. We recommend the EIS describe the methodology and criteria used for determining project siting. Thresholds of significance should be determined by considering the context and intensity of an action and its effects.
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-3	EPA recommends the EIS address the potential effects of project discharges, if any, on surface water quality. Specific discharges should be identified and potential effects of discharges on designated beneficial uses of affected waters should be analyzed. We recommend the EIS describe water reliability for the proposed project and clarify how existing and/or proposed sources may be affected by climate change. At a minimum, the EPA expects a qualitative discussion of impacts to water supply and the adaptability of the project to these changes.
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-4	EPA recommends the EIS describe current groundwater conditions in the project area and fully assess any impacts to groundwater quality and quantity associated with the proposed project construction and operational activities. We also recommend the EIS identify mitigation measures to prevent or reduce adverse impacts to groundwater quality and discuss their effectiveness. EPA asks that the lead agency work closely with state and local agencies which regulate the protection of groundwater resources (i.e., state health departments and water pollution control agencies.)
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-5	EPA recommends the EIS document the project's consistency with applicable stormwater permitting requirements. Requirements of a stormwater pollution prevention plan should be reflected as appropriate in the EIS. We also recommend the EIS discuss specific mitigation measures that may be necessary or beneficial in reducing adverse impacts to water quality and aquatic resources.

Source	USCG ID	Comment Number	Comment
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-6	The EPA asks that DOT consult with the Corps to determine the extent of jurisdictional wetlands and other WOUS present at the project site. We recommend the EIS includes the results of the jurisdictional determination for the project site and address any other relevant requirements pursuant to the CW A Section 404(b)(1), including the requirements to consider less damaging practicable alternatives for any discharges of dredged or fill material into WOUS, to avoid and minimize impacts to aquatic habitats due to discharges of dredge and fill material, and to provide compensatory mitigation for all unavoidable impacts to WOUS.
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-7	EPA recommends the EIS provide information on CW A Section 303(d) impaired waters in the project area, if any, and efforts to develop and revise TMDLs. We recommend the EIS describe existing restoration and enhancement efforts for those waters, how the proposed project will coordinate with on-going protection efforts, and any mitigation measures that will be implemented to avoid further degradation of impaired waters.
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-8	EPA recommends that DOT coordinate across field offices and with the USFWS, NMFS and LDWF to ensure that current and consistent surveying, monitoring, and reporting protocols are applied in protection and mitigation efforts. Analysis of impacts and mitigation on covered species should include baseline conditions of habitats and populations of the covered species, A clear description of how avoidance, mitigation and conservation measures will protect and encourage the recovery of the covered species and their habitats in the project area, Monitoring, reporting and adaptive management efforts to ensure species and habitat conservation effectiveness, A discussion of how the projects potential impacts such as air emissions and/or wastewater discharges may impact species. If the applicant is to acquire compensation lands, the location(s) and management plans for these lands should be discussed in the EIS.

Source	USCG ID	Comment Number	Comment
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-9	We recommend the EIS describe the extent of potential impacts from construction, installation, and maintenance activities, including all interrelated and interdependent facilities. We recommend the EIS describe the ROW vegetation management techniques to be used and their potential associated environmental impacts, especially if mechanical methods or herbicides are to be used. We recommend the EIS indicate the location of important marine and wildlife habitat areas. We recommend the EIS describe what measures will be taken to protect important wildlife habitat areas and to preserve linkages between them. We recommend the EIS provide detailed information on any proposed fencing design and placement, and its potential effects on drainage systems on the project site. Fencing proposed for this project should meet appropriate hydrologic, wildlife protection and movement, and security performance standards.
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-10	EPA recommends the EIS describe the invasive plant management plan used to monitor and control noxious weeds. If herbicides or pesticides will be used to manage vegetation, we recommend the EIS disclose the projected quantities and types of chemicals, The invasive plant management plan should identify methods that can be used to limit the introduction and spread of invasive species during and post-construction. These measures can include marking and avoidance of invasives, timing construction activities during periods that would minimize their spread, proper cleaning of equipment, and proper disposal of woody material removed from the ROW. Because construction measures may not be completely effective in controlling the introduction and spread of invasives, we recommend the EIS describe post-construction activities that will be required such as surveying for invasive species following restoration of the construction site and measures that will be taken if infestations are found.
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-11	We recommend the EIS provide a detailed discussion of ambient air conditions, National Ambient Air Quality Standards, and criteria pollutant nonattainment areas in the vicinity of the project.
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-12	We recommend the EIS estimate emissions of criteria and hazardous air pollutants (air toxics) from the proposed project and discuss the timeframe for release of these emissions over the lifespan of the project. We recommend the EIS describe and estimate emissions from potential construction activities, as well as proposed mitigation measures to minimize these emissions.

Source	USCG ID	Comment Number	Comment
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-13	We recommend the EIS specify all emission sources by pollutant from mobile sources (on and off-road, including marine vessels traveling to and from the off-shore deepwater port), stationary sources (including portable and temporary emission units), fugitive emission sources, area sources, and ground disturbance. This source specific information should be used to identify appropriate mitigation measures and areas in need of the greatest attention.
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-14	We recommend the EIS include a draft Construction Emissions Mitigation Plan and ultimately adopt this plan in the Record of Decision. In addition to all applicable local, state, or federal requirements, we recommend the following control measures (Fugitive Dust, Mobile and Stationary Source and Administrative) be included in the Construction Emissions Mitigation Plan in order to reduce impacts associated with emissions of particulate matter and other toxics from construction-related activities.
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-15	We recommend the EIS address the applicability of state and federal hazardous waste requirements. Appropriate mitigation should be evaluated, including measures to minimize the generation of hazardous waste (i.e., hazardous waste minimization). Alternate industrial processes using less toxic materials should be evaluated as mitigation since such processes could reduce the volume or toxicity of hazardous materials requiring management and disposal as hazardous waste.
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-16	DOE has released a draft study by the National Energy Technology Laboratory (NETL), entitled "Addendum to Environmental Review Documents Concerning Exports of Natural Gas from the United States". We note that NETL recognizes that many of the potential impacts will vary considerably by location where the production occurs due to differences in hydrology, geology, ecology, air quality, regulatory structure and other factors. Nonetheless, the Addendum provides the kind of conceptual level analysis of the types of impacts that are likely to occur from increased production. We recommend that this study be considered as part of the decision making for this project and incorporated by reference in the EIS.
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-17	The EIS should assess the cumulative environmental impacts of a national, regional, and local scale. EPA would like to see air quality, water quality, and areas of ecological and environmental impacts in the cumulative analysis.

Source	USCG ID	Comment Number	Comment
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-18	EPA recommends including a helpful discussion of the GHG emissions associated with the construction of the project, and annual emissions from the operation of the liquefaction facility in the EIS. In addition to operational and construction emissions, there are also GHG emissions associated with the production, transport, and combustion of the natural gas proposed to be exported by the project.
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-19	DOE has also issued two documents that are helpful in assessing the GHG emissions implications of the project. They are the Addendum mentioned above, and NETL's report, entitled "Life Cycle Greenhouse Gas Perspective on Exporting Liquefied Natural Gas from the United States3". These reports provide a helpful overview of GHG emissions from all stages of a project, from production through transmission and combustion. The NETL report also includes comparative analysis of GHG emissions associated with other domestic fuel sources and LNG exports as they relate to other possible fuel sources in receiving regions.
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-20	In addition, we recommend that the EIS describes measures to reduce GHG emissions associated with the project, including reasonable alternatives or other practicable mitigation opportunities and disclose the estimated GHG reductions associated with such measures. For example, using energy efficient equipment and incorporating methane leakage best practices. EIS' s alternatives analysis should, as appropriate, consider practicable changes to the proposal to make it more resilient to anticipated climate change.
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-21	EPA recommends that DOT consider potential best management practices (BMPs) to reduce leakage of methane associated with operation of the facility; for examples of practicable mitigation measures to reduce these project-related GHG emissions, EPA has compiled useful information on technologies and practices that can help reduce methane emissions from natural gas systems, including information regarding emission reduction options for LNG storage, import and export facilities.
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-22	If applicable, we recommend the EIS describe the process and outcome of government-to-government consultation between the DOT and with any and each of the tribal governments within the project area, issues that were raised (if any), and how those issues were addressed in the selection of the proposed alternative.

Source	USCG ID	Comment Number	Comment
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-23	We recommend the EIS address the existence of cultural and historic resources, including Indian sacred sites, in the project areas, and address compliance with Section 106 of the NHPA. It should also address Executive Order 13007, distinguish it from Section 106 of the NHP A, and discuss how the applicant will avoid adversely affecting the physical integrity, accessibility, or use of sacred sites, if they exist. We recommend the EIS provide a summary of all coordination with Tribes, the SHPO/THPO, or any other party; and identify all NRHP listed or eligible sites, and 'the development of a Cultural Resource Management Plan.
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-24	The EIS should include a discussion of relevant permits and other activities associated with the construction, maintenance, and operation of proposed projects.
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-25	EPA recommends the EIS include an evaluation of environmental justice populations within the geographic scope of the projects. If such populations exist, EPA recommends the EIS address the potential for disproportionate adverse impacts to minority and low income populations, and the approaches used to foster public participation by these populations. Assessment of the projects impact on minority and low-income populations should reflect coordination with those affected populations. We recommend the EIS describe outreach conducted to all other communities that could be affected by the project, since rural communities may be among the most vulnerable to health risks associated with the project.
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-26	We recommend the EIS discuss how the proposed action would support or conflict with the objectives of federal, state, tribal or local land use plans, policies and controls in the project areas. The term "land use plans" includes all types of formally adopted documents for land use planning, conservation, zoning and related regulatory requirements. Proposed plans not yet developed should also be addressed if they have been formally proposed by the appropriate government body in a written form
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-27	Because eminent domain laws vary from state to state, and the proposed pipeline may require easements and Right-of-Way (ROW), we recommend the EIS consider eminent domain issues during the evaluation of potential corridors. The findings should be documented in the EIS.

Source	USCG ID	Comment Number	Comment
Micheal Jansky, Acting Chief, Office of Planning and Coordination, United States Environmental Protection Agency	USCG-2015-0472-0014	FA1-28	We recommend the EIS identify the need for a Fugitive Dust Control Plan to reduce Particulate Matter 10 and Fine Particulate Matter 2.5 emissions during construction and operations.
Eric Wolvovsky, Bureau of Ocean Management	USCG-2015-0472-0012	FA2-1	BOEM recommends that air and water quality (including effects on the hypoxic zone), and potential spillage issues should be addressed in the EIS from a deep water LNG port offshore Cameron, Louisiana.
Victor Rodrigue	USCG-2015-0472-0009	IND1-1	The extensive amount of work that will be required will result in a much needed boost to regional economy. In addition, the LNG facilities will enable the US to export and gain revenue from the sale of the vast amount of natural gas existing in shale formations across the country.
Kevin D. Norton, State Conservationist USDA	USCG-2015-0472-0073	FA3-1	The amended project does not extend the boundary of the project area, which is within previously developed industrial areas and therefore is exempt from the rules and regulations of the Farmland Protection Policy Act (FFPA) - Subtitle I of Title XC, Section 1539-1549. Furthermore, we do not predict impacts to NRCS work in the vicinity.
Kristen Monsell, Staff Attorney Center for Biological Diversity	USCG-2015-0472-0013	CO1-1	If authorized, the facility would be the first offshore floating LNG facility in the United States, and export the equivalent of over 440 billion standard cubic feet per year of natural gas in the form of LNG. Id. The tremendous environmental and climate impacts and risks to the wildlife of the Gulf of Mexico are unjustifiable and warrant denial of the license for this project.
Kristen Monsell, Staff Attorney Center for Biological Diversity	USCG-2015-0472-0013	CO1-2	The Center, on behalf of its members, strongly believes that the Proposed Project's construction and operation, including exporting U.S. natural gas abroad, is not in the "national interest" and would be inconsistent with environmental quality because it will: (1) increase natural gas drilling in the United States, including the use of dangerous, controversial, and inadequately-regulated onshore and offshore hydraulic fracturing or "fracking" methods that contaminate water, degrade habitat, pollute the air, and require huge quantities of water; (2) harm wildlife and habitat and diminish air and water quality; (3) increase global warming due to emissions from wells, the energy intensive process of liquefying natural gas, and the ultimate use of the product; and (4) cause an increase in domestic gas prices for American homeowners. The Center therefore urges MARAD to deny the license application.

Source	USCG ID	Comment Number	Comment
Kristen Monsell, Staff Attorney Center for Biological Diversity	USCG-2015-0472-0013	CO1-3	If MARAD nevertheless goes forward with such an ill-conceived proposal, MARAD's EIS must analyze several significant, detrimental environmental impacts that will result from the construction and operation of the Delfin offshore LNG export facility. MARAD must also consider reasonable of alternatives to the Proposed Project, and the cumulative impacts of increased vessel traffic, the increase risk of hazardous material spills, and the attendant increase in natural gas drilling and the use of inherently dangerous practices such as fracking, among other detrimental impacts.
Kristen Monsell, Staff Attorney Center for Biological Diversity	USCG-2015-0472-0013	CO1-4	Pursuant to NEPA, MARAD's EIS must describe: - environmental impact of proposed action - any adverse environmental effects which cannot be avoided should the proposal be implemented - alternatives to the proposed action - the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity, and v. any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented.
Kristen Monsell, Staff Attorney Center for Biological Diversity	USCG-2015-0472-0013	CO1-5	MARAD must consider alternatives to the proposed action — the export of LNG from the proposed offshore LNG facility. Such alternatives analysis should include a no-action alternative and a clean, sustainable energy alternative. MARAD cannot define the project purpose so narrowly as to prevent the consideration of a reasonable range of alternatives.
Kristen Monsell, Staff Attorney Center for Biological Diversity	USCG-2015-0472-0013	CO1-6	MARAD's EIS must give each of these categories of effect (cumulative/indirect/direct) fair emphasis. Moreover, during preparation of the EIS, MARAD cannot take any action that would "have an adverse environmental impact" or "limit the choice of reasonable alternatives." Id. § 1506.1(a).
Kristen Monsell, Staff Attorney Center for Biological Diversity	USCG-2015-0472-0013	CO1-7	T&E corals may be threatened by the Proposed Program, and MARAD's analysis must consider the direct, indirect and cumulative impacts on these species.
Kristen Monsell, Staff Attorney Center for Biological Diversity	USCG-2015-0472-0013	CO1-8	MARAD Must Consider the Increase Risk of Ship Strikes From the Proposed Project. Ship strikes involving large vessels are the "principal source of severe injuries to whales." Most ship strikes to large whales result in death. Ship strike-related mortality is a documented threat to endangered sperm whales, as well as other cetaceans found in the Gulf of Mexico.

Source	USCG ID	Comment Number	Comment
Kristen Monsell, Staff Attorney Center for Biological Diversity	USCG-2015-0472-0013	CO1-9	MARAD Must Consider the Impacts of Noise Pollution from the Proposed Project. The Proposed Project would substantially increase the amount of ship-related noise in the water, posing a risk of harm to marine mammals and other wildlife.
Kristen Monsell, Staff Attorney Center for Biological Diversity	USCG-2015-0472-0013	CO1-10	MARAD Must Consider the Increased Risks of Spills as a Result of the Proposed Project. The Proposed Project would significantly increase tanker traffic in and around the Gulf of Mexico, exacerbating the potential for ship collisions and other accidents that could result in hazardous material spills from tankers (either their LNG cargo or their own fuel supply). Such spills could have a significant detrimental impact on the environment of the region. MARAD must also consider the cumulative impacts of all past spills in the Gulf of Mexico, including spills that are ongoing, the added risk of spills from increased vessel traffic under the Proposed Project, and the cumulative impact that would result from another catastrophic spill in this already stressed environment.
Kristen Monsell, Staff Attorney Center for Biological Diversity	USCG-2015-0472-0013	CO1-11	MARAD Must Consider the Transportation of Invasive Species in Ballast Water and the Resulting Pollution.
Kristen Monsell, Staff Attorney Center for Biological Diversity	USCG-2015-0472-0013	CO1-12	These impacts due to presence of invasive species may be exacerbated by climate change. Increasing winter water temperatures in the mid and high latitudes can provide more favorable conditions for invasive species to become established. This can be compounded by greater competitive advantage of introduced species compared to native species. MARAD must consider all these impacts in its analysis.
Kristen Monsell, Staff Attorney Center for Biological Diversity	USCG-2015-0472-0013	CO1-13	MARAD Must Consider the Significant Impacts from the Emissions of Greenhouse Gases and other Air Pollutants. The Proposed Project will likely emit harmful carbon monoxide, NOx, volatile organic chemicals (“VOCs”), SOx, particulate matter (PM10 and PM2.5), and hydrogen sulfide pollution.
Kristen Monsell, Staff Attorney Center for Biological Diversity	USCG-2015-0472-0013	CO1-14	The Proposed Project would repurpose existing pipelines and involve the construction of new onshore and offshore pipelines. A review of records of the federal Pipeline and Hazardous Materials Safety Administration, which maintains a database of all U.S. pipelines, demonstrates that transport of oil and gas is inherently dangerous and carries a significant risk of environmental and public safety impacts.

Source	USCG ID	Comment Number	Comment
Kristen Monsell, Staff Attorney Center for Biological Diversity	USCG-2015-0472-0013	CO1-15	Artificial light attracts seabirds at night, especially nocturnally active species such as auks, shearwaters, and storm-petrels, and disrupts their normal foraging and breeding activities in several ways.
Kristen Monsell, Staff Attorney Center for Biological Diversity	USCG-2015-0472-0013	CO1-16	MARAD's EIS must also consider the water quality impacts from the construction and operation of the onshore and offshore components of the offshore LNG facility. The EIS must address, at minimum, polluted stormwater runoff from the onshore construction site, including the impacts to water quality from surface runoff; the impacts from construction and operation of the offshore facility, including the impacts to water quality from the discharge of heavy metals and temperature impacts; the impact of wastewater and stormwater discharged from LNG tankers, including hot water expelled from tanker engines.
Kristen Monsell, Staff Attorney Center for Biological Diversity	USCG-2015-0472-0013	CO1-17	The Proposed Project Would Lead to Induced Production That MARAD Must Consider. The U.S. Energy Information Administration ("EIA") and other LNG export applicants agree that LNG exports will induce additional production in the United States. MARAD Must Consider All the Environmental Impacts from Induced Production. Induced production will also lead to habitat destruction.
Kristen Monsell, Staff Attorney Center for Biological Diversity	USCG-2015-0472-0013	CO1-18	MARAD must carefully study the impacts of methane emissions – methane emissions make a big difference in part because the greenhouse gas warming potential of methane is 87 times that of carbon dioxide over a 20-year period. MARAD must also consider the climate impacts of transporting and consuming the natural gas produced as a result of the export facility.
Kristen Monsell, Staff Attorney Center for Biological Diversity	USCG-2015-0472-0013	CO1-19	MARAD Must Consider the Impacts of Fracking When Analyzing Induced Production.
Kristen Monsell, Staff Attorney Center for Biological Diversity	USCG-2015-0472-0013	CO1-20	MARAD Must Comply with its Consultation Obligations Under the Endangered Species Act Prior to Approving the Project.
Kyle Balkum, Biologist Director, Louisiana Department of Wildlife and Fisheries	USCG-2015-0472-0073	SA2-1	[See SA1-2] These measures shall be installed prior to the commencement of construction activities and maintained until the project is complete.

Source	USCG ID	Comment Number	Comment
Kyle Balkum, Biologist Director, Louisiana Department of Wildlife and Fisheries	USCG-2015-0472-0073	SA2-2	Ensure that the applicant provides adequate and appropriate mitigation for impacts to wetland functions.
Kyle Balkum, Biologist Director, Louisiana Department of Wildlife and Fisheries	USCG-2015-0472-0073	SA2-3	[See SA1-3] Piping plovers winter in Louisiana feeding at intertidal beaches, mudflats, and sand flats with sparse emergent vegetation. Primary threats to this species are destruction and degradation of winter habitat, habitat alteration through shoreline erosion, woody species encroachment of lake shorelines and riverbanks, and human disturbance of foraging birds. For more information on piping plover critical habitat, visit the U.S. Fish and Wildlife website: http://endangered.fws.gov.
Kyle Balkum, Biologist Director, Louisiana Department of Wildlife and Fisheries	USCG-2015-0472-0073	SA2-4	[See SA1-4] The Snowy Plover winters along the Gulf Coast and can be found year round in southwest Louisiana. This species occurs on beaches, dry mud or salt flats, and the sandy shores of rivers, lakes, and ponds, and nests where vegetation is sparse or absent. A major threat to the Snowy Plover is the alteration of coastal habitat. We recommend that you take the necessary precautions to protect the critical habitat of this species. If you have any questions or need additional information, please call Michael Seymour at 225-763-3554.
Kyle Balkum, Biologist Director, Louisiana Department of Wildlife and Fisheries	USCG-2015-0472-0073	SA2-5	See SA1-5.
James W. Little, Jr., Senior Project Manager U.S. Army Corps of Engineers New Orleans District (OD-S)	USCG-2015-0472-0073	FA4-1	We have received the amended Deepwater Port Application dated November 19, 2015 and have reviewed it. At this time, the New Orleans District, Regulatory Branch still considers the Department of the Army Section 404 permit application incomplete, as we do not have an approved Jurisdictional Wetland Determination yet. The jurisdictional determination is being processed at this time and once it is approved we should be able to move forward with permit processing.
Tre Glenn, Bureau of Ocean Energy Management	USCG-2015-0472-0073	FA5-1	Consider entanglement issues with moorings for sea turtles and marine mammals.
Tre Glenn, Bureau of Ocean Energy Management	USCG-2015-0472-0073	FA5-2	[Regarding Page 21, line 1 of Section 6.2.5 of the amended Delfin Deepwater Port License Application] There are 21 marine mammals not 28. You can add the citation. Waring GT, Josephson E, Maze-Foley K, Rosel, PE, editors. 2015. US Atlantic and Gulf of Mexico Marine Mammal Stock Assessments -- 2014. NOAA Tech Memo NMFS NE 231; 361 p. doi: 10.7289/V5TQ5ZH0

Source	USCG ID	Comment Number	Comment
Kyle Balkum, Biologist Director, Louisiana Department of Wildlife and Fisheries	USCG-2015-0472-0073	SA3-1	See SA2-1 and SA2-2.
Brad S. Rieck, Deputy Field Supervisor Louisiana Ecological Services Office Louisiana Fish And Wildlife Service	USCG-2015-0472-0073	FA6-1	See FERC Docket Tab, FA1 -1 to FA1-13 (FERC ID 20160202-0103).
Virginia M. Fay, Assistant Regional Administrator NOAA National Marine Fisheries Service Southeast Regional Office Habitat Conservation Division	USCG-2015-0472-0073	FA7-1	Based on our review of the scoping public notice and knowledge of the project area, NMFS believes the proposed new pipelines to be located within an area which is not tidally influenced, is not designated as essential fish habitat under provisions of the Magnuson-Stevens Fishery Conservation and Management Act and does not provide habitat supportive of marine fishery resources. As such, NMFS has no comments to provide on the addition of the two new pipelines to the Delfin LNG project.
Everett Bandy, THPO Quapaw Tribe of Oklahoma	USCG-2015-0472-0073	NA1-1	This project is outside of the current area of interest for the Quapaw Tribe; therefore, the Quapaw Tribe does not desire to comment on this project at this time. Thank you for your efforts to consult with us on this matter.
Lindsey Bilyeu, NHPA Senior Section 106 Reviewer Choctaw Nation of Oklahoma Historic Preservation Department	USCG-2015-0472-0073	NA2-1	The Choctaw Nation of Oklahoma thanks USCG for the correspondence regarding the above referenced project. Cameron Parish, LA lies in the Choctaw Nation's area of historic interest. The Choctaw Nation requests to be a consulting party on this project. The Choctaw Nation's interest in this area would lie in ground disturbing activities onshore rather than offshore. Please forward a copy of the EIS to our office once it becomes available.
Alina J. Shively, Tribal Historic Preservation Officer Jena Band of Choctaw Indians	USCG-2015-0472-0078	NA3-1	Regarding the above-mentioned license and project, the Jena Band of Choctaw Indians' THPO hereby concurs with a determination of No Effect to Historic Properties. This does not preclude the determinations of other Tribes with interest in this area. Should any inadvertent discoveries of Cultural Resources or unanticipated impacts, of any type, occur, please contact all Tribes with interest in this area.

Source	USCG ID	Comment Number	Comment
Lindsey Bilyeu, NHPA Senior Section 106 Reviewer Choctaw Nation of Oklahoma Historic Preservation Department	Email - 02/22/2016	NA4-1	The Choctaw Nation of Oklahoma thanks you for the correspondence regarding the above referenced project. Cameron Parish, LA lies in the Choctaw Nation's area of historic interest. Please provide our office with the GPS coordinates or GIS shapefiles of the project area. This will help us to determine if any Choctaw sites lie within the APE. Also, what cultural resources investigations are planned for the project?

Source	FERC ID	Comment Number	Comment
High Island Offshore System, LLC	20150608-5169	INT1-1	HIOS supports the Application and requests that it be granted by the Commission. HIOS respectfully requests that the Commission grant this motion to intervene, that HIOS be made a party to this proceeding with full rights as a party, and that the Commission approve Delfin LNG's Application.
Castex Offshore, Inc.	20150610-5305	INT2-1	Castex protests the application. Castex respectfully moves to intervene in the above-styled proceeding and protests Delfin's application.
Arena Energy LP	20150610-5322	INT3-1	Arena protests the Application. Arena respectfully moves to intervene in the above-styled proceeding and protests Delfin's application.
W&T Offshore, Inc.	20150610-5303	INT4-1	W&T protests the Application. W&T respectfully moves to intervene in the above-styled proceeding and protests Delfin's application.
Walter Oil & Gas Corporation	20150610-5302	INT5-1	Walter Oil & Gas Corporation moves to intervene in the above-styled proceeding.
Center for Biological Diversity	20150611-5025	INT6-1	Center for Biological Diversity moves to intervene in the above-referenced docket.
Kyle Balkum, Biologist Director, Louisiana Department of Wildlife and Fisheries	20151208-5110	SA1-1	The applicant shall implement adequate erosion/sediment control measures to insure that no sediments or other activity related debris are allowed to enter any adjacent wetlands. Accepted measures include the proper use of silt fences, straw bales, seeding or sodding of exposed soils or other EPA construction site stormwater runoff control BMPS. These measures shall be installed prior to the commencement of construction activities and maintained until the project is complete.
Kyle Balkum, Biologist Director, Louisiana Department of Wildlife and Fisheries	20151208-5110	SA1-2	Ensure that the applicant provides adequate and appropriate mitigation for impacts to wetland functions.
Arena Energy LP	20151222-5276	INT7-1	Arena, as an interruptible transportation customer of HIOS, has a direct interest in this proceeding that cannot adequately be represented by any other party.
Castex Offshore, Inc.	20151222-5275	INT8-1	Castex, as an interruptible transportation customer of HIOS, has a direct interest in this proceeding that cannot adequately be represented by any other party.
M21K LLC	20151222-5274	INT9-1	M21K, as an interruptible transportation customer of HIOS, has a direct interest in this proceeding that cannot adequately be represented by any other party.
Walter Oil & Gas Corporation	20151222-5273	INT10-1	Walter, as an interruptible transportation customer of HIOS, has a direct interest in this proceeding that cannot adequately be represented by any other party.
W&T Offshore, Inc.	20151222-5271	INT11-1	W&T, as an interruptible transportation customer of HIOS, has a direct interest in this proceeding that cannot adequately be represented by any other party.

Source	FERC ID	Comment Number	Comment
ExxonMobil Gas & Power Marketing Company; Fieldwood Energy LLC	20151222-5231	INT12-1	Indicated Shippers are producers and marketers of natural gas, including natural gas produced in the Gulf of Mexico transported on HIOS's system. ExxonMobil is a firm shipper on the HIOS system under a long-term service agreement pursuant to HIOS Rate Schedule FT-2, for transportation service originating at the upstream terminus of the East Breaks system for delivery to the downstream terminus to delivery points at the WC-167 Platform. Fieldwood is an interruptible shipper on the HIOS system under multiple service agreements, including transportation from the East Breaks System to delivery points at the WC 167 Platform.
Fieldwood Energy LLC	20151222-5223	INT13-1	Fieldwood is a shipper on the HIOS system. Fieldwood therefore has interests that may be directly affected by the outcome of this proceeding. No other party can adequately represent Fieldwood's interests in this proceeding.
ExxonMobil Gas & Power Marketing Company	20151222-5207	INT14-1	ExxonMobil is a producer of natural gas and firm shipper on the HIOS system. ExxonMobil thus has interests that may be directly affected by the outcome of this proceeding. No other party can adequately represent ExxonMobil's interests in this proceeding.
Apache Corporation	20151222-5061	INT15-1	As a supplier and shipper on HIOS' system, Apache has an interest in HIOS' filing described above. Apache's interests will be directly affected by the outcome of this proceeding. No other party can adequately represent Apache's interests. Apache respectfully submits that its intervention and participation in this proceeding is therefore in the public interest.
Chevron U.S.A. Inc.	20151222-5056	INT16-1	Chevron is a producer and marketer of gas, and a shipper on the HIOS system. Chevron therefore has interests that may be directly affected by the outcome of this proceeding. No other party can adequately represent Chevron's interests in this proceeding.
Kyle Balkum, Biologist Director, Louisiana Department of Wildlife and Fisheries	20160119-5221	SA2-1	See SA1-1.
Kyle Balkum, Biologist Director, Louisiana Department of Wildlife and Fisheries	20160119-5221	SA2-2	Ensure that the applicant provides adequate and appropriate mitigation for impacts to wetland functions.

Source	FERC ID	Comment Number	Comment
ExxonMobil Gas & Power Marketing Company; Fieldwood Energy LLC	20160121-5196	CO1-1	HIOS' FERC Gas Tariff, which HIOS proposes to terminate, provides for regulated services to current shippers, including firm shippers. HIOS does not disclose the nature of the services to be provided to Delfin. HIOS has acknowledged that the facilities to be abandoned are currently jurisdictional under the NGA. Thus, it is incumbent on HIOS to explain, and the Commission to evaluate, the precise nature of the services HIOS will provide for Delfin on these jurisdictional facilities, as well as the compensation HIOS will receive for these services. As a result of this potentially significant new development, revealed in a footnote in HIOS' Answer, it is now unclear whether HIOS would continue to provide transportation services on the mainline facilities, but for Delfin and/or its export shippers instead of its current shippers. This new development raises issues of fact as to whether it would be possible for HIOS to continue to provide its current services on the Mainline to be abandoned, along with the proposed new services for Delfin and its third-party shippers. It is possible that HIOS has proposed abandonment of the Mainline simply because it prefers to no longer have its facilities, services and rates regulated by the Commission under the NGA. The Commission must require HIOS to provide adequate information concerning the terms of the service agreement entered into with Delfin, and to address whether that agreement precludes HIOS from continuing to perform jurisdictional services at regulated rates.
ExxonMobil Gas & Power Marketing Company; Fieldwood Energy LLC	20160121-5196	CO1-2	HIOS argues that the Commission must not deny abandonment based on shippers' "narrow" interests. Answer at 5, citing Tallgrass Interstate Gas Transmission, LLC, and Trunkline Gas Co. [...] The interests of HIOS's current shippers are not narrow interests. In addition to the Indicated Shippers, five other shippers also protested HIOS' proposed abandonment.
ExxonMobil Gas & Power Marketing Company; Fieldwood Energy LLC	20160121-5196	CO1-3	ExxonMobil's FT-2 service agreement provides for a fixed negotiated rate lower than HIOS's current recourse rate. HIOS entered into that service agreement at the fixed negotiated rate at a time when most if not all of HIOS' service agreements were interruptible, in exchange for ExxonMobil's reserve commitment under its RCA, described above. As discussed in Indicated Shippers' Protest, HIOS has previously attempted, unsuccessfully, to re-characterize the negotiated rate agreement it entered into with ExxonMobil. The Commission should reject HIOS' attempt to terminate its service commitments under NGA Section 7. As noted in the Indicated Shippers' Protest (at 12), ExxonMobil and all producers that attached reserves to HIOS's jurisdictional facilities did so in reliance on the continued service obligations under NGA Section 7 and the continued protection of rate regulation under NGA Section 4. Some or all of these producers may have had other options, but ultimately decided on connection to HIOS based on the assurance of continued regulation of HIOS's rates by the Commission.

Source	FERC ID	Comment Number	Comment
ExxonMobil Gas & Power Marketing Company; Fieldwood Energy LLC	20160121-5196	CO1-4	HIOS's highly qualified if not illusory assurances of continuity of service place HIOS' proposed abandonment squarely within the MOPS I and MOPS II precedent, and require denial of abandonment.
ExxonMobil Gas & Power Marketing Company; Fieldwood Energy LLC	20160121-5196	CO1-5	HIOS has chosen, purely for business reasons, to abandon its compact with its shippers and the Commission to continue to provide service until gas can no longer be produced in commercial quantities on its system. Having made that decision, HIOS cannot invoke rate doctrines to retain amounts collected from shippers to retire and/or salvage facilities it is repurposing, not retiring or salvaging.
Brad S. Rieck, Deputy Field Supervisor Louisiana Ecological Services Office Louisiana Fish And Wildlife Service	20160202-0103	FA1-1	On July 10, 2001, the Service designated critical habitat for wintering piping plovers (Federal Register Volume 66, No. 132); a map of the seven critical habitat units in Louisiana can be found at http://criticalhabitat fws.gov/crithab. Their designated critical habitat identifies specific areas that are essential to the conservation of the species. The primary constituent elements for piping plover wintering habitat are those habitat components that support foraging, roosting, and sheltering and the physical features necessary for maintaining the natural processes that support those habitat components. Constituent elements are found in geologically dynamic coastal areas that contain intertidal beaches and flats (between annual low tide and annual high tide), and associated dune systems and flats above annual high tide. Important components (or primary constituent elements) of intertidal flats include sand and/or mud flats with no or very sparse emergent vegetation. Adjacent unvegetated or sparsely vegetated sand, mud, or algal flats above high tide are also important, especially for roosting plovers. Further consultation with this office will be necessary if the proposed action may directly or indirectly affect the piping plover. In addition, should the proposed action involve federal implementation, funding, or a federal permit and directly or indirectly affect designated critical habitat, further consultation with this office will be necessary.

Source	FERC ID	Comment Number	Comment
Brad S. Rieck, Deputy Field Supervisor Louisiana Ecological Services Office Louisiana Fish And Wildlife Service	20160202-0103	FA1-2	The threatened red knot (*Calidris canutus rufa*) is a medium-sized shorebird about 9 to 11 inches (23 to 28 centimeters) in length with a proportionately small head, small eyes, short neck, and short legs. The black bill tapers steadily from a relatively thick base to a relatively fine tip; bill length is not much longer than head length. Legs are typically dark gray to black, but sometimes greenish in juveniles or older birds in non-breeding plumage. Non-breeding plumage is dusky gray above and whitish below. The red knot breeds in the central Canadian arctic but is found in Louisiana during spring and fall migrations and the winter months (generally September through March). During migration and on their wintering grounds, red knots forage along sandy beaches, tidal mudflats, salt marshes, and peat banks. Observations along the Texas coast indicate that red knots forage on beaches, oyster reefs, and exposed bay bottoms, and they roost on high sand flats, reefs, and other sites protected from high tides. In wintering and migration habitats, red knots commonly forage on bivalves, gastropods, and crustaceans. Coquina clams (*Donax variabilis*), a frequent and often important food resource for red knots, are common along many gulf beaches. Major threats to this species along the Gulf of Mexico include the loss and degradation of habitat due to erosion, shoreline stabilization, and development; disturbance by humans and pets; and predation. If implementation of the proposed action has the potential to directly or indirectly affect the red knot or its habitat, further consultation with this office will be necessary.
Brad S. Rieck, Deputy Field Supervisor Louisiana Ecological Services Office Louisiana Fish And Wildlife Service	20160202-0103	FA1-3	During in-water work in areas that potentially support manatees all personnel associated with the project should be instructed about the potential presence of manatees, manatee speed zones, and the need to avoid collisions with and injury to manatees. All personnel should be advised that there are civil and criminal penalties for harming, harassing, or killing manatees which are protected under the Marine Mammal Protection Act of 1972 and the Endangered Species Act of 1973. Additionally, personnel should be instructed not to attempt to feed or otherwise interact with the animal, although passively taking pictures or video would be acceptable.
Brad S. Rieck, Deputy Field Supervisor Louisiana Ecological Services Office Louisiana Fish And Wildlife Service	20160202-0103	FA1-4	All on-site personnel are responsible for observing water-related activities for the presence of manatee(s).

Source	FERC ID	Comment Number	Comment
Brad S. Rieck, Deputy Field Supervisor Louisiana Ecological Services Office Louisiana Fish And Wildlife Service	20160202-0103	FA1-5	All work, equipment, and vessel operation should cease if a manatee is spotted within a 50-foot radius (buffer zone) of the active work area. Once the manatee has left the buffer zone on its own accord (manatees must not be herded or harassed into leaving), or after 30 minutes have passed without additional sightings of manatee(s) in the buffer zone, in-water work can resume under careful observation for manatee(s).
Brad S. Rieck, Deputy Field Supervisor Louisiana Ecological Services Office Louisiana Fish And Wildlife Service	20160202-0103	FA1-6	If a manatee(s) is sighted in or near the project area, all vessels associated with the project should operate at "no wake/idle" speeds within the construction area and at all times while in waters where the draft of the vessel provides less than a four-foot clearance from the bottom. Vessels should follow routes of deep water whenever possible.
Brad S. Rieck, Deputy Field Supervisor Louisiana Ecological Services Office Louisiana Fish And Wildlife Service	20160202-0103	FA1-7	If used, siltation or turbidity barriers should be properly secured, made of material in which manatees cannot become entangled, and be monitored to avoid manatee entrapment or impeding their movement.
Brad S. Rieck, Deputy Field Supervisor Louisiana Ecological Services Office Louisiana Fish And Wildlife Service	20160202-0103	FA1-8	Temporary signs concerning manatees should be posted prior to and during all in-water project activities and removed upon completion. Each vessel involved in construction activities should display at the vessel control station or in a prominent location, visible to all employees operating the vessel, a temporary sign at least 8.5" x 11" reading language similar to the following: "CAUTION BOATERS: MANATEE AREA/ IDLE SPEED IS REQUIRED IN CONSRUCTION AREA AND WHERE THERE IS LESS THAN FOUR FOOT BOTTOM CLEARANCE WHEN MANATEE IS PRESENT". A second temporary sign measuring 81/4 " X 11" should be posted at a location prominently visible to all personnel engaged in water-related activities and should read language similar to the following: "CAUTION: MANATEE AREA/EQUIPMENT MUST BE SHUTDOWN IMMEDIATELY IF A MANATEE COMES WITHIN 50 FEET OF OPERATION".
Brad S. Rieck, Deputy Field Supervisor Louisiana Ecological Services Office Louisiana Fish And Wildlife Service	20160202-0103	FA1-9	Collisions with, injury to, or sightings of manatees should be immediately reported to the Service's Louisiana Ecological Services Office (337/291-3100) and the Louisiana Department of Wildlife and Fisheries, Natural Heritage Program (225/765-2821). Please provide the nature of the call (i.e., report of an incident, manatee sighting, etc.); time of incident/sighting; and the approximate location, including the latitude and longitude coordinates, if possible. If implementation of the proposed action has the potential to directly or indirectly affect the West Indian manatee, further consultation with this office will be necessary.

Source	FERC ID	Comment Number	Comment
Brad S. Rieck, Deputy Field Supervisor Louisiana Ecological Services Office Louisiana Fish And Wildlife Service	20160202-0103	FA1-10	There are five species of federally listed threatened or endangered sea turtles that forage in the near shore waters, bays, and estuaries of Louisiana. The National Marine Fisheries Service (NMFS) is responsible for aquatic marine threatened or endangered species that occur in the marine environment. Please contact Eric Hawk (727/824-5312) at the NMFS Regional Office in St. Petersburg, Florida, for information concerning those species in the marine environment. When sea turtles leave the marine environment and come onshore to nest, the Service is responsible for those species. Two species, the threatened loggerhead sea turtle (*Caretta caretta*) and the endangered Kemp's ridley sea turtle (*Lepidochelys kempii*) could potentially nest in Louisiana during the summer months (i.e., May through November). Historical records indicate that loggerheads nested on the Chandeleur Islands and recent data indicate rare nesting attempts along Fourchon Beach in Lafourche Parish. The Kemp's ridley is known to nest in coastal Texas and Alabama; thus, nesting attempts could possibly occur in Louisiana as that species achieves recovery. The primary threats to nesting beaches include coastal development and construction, placement of erosion control structures and other barriers to nesting, beachfront lighting, vehicular and pedestrian traffic, sand extraction, beach erosion, beach nourishment, beach pollution, removal of native vegetation, and planting of non-native vegetation (USFWS 2007). To avoid potential direct or indirect affects to the loggerhead sea turtle and/or the Kemp's ridley sea turtle, we recommend that you contact this office if your activities would occur on coastal beaches during the summer months (i.e., May through November).

Source	FERC ID	Comment Number	Comment
Brad S. Rieck, Deputy Field Supervisor Louisiana Ecological Services Office Louisiana Fish And Wildlife Service	20160202-0103	FA1-11	The Sprague's pipit (*Anthus spragueii*), is a candidate species for federal listing as a threatened or endangered species. Candidate species are those taxa for which the Service has on file sufficient information regarding biological vulnerability and threat(s) to support issuance of a proposal to list, but issuance of a proposed rule is currently precluded by higher priority listing actions. Sprague's pipit is a small (4 to 6 inches in length) passerine bird with a plain buffy face, a large eye-ring, and buff and blackish streaking on the crown, nape, and under parts. It winters in Louisiana, arriving from its northern breeding grounds in September and remaining until April. Migration and wintering ecology of this species is poorly known, but Sprague's pipit exhibits a strong preference for open grassland (i.e., native prairie) with native grasses of intermediate height and thickness, and it avoids areas with too much shrub encroachment. Its use of an area is dependent upon habitat conditions. This species is a ground feeder and forages mainly on insects but will occasionally eat seeds. There is currently no requirement under the Endangered Species Act for consultation regarding project impacts on candidate species. In the interest of conserving the Sprague's pipit, we encourage you to avoid project activities that would adversely affect this species or its habitat. Should it be federally listed as threatened or endangered in the future, however, further consultation on project impacts to this species could then be necessary.

Source	FERC ID	Comment Number	Comment
Brad S. Rieck, Deputy Field Supervisor Louisiana Ecological Services Office Louisiana Fish And Wildlife Service	20160202-0103	FA1-12	The proposed onshore location may contain back dune scrub-shrub areas and coastal chenier ridges. Those areas are considered to be the most important habitat for many neotropical migratory birds during fall and spring seasons. Of the 160 species of neotropical migrant songbirds in the Western Hemisphere, more than half utilize Louisiana cheniers at some point during the year (Barrow and Fontenot 2006). During migration, millions of migrating birds use these habitats as vital resting and foraging habitat. In the spring, many trans-gulf migrants use these habitats as their first landfall. As the nearest sheltered stopover habitats encountered by trans-gulf-migrating neotropical songbirds, these thin bands of maritime habitat serve a crucial role in providing food, water, and resting-shelter for the bulk of eastern North America's migratory flycatchers, vireos, thrushes, warblers, tanagers, orioles, buntings, and sparrows (Fontenot 2012). This is particularly important during the frequent periods of inclement weather that occur during the spring. In the fall, these ridges are uniquely situated to provide a final feeding site for those species beginning a trans-gulf migratory flight (Barrow and Fontenot 2006). Many species of neotropical migrant songbirds have experienced a dramatic decline over the past few decades (Sauer et al 2008). This is in part due to the fact that this key migration habitat is extremely imperiled. Because of their proximity to the Gulf of Mexico, these maritime forested ridges and scrub-shrub habitats incur severe impacts from tropical storm tidal surges, and because they represent the highest land from the shoreline, they incur considerable development pressure. Because of the high importance attributed to maritime ridge/dune habitat for avian species of conservation concern, and because this habitat type is considered to be in high decline, the Service recommends the habitat types and acreage within all areas affected by the proposed onshore action (both temporary and permanent impacts) be disclosed and assessed for impacts to migratory birds. That information is necessary in order to determine if the impact of this project warrants migratory bird mitigation. The Service defines the term "mitigation" to include: (1) avoiding the impact altogether by not taking a certain action or parts of an action; (2) minimizing impacts by limiting the degree or magnitude of the action and its implementation; (3) rectifying the impact by repairing, rehabilitating, or restoring the affected environment; (4) reducing or eliminating the impact over time by preservation and maintenance operations during the lifetime of the action; and, (5) compensating for the impact by replacing or providing substitute resources or environments (Federal Register, Volume 46, No. 15, 1981).

Source	FERC ID	Comment Number	Comment
Brad S. Rieck, Deputy Field Supervisor Louisiana Ecological Services Office Louisiana Fish And Wildlife Service	20160202-0103	FA1-13	The onshore project area appears to contain jurisdictional wetlands, which provide valuable habitat for fish and wildlife within Federal trusteeship, including resident and migratory waterfowl, wading birds, and songbirds. In addition to their habitat values, the project area wetlands provide floodwater storage and perform important water quality functions by reducing dissolved nutrient levels and removing suspended sediments. Therefore, all unavoidable jurisdictional wetland impacts and compensatory mitigation for such impacts would be assessed through the U.S. Army Corps of Engineers permitting process. In accordance with Service Mitigation Policy and Section 404 of the Clean Water Act, there should be no net loss of wetlands resulting from project implementation. The Service will provide official comments on jurisdictional wetland impacts and any compensatory mitigation proposal through the U.S. Army Corps of Engineers permitting process.
Virginia M. Fay, Assistant Regional Administrator NOAA National Marine Fisheries Service Southeast Regional Office Habitat Conservation Division	20160127-5236	FA2-1	Based on our review of the scoping public notice and knowledge of the project area, NMFS believes the proposed new pipelines to be located within an area which is not tidally influenced, is not designated as essential fish habitat under provisions of the Magnuson-Stevens Fishery Conservation and Management Act and does not provide habitat supportive of marine fishery resources. As such, NMFS has no comments to provide on the addition of the two new pipelines to the Delfin LNG project. We appreciate the opportunity to provide input on this project. If you wish to discuss this project further, please contact Richard Hartman at (225) 389-0508, extension 203.
Arena Energy, LP, Castex Offshore, Inc., M21K LLC, Walter Oil & Gas Corporation, and W&T Offshore, Inc.	20160128-5315	CO2-1	The Producer Coalition submits that good cause exists for the Commission to accept the instant answer, as it addresses and corrects certain misstatements made by HIOS in its own answer, and thus will assist the Commission's decision-making process in this proceeding.
Everett Bandy, THPO Quapaw Tribe of Oklahoma	20160202-0113	NA1-1	This project is outside of the current area of interest for the Quapaw Tribe; therefore, the Quapaw Tribe does not desire to comment on this project at this time. Thank you for your efforts to consult with us on this matter.
Yuanda Zhu, P.G., Ph.D. Louisiana Department of Health and Hospitals Office of Public Health Engineering Services	20160212-0055	SA3-1	Based upon the information received from your office we have no objection to the referenced project(s) at this time. The applicant shall be aware of and comply with any and all applicable Louisiana State Sanitary Code regulations (LAC 51, as applicable). Furthermore, should additional project data become available to this office that in any way amend the information upon which this office's response has been based, we reserve the right of additional comments on the referenced project(s).

Source	FERC ID	Comment Number	Comment
Lindsey Bilyeu, NHPA Senior Section 106 Reviewer Choctaw Nation of Oklahoma Historic Preservation Department	20160309-0068	NA2-1	The Choctaw Nation of Oklahoma thanks the Federal Energy Regulatory Commission for the correspondence regarding the above referenced project. Cameron Parish, LA lies in the Choctaw Nation's area of historic interest. The Choctaw Nation requests that the GPS coordinates of the APE be sent to our office along with any cultural resources reports.

Appendix A-4

Data Requests

Data Gap #	Data Gap	Resource
1	The NEPA process for deepwater ports has historically assessed the impacts of all vessels within the 500 meter safety zone of the deepwater port. In Delfin's case this would not only include the FLNGVs but also visiting LNG trading carriers, tugs, and other support vessels. This is also analyzed and presented in all operational phases whether mooring, unmooring, idle or liquefying natural gas. Water and air impacts are also normally considered in NPDES and CAA permits but if not must still be considered for the NEPA process. Comprehensive environmental impacts for the FLNGVs, LNG trading carriers, tugs and other support vessels should be included as applicable for the following resource areas: a. Water quality (include cooling water, ballast water, antifouling chemicals, temperature effects and any other) b. Air quality (ensure coverage of oil fired pilots if used with natural gas engines) c. Noise (ensure to include thruster noise as well) d. Sediment Quality e. Marine Habitat f. Commercial Fisheries g. Essential Fish Habitat h. Wildlife and Protected Species	General
2	For Delfin's USACE permit application , provide a vicinity map, plan view drawing, depict the 3 mile state coastal boundary line on both the vicinity map and plan view drawing, and remove color coding from any plats and replace with hatching and an appropriate legend.	General
3	For USACE permit processing purposes, provide an approved Wetlands Determination from the Corps of Engineers of all onshore work areas.	General
4	Volume III a. The initial description of operations seems optimistic. Delfin anticipates 4 hours for line cool-down, to be ready by the time an LNG trading carrier arrives to moor alongside the FLNGV. A further 18 hours to affect transfer & 2 more hours to prepare & then depart. Based on years of experience with shoreside LNG trading carrier discharges, 24 to 28 hours, not 18 hours, is the normal time it takes to actually transfer LNG after mooring & preparations are completed. It is expected that Delfin will eventually have to expand the expected duration of each LNG trading carrier visit to the port. Provide documentation of equivalent offshore operations that support the claimed time intervals discussed in the application, or adjust the estimated duration for LNG trading carriers to be moored alongside to a more realistic time. In the general port operations section, vessel bunkering is discussed. Provide more detail on how vessel bunkering will be conducted to comply with Federal regulations and GOM-specific bunkering/lightering requirements as outlined in 33 CFR Part 156, subpart C. b. Spill Response Plan – Provide an expanded discussion that properly addresses port-specific spill response measures for both oil (33 CFR Part 154) and natural gas discharge (33 CFR 127). c. If hurricane disconnect and sail off is required where do the FLNGVs (and potentially the LNG trading carriers as well) go and how fast can they get there? d. Will the FLNGVs have full maritime crew at all times, and will that crew be comprised of US mariners?	Project Description – Port Operations

Data Gap #	Data Gap	Resource
5	Volume II, Section 1.3.12 mentions that a new metering station and three new larger interconnections with other existing pipelines would be required. Will new interconnections or any other modifications also be needed for the pipelines in Table 1-1 in order to carry the gas to the Delfin terminal? If no, please provide a detailed justification. If yes, please provide an environmental analysis of these modifications. If the Delfin terminal is depending upon receiving gas from the pipelines in Table 1-1, any modifications needed to allow this would be a connected action under NEPA.	Project Description
6	Volume II, Section 1.3.3 State whether the other pipelines feeding into WC 167 are fully subscribed or under capacity as HIOS is.	Project Description
7	Volume II, Sections 1.0 and 2.4 a. State clearly the applicant's purpose and need for the project. Environmental advantages claimed by the Applicant have not been vetted by USCG/MARAD. As such, purported environmental advantages and preferred design details should not appear in the purpose and need statement. b. The DOE's determination of Public Interest now must be supported by this EIS and should be addressed in the purpose and need and considered throughout the application where applicable. Recommend reviewing: Natural Gas Import/Export regulation –Presentation at USEA-Exporting LNG: Permitting and Economic Analysis by John Anderson Dec 6, 2011 c. In Volume II, Section 2.4.1, "Delfin LNG anticipates that LNG exports from the Project would displace other more environmentally challenging fuel sources that are either currently utilized or proposed in recipient countries." What about keeping the gas here and doing the same in the US? Discuss why it would be in the best interest of the U.S. to export this gas rather than keeping it.	Purpose and Need
8	Provide a more detailed Financial Plan with supporting documentation of the proposed entity(s) that will provide funding for the full costs of constructing, operating and decommissioning the proposed Delfin Deepwater Port. MARAD will work directly with the applicant to obtain all necessary information, and may request additional information as the in-depth financial analysis gets underway.	Financial Responsibility
9	Volume II, Section 2.6.1.1 Provide the basis for siting requirement of 2-8 miles from an existing shipping fairway. Specifically, please support with studies or other evidence that locating a DWP further than 8 miles from an existing shipping fairway would significantly impede or interfere with other commercial shipping operations.	Alternatives
10	Volume II, Section 2.6.1.1 Clarify the following siting requirement: "The area for the proposed DWP must be … within the same depth interval as, and proximate to, the pipeline. As such, the proposed DWP should ideally be within 4 miles of a suitable natural gas pipeline supply." Define what is meant by "depth interval" (how much difference in depth would be tolerated and why) and discuss how this corresponds with "4 miles of suitable natural gas pipeline supply".	Alternatives
11	Volume II, Section 2.6.1.2 Provide detailed information on each of the existing pipelines within the application's Tier 2 analysis (Section 2.6.1.2) corresponding to each of the Tier 2 siting criteria in Table 2-2. For example, provide a map of where each DWP would be sited along those existing pipelines along with existing shipping fairways, and state how far the DWP would be from the closest existing shipping fairway.	Alternatives

Data Gap #	Data Gap	Resource
12	Volume II, Section 2.6.1.2 Did Delfin LNG consider both active and inactive (abandoned) natural gas pipelines in the Gulf of Mexico in its Tier 1 Siting Analysis to determine the preferred alternative for the DWP site?	Alternatives
13	Volume II, Section 2.6.2 Provide additional details to support the statement that "the Transco Station 44 site provided a more desirable location for the meter station and interconnection to gas transmission pipelines".	Alternatives
14	Volume II, Section 2.7.1 Add the Hi-Load Port design analysis (as used in the Bienville project), as a fourth design alternative for use as Delfin LNG's offshore export terminal.	Alternatives
15	Volume II, Sections 3.0 and 6.0 We note that the FLNGVs are fully capable of getting underway. Will there ever be a situation when the FLNGVs transit outside the Captain of the Port Zone or within 12 nm or shore? If so, will the FLNGVs be equipped with an appropriate ballast water treatment system in compliance with the implementation schedule published in the Standards for Living Organisms in Ships' Ballast Water Discharged in U.S. Waters; Final Rule (Federal Register / Vol. 77, No. 57 / Friday, March 23, 2012)?	Water Resources
16	Volume I, Sections 1.3.1.3, 1.3.1.5, and 1.3.2 The existing UTOS pipeline would need to be hydro-tested, using 10.5 million gallons of filtered seawater (Section 1.3.1.3). Elsewhere (Sections 1.3.1.5; 1.3.2) the application states that 22.6 million gallons would be required for a total of 34.0 million gallons (including the 4 laterals). What is the actual amount of water necessary? How will the water be treated in order to be discharged back into the sea?	Water Resources
17	Volume II, Section 3.0 Describe water use, approach velocities, and mitigation needed relative to Section 316b for the FLNGVs.	Water Resources
18	Volume II, Section 3.1.2.1 Provide details on vessel movement and tender vessels needed to service the FLNGVs.	Water Resources
19	Volume II, Section 3.1.2.1 Will the FLNGVs be permanently moored to at the lateral terminus or will they be rotated at some frequency for maintenance? Provide frequency of rotation of FLNGVs.	Water Resources
20	Volume II, Section 3.1.2.2 Identify the water quality classification and standards applicable to the various Project components in coastal and marine waters.	Water Resources

Data Gap #	Data Gap	Resource
21	Volume II, Section 3.1.2.5 Table 3-7 provides a summary of discharges by vessel. However if the FLNGVs are to be moored for extended periods then application of these will need to consider prolonged discharges sources at the mooring positions and not as underway vessels. Provide details on volumes, frequency, durations, solid waste collection and treatment processes for discharges by each FLNGV and LNG trading carrier for gray and black water, boiler blow down, primary and auxiliary cooling water, safety curtains, fire control and suppression discharges, ballast discharges, bilge treatment water treatment and discharges and marine growth control systems and treatment concentrations. In addition, cumulative impacts must assess contribution of discharges and water use for the project from LNG trading carriers receiving LNG from FLNGVs. These include projected frequency and duration of loading LNG for each loading unit.	Water Resources
22	Volume II, Section 3.1.2.5 Provide a water balance including sources for withdrawal, treatment and discharge for the FLNGVs for the intake, use and discharge of seawater for operation of the vessel during operation.	Water Resources
23	Volume II, Section 3.1.2.5 How will discharges from the LNG trading carriers be managed under the proposed project's NPDES and CAA permits? Provide a summary of each applicable permitting process that addresses discharges/emissions from the LNG trading carriers during port operations. Clarify with EPA where the air and water permits start and end: in the safety zone? during mooring? when moored? The determination of overall amount of operational time (asked for in a separate data request) and clarification from EPA on what is covered by their permits will affect the operational time stated in the permits.	Water Resources Air Quality
24	Volume II, Section 3.1.2.5 Provide details on the sources, typical chemical characteristics and thermal loads (delta T) for discharges to the adjacent waters of the GOM from the individual discharges of the FLNGVs.	Water Resources
25	Volume II, Section 3.1.2.5 Provide details on the number of discharge ports, port diameter and orientation and side of hull that occur on the FLNGVs.	Water Resources
26	Volume II, Section 3.1.2.5 Describe discharge volumes, velocities and port orientations relative to the hull of the FLNGVs and evaluate the potential for bottom scouring of fine bottom sediment during operation of the FLNGVs.	Water Resources
27	Volume II, Section 3.2.1.1 Data from 1999 are reviewed for a general discussion of water quality within the project area. Provide more recent data or additional data collected to confirm that these conditions persist and to give a more current view of water quality in the project area.	Water Resources
28	Volume II, Section 3.2.1.1 Provide current status of the water quality impacts for the waters of the project from the most recent 303 or 305 reports. Also identify any TMDLs for the waters present along the pipeline laterals, the near shore areas and the terminal areas.	Water Resources
29	Volume II, Section 3.2.1.1 Provide a discussion of the nature of the degraded benthos and the stressors causing the degradation.	Water Resources

Data Gap #	Data Gap	Resource
30	Volume II, Sections 3.2.1.1 and 3.4 It is stated that a significant area of the proposed project is classified as having impaired shellfish waters. Provide details as to the causes for this impaired status and assess impacts from the FLNGV discharges for contributing to the impaired status of water quality and shell fisheries in the area.	Water Resources
31	Volume II, Section 3.2.1.1 Provide data on monthly or seasonal trends in water quality including temperature and dissolved oxygen regimes, percent saturation, etc. Tables 3-3 and 3-4 only presents water quality data for a single event from an unspecified season and date from 1992 and 1993. More current data should be utilized or collected.	Water Resources
32	Volume II, Section 3.2.1.1 Describe what effects discharges from the proposed project may have on the ambient water, and include a discussion of effects on anoxia present in the project area.	Water Resources
33	Volume II, Sections 3.2.1.1 and 3.2.2, Tables 3-3 and 3-4 Verify that the units for dissolved oxygen (ml/L) are correct and convert to mg/L.	Water Resources
34	Volume II, Section 3.2.1.2 Discuss how pipeline installation and operation may affect preferential pathways for oil seepage from the bottom into the water column.	Water Resources
35	Volume II, Section 3.3 Non-chlorine spills could include petroleum and hydraulic oil related fluids, lubricants, coolants, fire control fluids, etc. Provide these in a separate column of chemicals for accidental release.	Water Resources
36	Volume II, Section 3.3 A marine growth prevention system (MGPS) will be used to control fouling of the seawater intake system including the ballast system. Chlorine is indicated as the chemical to be introduced (assumed MGPS biocide). Confirm that Delfin will add chlorine to all the seawater service systems including ballast systems, engine cooling systems and water curtains.	Water Resources
37	Volume II, Section 3.3 Water curtains for safe transfer of LNG are not discussed or detailed as a potential discharge. Verify that no water column discharges for this source will be present or include a discussion of their use and discharges.	Water Resources
38	Volume II, Section 3.3 Reverse osmosis is identified as an on-board system to be present. A brine concentrate discharge from this system would be expected and should be indicated as such in Table 3-6.	Water Resources
39	Volume II, Section 3.3 Identify or discuss how bilge water from the FLNGV and LNG trading carriers will be managed. Include slop tank management.	Water Resources
40	Volume II, Section 3.3 Perform a thermal plume assessment to determine the extent of thermal signature during both closed and open loop operation of the cooling system.	Water Resources
41	Volume II, Section 3.3 Potential anti-fouling paints or coatings on the FLNGV may contribute contaminants to the sediment beneath the vessels. What will the primary anti-fouling agent in the hull coating?	Water Resources

Data Gap #	Data Gap	Resource
42	Volume II, Section 3.3.1 Profile grain size characteristics and assess contamination for sediments to be disturbed during trenching and jetting operations. Provide the results of a sediment transport model to assess plume generation and TSS trends in the water column during pipeline installation.	Water Resources
43	Volume II, Section 3.3.1 Use of a diffuser during hydrostatic testing will reduce velocity in the discharge but may not reduce added chemical concentrations and therefore these have to be inventoried for the NPDES permit. Hydrostatic testing will require a NPDES permit. Identify the biocide to be used in the hydrostatic test and the concentration required for control.	Water Resources
44	Volume II, Section 3.3.2 Total residual chlorine values all exceed the USEPA AWQC for marine waters. Clarify the basis for this exceedance.	Water Resources
45	Volume II, Section 3.3.2 Oil and grease exceeds the MARPOL standard of <15 ppm for this discharge. Divide discharges between hazardous and non-hazardous drains. Inventory both drain sources for all FLNGVs.	Water Resources
46	Volume II, Section 3.3.2 Provide the salinity of the brine concentrate in the discharge profile.	Water Resources
47	Volume II, Section 3.3.2 Copper is listed at a discharge concentration above both acute and chronic USEPA water quality standards. Clarify this exceedance.	Water Resources
48	Volume II, Section 3.3.2 Provide a detailed discussion of biocide treatment by the MGPS. Include injection locations and system treatments relative to the identified discharges.	Water Resources
49	Volume II, Section 3.4 Provide an evaluation of discharges of treated gray and black water, cooling water, brine water, oil and grease and discuss in the context of a consistent discharge to the local waters. This should include potential contributions of BOD and COD to the anoxic areas present and include comparison to applicable and relevant USEPA AWQC and MARPOL standards.	Water Resources
50	Volume II, Section 3.4 Inventory the routine tending vessels needed to service the FLNGVs on a weekly basis and their associated impacts on the environment from their discharges.	Water Resources
51	Volume II, Section 3.2.1.1 Sediment quality is described as being impacted based on the presence of sediment contaminants and degraded benthos. Discuss in detail the types of contaminants and their concentrations.	Water Resources Sediment Quality
52	Volume II, Section 3.2.1.1 Current understanding of the sediment quality appears limited to two historic stations sampled by USEPA. Characterize the sediment contaminants in the surface and subsurface sediments present in the project vicinity, especially along the lateral installation paths and terminal locations.	Sediment Quality
53	Volume II, Section 3.2.1.1, Figure 3.2-1 Figure 3.2-1 shows that historical sediment quality data are limited to two single stations to the east of the Onshore Site. Collect additional data on the sediment quality along the pipeline route, lateral line paths and project terminal.	Sediment Quality

Data Gap #	Data Gap	Resource
54	Volume II, Section 4.3.1.1 Identify specific construction techniques and best management practices, as discussed on page 4-15, that will be used to reduce negative impacts from pipeline construction.	Marine Habitat
55	Volume II, Section 4.3.1.3 The documents states "Spills from construction vessels pose a risk to water quality that could affect special marine resources, if significant." a. Define "special marine resources". b. Define thresholds for "significant" spill by volume, season, location, animal natural history (breeding ground, feeding ground) or other parameters. A spill even if minimal may be a significant impact e.g. if a dolphin in the area is pregnant. c. Define "large" spill. d. No meaningful conclusions are drawn in this section. It simply states "spills could cause a risk." There are no clear impacts nor any substantive reasoning to support the conclusions. Provide a range and potential for risks that could be caused from a spill.	Marine Habitat
56	Volume II, Appendix G Add section on impacts to essential fish habitat during decommissioning of the proposed Project.	Essential Fish Habitat
57	Volume II, Section 5.0 Update commercial fisheries landings data throughout this section. Many of the references are more than 15 years old.	Commercial Fisheries
58	Volume II, Section 5.4 Provide citation for beneficial effects of no-fishing zones.	Commercial Fisheries
59	Volume II, Section 8.3.1.2 NOAA Fisheries (Fisheries Statistics Division) collects and reports U.S. commercial fisheries landings data. Data is available on a national, regional, state or port-specific basis and includes distance from shore and species. NOAA Fisheries also categorizes commercial catch and trip data by individual statistical area. Provide commercial catch and trip data for the Project-specific Regional Statistic Areas, Quadrants, and Blocks.	Commercial Fisheries
60	Volume II, Section 10.2.7 Provide additional details on recreational boating, including the identification of marine fishing access points, artificial reefs, and scuba diving locations in the Project area. Confirm if any cruise ships are known to transit the Project area.	Recreational Fisheries
61	Volume II, Section 6.0 Provide an ichthyoplankton analysis for the water that would be used at the port. Be sure to include the water used by both FLNGVs and LNG trading carriers.	Wildlife and Protected Species

Data Gap #	Data Gap	Resource
62	Volume II, Section 6.3.1.6 Provide the following additional information to support conclusions made in the noise impact discussion section (Volume II, Section 6.3.1.6): a. Provide a table that details the projected use of both impact and pile driving including details the frequency and duration of these activities and the impacted footprint. b. Provide a table that details vessel transits to and from the offshore Project site during construction and operation including frequency and type of boat transiting. During LNG loading, how often and for how long will vessels be located at the Project site, and how many vessels will be involved? c. During maneuvering activities, how many vessels will be involved and what is the frequency and duration of these activities? d. Provide noise source levels for all vessels.	Wildlife and Protected Species
63	Volume II, Section 6.3.1.6 The claim that the "low levels of pulsed noise from construction activities would [unlikely] have any permanent effects on fish populations or marine mammals" is unsubstantiated. Provide actual data on pulsed noise to substantiate this claim including source levels, thresholds and levels known to impact relevant species levels (fish, marine mammals, sea turtles, EFH, birds, etc.).	Wildlife and Protected Species
64	Volume II, Section 6.3.1.6 Include dB re 1µPa (NOAA Guidelines) or other appropriate reference levels in Section 6.3.1.6 and Tables 6-12 and 6-13.	Wildlife and Protected Species
65	Volume II, Section 6.3.1.6, Figures 6-12 and 6-13 Include zones of Influence specific to harassment levels in Figures 6-12 and 6-13.	Wildlife and Protected Species
66	Volume II, Section 6.3.1.6 Provide additional detail to explain the potential impacts to fish species during construction. In Section 6.3.1.6 (page 6-41), Delfin states that "some fish would avoid the area". Provide the fish species that are expected to avoid the area as well as an estimate for quantification and duration of movement and references to substantiate these claims. Clarify whether different impacts are expected for non-listed and federally listed species and those with defined EFH.	Wildlife and Protected Species
67	Volume II, Section 6.3.1.6 Provide additional detail to explain the potential impacts to marine mammal species during construction with differentiation between different type of marine mammals (whale vs. small dolphin; baleen vs. toothed species). Differentiate impacts between continuous and impulsive noise.	Wildlife and Protected Species
68	Volume II, Section 6.3.1.6 Address the Draft Guidance for Assessing the Effects of Anthropogenic Sound on Marine Mammals (NOAA 2013), available online at: http://www.nmfs.noaa.gov/pr/acoustics/draft_acoustic_guidance_2013.pdf in the noise analysis. The Draft Guidance identifies thresholds above which individual marine mammals are predicted to experience changes in their hearing sensitivity, both temporary threshold shifts (TTS) and permanent threshold shifts (PTS). Updates in the Draft Guidance include a protocol for estimating PTS and TTS onset levels for impulsive and non-impulsive sound sources.	Wildlife and Protected Species

Data Gap #	Data Gap	Resource
69	Volume II, Section 6.3.1.6 The analysis of mitigation measures for marine mammals is inadequate. The statement that "large cetacean occurrence in the Project area is expected to be rare, although small marine mammals (dolphin) are possible" is not sufficiently detailed to cover impact assessments across the range of marine mammals and the ways they vary physiologically.	Wildlife and Protected Species
70	Volume II, Section 6.3.1.6 Include a table and figure within the sea turtle and marine mammal analyses identifying the predicted distances pile driving noise may exceed effects thresholds, similar to Tables 6-12 and 6-13 provided in the fish species analysis.	Wildlife and Protected Species
71	Volume II, Section 6.3.1.6 NMFS has not established thresholds for noise related impacts to sea turtles; however, Delfin indicates a level where response would occur – please clarify the basis for determining this level.	Wildlife and Protected Species
72	Volume II, Section 6.3.2.1 Include within the analyses of potential impacts to ichthyoplankton, zooplankton, larvae, and eggs an analysis on ecosystem and food web benefits foregone as a result of operational impacts on eggs and larvae.	Wildlife and Protected Species
73	Volume II, Section 6.6 Include in the impact analysis a discussion of potential impacts to benthic communities during operation and decommissioning. Provide an estimate acreage of temporary and permanent habitat removal. Provide analysis of potential habitat creation due to addition of permanent structures. This should include a discussion of fish aggregating devices.	Wildlife and Protected Species
74	Volume II, Technical Attachment 4 Three sonar contacts, Nos. 3, 8 and 49, and 2 magnetic anomalies (Nos. 61 and 115) are recommended for avoidance within Block 167 West Cameron Area, proposed bypass pipeline. Provide the plan for avoidance.	Cultural Resources
75	Volume II, Technical Attachment 4 Surveys within Blocks 319, 327, 328, and portions of 312-314, 318, 320, 326, 329, and 333-336 resulted in the recommendation to avoid 3 sonar contacts (Nos. 12, 20, and 21) and 9 magnetic anomalies (Nos. 10, 70, 132, 170, 318, 17/135, 100/247, 133/134, and 137/207). Provide the plan for avoidance.	Cultural Resources
76	Volume II, Technical Attachment 4 Five sonar contacts described as circular in shape (p. 14) are not interpreted in terms of potential archaeological significance as are all others discussed. What is the interpretation of these sonar contacts (Nos. 4, 13, 16, 27, and 57)?	Cultural Resources
77	Volume II, Section 8.2.3 Provide characteristics of labor force and employment within the commercial fishing industry (Table 8-3). Commercial fishing industry would potentially be negatively impacted by the proposed safety exclusion zone during construction and operation of the DWP; therefore, additional details are needed on the commercial fishing industry in the Project area.	Socioeconomics
78	Volume II, Section 8.2.5 Provide a discussion on the potential impact on traffic including details on expected increases in traffic from transportation of goods, equipment and personnel to the offshore Project site. Information regarding parking for personnel during construction and operating should be included.	Socioeconomics

Data Gap #	Data Gap	Resource
79	Volume II, Section 8.2.5 Provide a summary of any necessary improvements to roads in the Project area that would need to be improved/fortified to support Project construction and operation, if applicable.	Socioeconomics
80	Volume II, Section 8.3.2.5 Provide additional details on routine maintenance – frequency, duration, and number of expected workers needed.	Socioeconomics
81	In Volume II, Sections 5.4 and 5.7 where the area encompassed by safety zones (2315 acres) are noted as lost to fishing, also include the NAA and ATBA acreage. . In addition, resolve this with text that claims that the proximity of the 4 terminals would limit maneuverability and create an 8,000-acre refuge area. Provide support to the claim in Volume 2, Section 5.6 mentions impact to commercial and recreational fishing would be negligible.	Marine Zone Uses
82	Volume II, Sections 10.2.2 and 10.3.1.1 Insert a lease block/pipeline/cable Crossing Matrix (even if the proper asset owners have not been engaged so early on) that identifies the lease blocks, pipelines, cables, etc. that would be crossed by the existing pipelines (HIOS and UTOS systems) and the four new laterals.	Marine Zone Uses
83	Volume II, Sections 10.2.5 and 10.3.1.5 Describe the warning areas W-147AB and W-59BC, including common uses of these areas as well as frequency of use.	Marine Zone Uses
84	Volume II, Sections 10.2.6 and 10.3.1.6 Provided additional details on the various commercial harvesting methods used in the Project area, including typical catch, frequency of use and seasonal patterns if applicable.	Marine Zone Uses
85	Volume II, Section 8.3.1 Provide information on onshore sites/yards that would be used as a staging area/construction base for construction, maintenance, and/or operation activities associated with the proposed DWP.	Land Use
86	Volume II, Section 8.4 Provide race, ethnicity, and poverty levels (Table 8-11) for the same Project area as other metrics. Add data for Calcasieu Parish, Louisiana and Orange and Jefferson Counties, Texas and the cities of Sulphur and Lake Charles, Louisiana and Port Arthur, Texas, if available.	Environmental Justice
87	Volume II, Section 9.0 a. Pile Driving. Piles are proposed to be 78 inches in diameter and 300 feet long. Soil borings are only 10 feet deep. How far into the sediment will piles be driven, and does Delfin have adequate information to decide on the type of pile and method of installation? b. Is 3 feet of pipe burial adequate in shallow water depth and hurricane prone area?	Geological
88	Volume II, Section 9.2.1 Provide an analysis of potential impacts on paleontological resources.	Geological
89	Volume II, Section 9.2.3 Provide information on shallow gas and gas hydrates.	Geological
90	Volume II, Section 9.2.4 Provide information on wind energy potential and sand and gravel resource potential.	Geological

Data Gap #	Data Gap	Resource
91	Volume II, Section 11.0 In the development of air emissions inventory, Delfin needs to adhere to the BOEM's Standard Operation Procedures (SOP) guidelines. As such, include the estimates of air emissions from the pipeline installation, fugitive, oil burn, and flaring etc., in addition to the air emissions listed in Table 11-6.	Air Quality
92	Volume II, Section 11.1.1.1 Provide a copy of the CAA/PSD/NSR air permit application submitted to EPA and/or LDEQ.	Air Quality
93	Volume II, Section 11.3.1 Provide a table showing total potential emissions for the entire group of emission sources comprising the deepwater port subject to stationary source permitting, not just on a per-FLNGV basis.	Air Quality
94	Volume II, Section 11.3.1 Emissions from commissioning of the FLNGV liquefaction trains appear to assume that trains will never need to be shut and restarted (such as for scheduled maintenance). Is this assumption realistic? If it is not a realistic assumption, please include estimated emissions for activities such as maintenance and re-starting of the FLNGV liquefaction trains beyond initial startup.	Air Quality
95	Volume II, Section 11.3.1 and Appendix L It appears that hoteling emissions from LNG trading carriers (both during safety zone maneuvering and while moored to the FLNGV) are excluded from LNG trading carrier emission totals. Please state this exclusion explicitly in the text and emission calculations, along with the rationale for doing so.	Air Quality
96	Volume II, Section 11.4.1 Please provide a copy an EPA-approved air quality modeling protocol or other documentation supporting the position that cumulative impacts from nearby sources are not expected to occur.	Air Quality
97	Volume II, Appendix L Operational emissions from LNG trading carriers appear to assume that only diesel-electric carriers will visit the port. Given that the world LNG fleet includes a number of steam boiler-driven carriers, is this assumption realistic? If it is not a realistic assumption, please consider whether other types of LNG trading carrier propulsion plants might produce higher emissions, and include such emission calculations if they represent worst-case emissions.	Air Quality
98	Volume II, Appendix L Please quantify HAP emissions from LNG trading carriers, support vessel, tug boats, and helicopter emissions, and include any HAP emissions subject to the deepwater port license in the facility-wide totals.	Air Quality

Data Gap #	Data Gap	Resource
99	Volume II, Sections 11.3, 11.4 and 11.6 and Appendices J, K and L NEPA analyses for previous offshore LNG projects typically include an assessment of air emission impacts from sources not included in the stationary source PSD air permit application for the deepwater port. The following information is therefore requested to be provided in support of the NEPA analysis: a. Detailed air pollutant emissions from construction of the off-shore components of the project (consisting of all facilities not included as part of the Delfin onshore facilities); b. Detailed air pollutant emissions from operation of LNG trading carriers, tugboats, and support vessels that are not otherwise subject to PSD stationary source permitting. Specifically, LNG trading carrier emissions are limited to maneuvering emissions within the safety zone, and hoteling emissions while at port are not included); c. Detailed air pollutant emissions from transit of the FLNGV's to and from the port during severe weather events or scheduled maintenance activities. The frequency of severe weather events may be estimated based on historical weather data. d. For operational emissions of LNG trading carriers, tugboats, and support vessels, provide results of air dispersion modeling (see previous offshore LNG projects.) Geographic scope of emissions to be quantified: e. For NEPA analyses of construction and operating emissions related to the deepwater port but not subject to PSD permitting, previous projects have often included all emissions that occur within federal waters, frequently defined as extending 25 nautical miles from shore. f. Although a general conformity analysis is not required for the offshore components of the Port Delfin project (since the nearest land is not a designated nonattainment or maintenance area for any criteria pollutant), previous Deepwater Port Act projects have typically defined the geographic area subject to the air quality regulations of the nearest state as being limited to areas within 3 nautical miles of shore, or within the established safety zone (or zones) around the deepwater port itself, which are considered to be the port's "fenceline" or property boundary.	Air Quality
100	Volume II, Section 6.3.1.6 Provide additional data and citation to justify the following statement "For the purposes of this evaluation, background noise levels have been assumed to be 150 dB."	Noise
101	Volume II, Section 6.3.1.6 There is no mention of accumulation of energy. It is our understanding that the underwater calculations were performed as if all construction, operation and decommissioning noise would be instantaneous in nature and as if only one vessel or activity would be operating at a time. Please provide an analysis of likely operating scenarios with varying types/numbers of vessels to account for an accumulation of underwater noise energy from multiple vessels and different types of equipment/activities. At a minimum, provide a likely best-case scenario (i.e., all equipment idling and a selected number of vessels operating at once) and a likely worst-case scenario (i.e., all equipment running plus all vessels operating at once) for construction (include both impact and vibration pile driving), operation, and decommissioning.	Noise

Data Gap #	Data Gap	Resource
102	Volume II, Section 6.3.1.6 Describe how Delfin comes to the conclusion that thrusters would be used only 20 hours per year by each LNG trading carrier, as stated in Section 6.3.1.6 as follows: "The LNG trading carrier maneuvering using the ship's thrusters would produce short periods of louder noise for approximately 10 to 30 minutes every four to eight days. On average, these thruster noises would be heard about 20 hours per year." a. The total number of LNG trading carriers per year is stated as 120 in Section 12.3.1.5 and 125 in Section 1.3.6.2, please clarify. b. Show the basis for the calculation of 20 hours per year of thruster use using the correct number of LNG trading carriers per year. c. Present results also in terms of all four FLNGVs (would presence of LNG trading carriers be staggered or simultaneous?) so that we can gain a cumulative understanding of thruster noise. d. When exactly during the 24-hour period that LNG trade carriers are within the safety zone would thrusters be used? Section 12 (Safety and Security) states that four hours would be needed to hook and unhook the LNG trading carriers from the port. How did Delfin determine that only 30 minutes of thruster use would be required during that time? What other times would thrusters be used?	Noise
103	Volume II, Section 11.2.4 The discussion of existing noise conditions is discussed in a qualitative manner. Provide existing conditions in the vicinity of noise sensitive areas (NSAs; i.e., residences, schools, hospitals, etc.) from the results of a baseline sound survey.	Noise
104	Volume II, Section 11.3.2 Provide information and analysis on any specialized construction anticipated for the project such as pile driving, HDD, etc.	Noise
105	Volume II, Section 11.3.2 Discuss how the Project will comply with the EPA noise guidelines referenced in Section 11.1.2 and any other potentially applicable requirements.	Noise
106	Volume II, Section 6.3.1.6 It is stated that NOAA NMFS underwater noise disturbance thresholds of 160 dB is an RMS value for (impulsive sounds) when in fact it is an RMS90. Describe how the duration of the pulse was determined in calculating received underwater noise values. Describe how the duration of the pulse was determined in calculating received underwater noise values and if this is expected to increase or decrease distance of impact zones.	Noise
107	Volume II, Section 6.3.1.6 The NOAA NMFS underwater noise disturbance threshold of 120 dB is stated but it appears that no relevant calculations were performed to address. Update tables to show distances to this threshold value.	Noise
108	Volume II, Section 6.3.1.6 Provide the noise profile generated by the thrusters. Information should be provided for each class of vessel that would be used during construction and servicing the terminal.	Noise
109	Volume II, Section 11.4.1 Please provide a copy an EPA-approved air quality modeling protocol or other documentation supporting the position that cumulative impacts from nearby sources are not expected to occur.	Air Quality

Data Gap #	Data Gap	Resource
110	Volume II, Section 6.3.1.6 Distance to marine species impact thresholds and extent of noise impacts above NOAA NMFS guidelines appear to be very long. Describe noise mitigation measures planned during construction and operation and the expected net effect.	Noise
111	Volume II, Section 11.5 Describe onshore noise mitigation measures planned during construction and operation. For the compressor station specifically, describe manufacturer specifications for equipment proposed for installation to mitigate noise impacts.	Noise
112	Volume II, Section 11.3.2 Provide additional information on construction equipment (for offshore activities) that will be used onshore (or close to shore) and quantify impacts at various distances from construction including the distance that correlates with the closest noise sensitive area.	Noise
113	Volume II, Section 12.0 and Volume II, Attachment 35 Regarding the project area: a. The port of St Charles study mentioned accommodation of double deep draft vessels in next 10 years. Is it possible the Sabine Pass Fairway would be increased in width bringing it into the hazard zone of LNG release? b. The vessel traffic data presented was based on AIS info 2009-10. Provide updated data. c. Provide any available information about other vessel traffic (non AIS) that frequents the area. d. The transit density also shows a substantial decrease in traffic seaward from the terminal. Provide an explanation for this trend and any significance to terminal construction and operation. e. Describe the other activities in the port area, both commercial and recreational. f. The modeling indicates sufficient distance between terminal and Sabine Pass Safety Fairway in the event of LNG release. Has there been any discussion of moving the Fairway vessel traffic to the west for more standoff in the event of an LNG release? Can it be done or are there obstructions to this? g. Why was the Delfin terminal not located more NE away from Fairway? Unmanned platforms?	Safety – LNG Release
114	Volumes I and III The U.S. Coast Guard is authorized to establish safety zones up to 500 meters in diameter for DWPs (33 U.S.C. 1509). Also, per 33 CFR 150, subpart H, the CG may request that the IMO Marine Safety Committee consider for approval, other measures (No Anchoring Area (NAA) and Area to be Avoided (ATBA) deemed appropriate to promote navigation safety. Any eventual navigation measures will protect the port while minimizing impacts on external activities (e.g., adjacent OCS production facilities, vessel traffic). a. The NAA is to protect port subsea equipment and transiting vessel equipment such as anchors and fishing gear. Why would an NAA be requested for Delfin if all equipment aside from the pipeline would be within the safety zone? b. Normally the ATBA has a least a 250 meter standoff from the NAA. c. Though routing measures are addressed in the future risk assessment, we thought Delfin may want to re-look at this now.	Safety – Ships Routing Measures

Data Gap #	Data Gap	Resource
115	Volumes I and III a. Delfin states they will not install surface [private] aids to navigation. That may not be acceptable. CGD8 (PATON) staff will eventually make a determination re: requirements for surface aids, as needed. Please engage with CGD8 to verify and provide their determination. b. Provide a more detailed description of anticipated arrival & departure routes for LNG trading carriers visiting the port. The number & frequency of voyages is critical in calculating risks of collision with non-port vessel traffic. c. Delfin proposes to install the quick rotating beacon on the main mast of each FLNGV. Based on the LOOP experience the beacon should be installed on each Tower Yoke Mooring System (TYMS) platform as it provides a constant bearing for external traffic to calculate distance from each of the 4 TYMS. Discuss whether or not Delfin can make this change, and if not, why not.	Safety - Navigation
116	Volume III, Attachment 8 It states that the modification of LNG trading carriers to FLNGVs will add 15% additional weight topside. This will need to better analyzed in terms of vessel stability in all sea state & weather conditions. Initial calculations & conclusions re: FLNGRVs indicate vessels would be susceptible to on-beam seas. While that would be offset by the ability of the FLNGRV to weathervane while tethered, as indicated in the analysis disconnect & reconnection could be particularly precarious, especially if engine start-up is delayed or disrupted (vessel could fall off in to the wind, pitch & roll in fairly shallow seas (64-72 feet depth). These will be manned vessels at all times, further analysis will be required to ensure the safety of the crews will not be compromised (i.e., risk of broaching in heavy seas when detached from the tower yoke mooring system).	Safety - Vessel Stability
117	Volume I, Section 148.105(k), Appendix A, Figure 2, Volume 1, Section 148.105(k), Volume III To satisfy requirements outlined in 33 CFR Parts 148 & 149, list a U.S.-based, state licensed, professional engineer(s) who has verified all submissions from Hoegh and others re: CG & other agency approvals. In addition, provide for each map and diagram evidence of certification by a professional surveyor.	Safety - Engineering Firms & Surveyors
118	Volume II, Section 12.0 The applicant intends to bury the pipeline in three feet deep. Provide confirmation from USACE that this depth is sufficient.	Safety
119	Volume II, Section 12.3.1.4 The AIS data presented was for a period from October 2009 through October 2010. During that period the Deepwater Horizon Macondo Blowout accident occurred (April, 2010). Vessel traffic was affected by the spill and response activities so there is a possibility that traffic patterns would be different without that event. Also, more recent AIS data should be available and that will reflect current traffic patterns. Update figure 12.3.4 and compare to the existing figure.	Safety and Security
120	Volume II, Section 12.3.1.4 There is no discussion of commercial or recreational fishing activity in this section. Please obtain and provide VMS data to better characterize fishing activities in the vicinity of the project area.	Safety and Security

Data Gap #	Data Gap	Resource
121	Volume II, Sections 12.3.1.5, 12.4.6 and 12.7 This section states that Delfin LNG intends to install AIS enabled RACONs. Clarify this statement, as these are two different devices. The Coast Guard recently authorized the use of AIS transmitters for Private Aids to Navigation (PATON) so these should be included in this section and also mentioned in Sections 12.4.6 and 12.7. In particular, the statement, "Delfin would include in its Port Operations Manual specific requirements describing the manning and operation of the Delfin Terminal's control room and/or operations center describing how vessel traffic in the Terminal's vicinity would be monitored visually and/or by radar." should include the use of AIS for monitoring.	Safety and Security
122	Volume II, Section 12.3.1.8 What are the evacuation procedures for DWP staff? How many could be at the port and how would they be evacuated?	Safety and Security
123	See CFR 148.105 The amended Port Delfin LNG Export DWP license application does not contain a satisfactory draft operations manual as required by the excerpted regulatory cite above. Instead there is only a sample table of contents w/o discussion of any of the essential elements required of an operations manual as outlined in 33 CFR 150.15. While is understood the Delfin project is in the initial design & development stage, the applicant is expected to provide more detail than what currently exists. At a minimum, each of the required OPSMAN elements should be briefly discussed to convey a understanding of the "concept of operations (e.g., a paragraph or less) & to demonstrate that the applicant understands what is necessary to develop, implement and conduct/manage deepwater port operations in a safe and responsible manner. Moreover, this information is essential for evaluating the environmental impacts from the construction and operation of the port in the EIS. • The type of vessel used for pipeline construction is only listed on pg. 92 as "barge", it is not specified if the barge will be anchored or dynamically positioned.	Safety and Security
124	Follow up question to response to data request 4d. Vol II. The response to data request 4d indicates that the FLNGVs will have a full maritime crew at all times. Please specify the criteria which will be used to designate "full maritime crew".	Project Description – Port Operations
125	Follow up question to response to data request 6. Vol II, Section 1.3.3. The response to data request 6 indicates that volumes feeding into WC 167 are reduced and may not be fully subscribed. If such is the case, can sufficient volume pass through WC 167 to feed the Proposed Project without the need for a bypass?	Project Description
126	Follow up question to response to data request 38. The reverse osmosis generator is noted in Vol II, Section 3.3, Table 3-6. Provide its discharge characteristics, including increased salinity and increased TSS, and/or provide an explanation as to how the reverse osmosis generator will not result in increased salinity and increased TSS.	Water Resources
127	Follow up question to response to data request 40. Vol II, Section 3.3. Regulations prohibit any increase of water temperature above 35 deg. C. Should ambient water temperatures be high enough, or emergency generators are used during periods of high ambient water temperature, even a delta T of 1.0 deg. C could exceed the regulated temperature of 35 deg. C. Thermal plume modeling would test maximum temp scenarios in summer when waters are warm. Verification of assumptions based on thermal plume modeling would verify the need for any variances. Please provide thermal plume modeling for scenarios during which ambient water temperatures are higher as is typical during the warmer summer months.	Water Resources

Data Gap #	Data Gap	Resource
128	Follow up question to response to data request 43. Vol II, Section 3.3.1. Please provide a list of possible treatments of hydrostatic test water that may be required to meet water quality requirements prior to discharge into the Gulf of Mexico.	Water Resources
129	Follow up to response to data request 82. Vol II, Sections 10.2.2 and 10.3.1.1. Provide additional information on the current depth of the HIOS/UTOS p/ls at these crossings and the source of this information.	Marine Zone Uses
130	Follow up to response to data request 99. Vol II, Sections 11.3, 11.4 and 11.6, and Appendices J, K, and L. Please quantify in tons/year the additional LNG carrier transit emissions that can reasonably be attributed to operation of the port. The emissions should be provided for the same pollutants that were calculated within the safety zone. These are defined as whichever of the following is longest in duration: a) transit emissions between the safety zone and the nearest shipping lane, assumed to be the Sabine Pass Safety Fairway, or b) transit emissions between the safety zone and the point where an LNG carrier is met or dropped off by a pilot boat or assist tug. These transit emissions do NOT need to be included in the NEPA modeling analysis.	Air Quality
131	Follow up to response to data request 105. Vol II, Section 11.3.2. Provide sound contour figure showing sound level propagation and attenuation from compressor station operation. Sound contours should display day-night sound level (Ldn) in A-weighted decibels (dBA).	Noise
132	Follow up to response to data request 108. Vol II, Section 6.3.1.6. Provide a draft anchor plan, including dimensions and locations of each anchor placement, depth into the substrate that each anchor placement is expected to go, duration of anchor placement, and an analysis of impacts on substrate, benthos, and water quality.	Noise
133	Follow up to response to data request 111. Vol II, Section 11.5. Include noise control reduction value of the pipe lagging on the compressor discharge piping in Table 9.3-5. The noise reduction value should be given by octave band frequency and on a broadband basis. Octave band sound levels are typically given in linear (or unweighted) decibels whereas the broadband sound, resulting sound level, is given in A-weighted decibels (dBA).	Noise
134	On February 27, 2015 Delfin issued a press release of an MOU with LITGAS, part of the Lithuanian state controlled energy company group, that LITGAS intends to contract processing capacity at the Delfin LNG port. On Jan 13, 2016 Sutherland posted that Reuters reports that Lithuania's state energy company has postponed plans to import LNG from the United States because the LNG is too "calorific" [or BTU per unit volume of measurement] and does not meet the specifications needed for the country's gas distribution system, which was designed to use Russian gas. According to the report, Lithuanian company LITGAS has been negotiating for LNG deliveries from Cheniere Energy's Sabine Pass terminal in Louisiana, which is due to begin LNG exports soon. a) Does this potential problem with U.S. natural gas composition also affect the Delfin project agreement with LITGAS and overall Delfin project viability? b) Will it require additional processing and associated environmental impacts shore side; at the deepwater port; or in the receiving facility overseas? c) Are there any other effects on the Delfin project and/or environmental impacts?	Project Description

Data Gap #	Data Gap	Resource
135	Please check and verify/correct the Latitude noted for Service Vessel Anchor point #2 in Volume I Table 10 and Volume I Appendix B USACE Table 6-3.	Project Description
136	Follow up response to data request 81. The Applicant has proposed an ATBA the same size as the NAA. Historically, and representing prudent seamanship, it has been routine for an ATBA to have an additional 250 meter radius (or whatever shape) standoff from the NAA simply to add a margin of safety between vessel activity and mooring equipment or other subsea port components actually within the NAA. Though final zone size and shape determinations as well as restrictions have yet to be determined by USCG working with the Applicant and subsequent IMO and US regulatory approval, please provide revised areas based on the additional 250 meter ATBA standoff from the NAA at each location and the revised total area of reduced maneuverability encompassing all four locations combined that could potentially exclude commercial fishing and other vessel traffic.	Safety
137	Regarding onshore air dispersion modeling, we anticipate that FERC is likely to request modifications to the analysis provided in Appendix 9C of the November 2015 amended FERC application. Please be sure to provide USCG with a copy of any revised onshore air dispersion modeling when available. Regarding offshore modeling, we understand that the April 2015 air quality modeling protocol is still under review by EPA, and that approval of the protocol is not likely in the immediate future. However, since the air quality impact analysis and demonstration of the compliance with applicable standards is an integral part of the DEIS, we request that the modeling analysis be completed in accordance with the procedures described in the protocol including the use of AERMOD-COARE. Please provide a detailed description of the analysis and results for the stationary sources. The analysis description should include details not provided in the protocol including emission source parameter data, proposed ambient background levels, BPIP/downwash evaluation, inventory source data considered for cumulative modeling, and the NAAQS and PSD increment compliance assessment. In addition to the offshore stationary source permit modeling, please also provide a detailed description of the methodology and results for the dispersion modeling analysis of the project including mobile sources (LNG carriers, tugboats, support vessels, etc.). Please include a discussion of the assumptions used for the mobile source modeling and how they correspond to the expected operations. We believe it is acceptable to limit mobile source modeling to emissions occurring within the project safety zone. Note that we think steam-driven LNG carriers will likely make up a significant fraction (up to 30%) of the LNG carrier fleet well into the future and should be considered along with the diesel propulsion carriers for both potential emission estimates and air quality impact assessment. Since the emission exhaust characteristics for stream-driven LNG carriers are expected to be substantially different than for the diesel propulsion carriers, worst case impacts should be determined on a pollutant specific basis.	Air Quality

Data Gap #	Data Gap	Resource
138	To consolidate and further identify specific best management practices (BMPs) and conservation measures that could reduce negative impacts during construction, operation and decommissioning, the following 2-part request has been developed. A. The following is a list of the BMPs and mitigation measures identified in Delfin's Amended Application (Deepwater Port Act), Delfin's responses to data requests, and Delfin's FERC Application, organized by resource area. Confirm that Delfin commits to using the following BMPs and mitigation measures for the proposed Port Delfin LNG Project, and give additional detail where possible. B. The following list of conservation measures were identified from Environmental Impact Statements prepared for other similar projects. State for each whether Delfin can commit to the conservation measures for the proposed Port Delfin LNG Project, and if not, revise, provide an alternative measure, or provide an explanation for denial. Note that cooperating agencies will likely provide similar or additional measures as the environmental review for this proposed deepwater port progresses.	BMPs
139	Follow up to response to data requests 78 and 85. If Delfin cannot decide on the land base of construction activities now, it must provide all the possible venues and the permits required for each. For each possible land base of construction, provide a map and dimensions of parking that would be provided for workforce during construction and operation. Would new parking areas need to be constructed or existing parking areas be expanded? Where would staging areas for construction materials and equipment be located?	Land Use
140	We are aware of Hoegh LNG's stock exchange release on February 16, 2016, "Höegh LNG: Putting FLNG activities on hold and allocating all resources to FSRUs." We do not know how this will impact the Delfin project. As Hoegh was proposed as an integral part of the Delfin LNG project, touching many facets including financial, design, construction and operations, provide an assessment of impacts, if any, on Delfin's proposed project and detail any changes that may or will be made to the current application.	Project Description
141	Data request provided as a follow up to data request 126 (sent to Delfin LNG on January 21, 2016 and response received February 8, 2016), which was itself a follow up to data request 38 (sent to Delfin LNG on July 16, 2015 and response received August 28, 2015). Volume II, Section 3.3 The Applicant has indicated in their response to Data Request 126 that discharge characteristics, including salinity and TSS concentrations, from the reverse osmosis generator discharge plume will return to background levels within a very short distance and intends to request EPA Region 6 to apply an appropriate mixing zone in conjunction with its NPDES Permit. To date, no modeling results have been provided by the Applicant to describe the nature and extent of the reverse osmosis generator discharge plume sufficient to complete the NEPA analysis. Modeling the plume utilizing a technique such as CORMIX would provide the necessary information. It is understandable that such modeling would be conducted to support the EPA Region 6 NPDES Permit; however, such results are necessary to complete the NEPA analysis. Therefore, modeling results for the reverse osmosis generator discharge plume characteristics, including salinity and TSS concentrations, should be provided to sufficiently explain how discharge from the reverse osmosis generator will not result in increased salinity and increased TSS.	Water Quality

Data Gap #	Data Gap	Resource
142	Data request provided as a follow up to data request 127 (sent to Delfin LNG on January 21, 2016 and response received February 15, 2016), which was itself a follow up to data gap 40 (sent to Delfin LNG on July 16, 2015 and response received August 28, 2015). Volume II, Section 3.3 The Applicant has indicated in their response to Data Request 127 that, in regard to a discharge thermal plume from FLNGV Essential Generator cooling water, should further evaluation be necessary of the maximum discharge temperature for a small, intermittent cooling water discharge, it will be resolved to the satisfaction of EPA Region 6 during normal processing of the Delfin LNG NPDES permit application. To date, no modeling results have been provided by the Applicant to describe the nature and extent of the FLNGV Essential Generator discharge plume sufficient to complete the NEPA analysis. Modeling the plume utilizing a technique such as CORMIX would provide the necessary information. It is understandable that such modeling would be conducted to support the EPA Region 6 NPDES Permit; however, such results are necessary to complete the NEPA analysis. Therefore, modeling results for the FLNGV Essential Generator cooling water thermal plume should be provided to sufficiently verify thermal plume characteristics, inclusive of scenarios during which ambient water temperatures are higher as is typical during the warmer summer months. In addition, in categorizing historical surface water temperatures in the Gulf of Mexico for data request 127, the Applicant obtained historical seawater surface temperature information from the NOAA Data Buoy Station 42035. Oceanographic data from other points, such as station 42051 (among others), should be provided as comparison to further categorize historical seawater temperature.	Water Quality
143	Data request provided as follow up to data request #124 (sent to Delfin LNG on January 21, 2016 and response received on February 15, 2016), which was a follow up to data gap 4d. Vol I Although Delfin LNG notes that a full maritime crew is determined by the flag state, the Maritime Administration requests a quantitative estimate of the number of mariners that will service the Port Delfin deepwater port. In accordance with the Coast Guard and Maritime Transportation Act of 2006, MARAD is engaged in efforts through its U.S. Crewing Initiative to increase the utilization and number of American mariners sailing on the vessels that will service the Nation's deepwater ports. As a result, MARAD seeks this number toward determining the amount of potential opportunities for recruiting, training and supplying U.S citizen mariners for service on LNG vessels owned or chartered by Delfin LNG.	Project Description
144	Data request provided as follow up to data request #132 (sent to Delfin LNG on January 21, 2016 and response received on February 15, 2016), which was a follow up to data request #108. Vol II, Section 6.3.1.6. Delfin LNG provided the Delfin LNG Construction Vessel Anchoring Plan which described the proposed anchor spread for construction vessels and the general impacts that would be anticipated from anchor use. Additional information is required, including the area (acreage) of impact for each individual anchor and associated chain sweep. In addition, acreage information should include classification by substrate type anticipated to be impacted by anchor deployment. Please provide this missing information, required to complete the NEPA analysis.	Project Description

Data Gap #	Data Gap	Resource
145	Data request provided as follow up to data request #133 (sent to Delfin LNG on January 21, 2016 and response received on February 15, 2016), which was a follow up to data request #111. Vol II, Section 11.5. Delfin to confirm this statement with regards to noise levels. Delfin LNG would make all reasonable efforts to ensure its predicted noise levels from the compressor station are not exceeded at the nearby Noise Sensitive Areas (NSAs) and file noise surveys showing this with the Secretary no later than 60 days after placing the compressor station in service. If the noise attributable to the operation of the compressor stations at full load exceeds an Ldn of 55 dBA at any nearby NSAs, Delfin LNG would file a report identifying what modifications it intends to make in order to meet the predicted level within 1 year of the in-service date. Delfin LNG would confirm compliance with this requirement by filing a second noise survey with the Secretary no later than 60 days after it installs any additional noise controls.	Noise
146	In Volume II 12.4.5 the applicant states: "...Delfin LNG also intends to petition the USCG to establish a No-Anchoring Area (NAA)....The NAA would be intended to protect the public and sensitive subsea equipment from damage by any vessel entering the area intending to anchor, bottom trawl, or conduct other activities that could result in entanglement with the pipelines, risers, and related Delfin facilities below the water surface." Please elaborate why such large NAA will be requested when in theory all unburied subsea components of the port locations would fall within the safety zones. This potential NAA would represent approximately 40% of the total impacted area.	Safety
147	The response to FERC's Environmental Information Request No. 2 for Resource Report 11 does not identify the U.S. Department of Transportation Class Locations (see 49 CFR 192.903) for the planned 42-inch-diameter and 30-inch-diameter pipelines. Please specify the Class Location design standard (e.g., Class 1, Class 2, Class 3, or Class 4) that each planned pipeline would meet.	Safety
148	Data request provided as follow up to data request #133 (send to Delfin LNG on January 21, 2016 and response received on February 15, 2016), which was a follow up to data request #111. Vol II, Section 11.5. Confirm that Delfin shall file a noise survey with the Secretary no later than 60 days after placing the Delfin Compressor Station in service. If a full load condition noise survey is not possible, Delfin shall provide an interim survey at the maximum possible horsepower load and provide the full load survey within 6 months. If the noise attributable to the operation of all of the equipment at the Delfin Compressor Station under interim or full horsepower load conditions exceeds a day-night sound level of 55 decibels on the A-weighted scale at any nearby noise-sensitive areas, Delfin shall file a report on what changes are needed and shall install the additional noise controls to meet the level within 1 year of the in-service date. Delfin shall confirm compliance with the above requirement by filing a second noise survey with the Secretary no later than 60 days after it installs the additional noise controls.	Noise

Data Gap #	Data Gap	Resource
149	In its Section 7(b) abandonment application submitted to the FERC, HIOS noted that the current gas flow on the HIOS system is from offshore gas production areas to the onshore interstate pipeline system. In the Tier 2 analysis as part of section 2.6.1.2, Delfin LNG stated that "the Natural Gas Pipeline Company, LLC/Stingray Pipeline Company, LLC....pipeline system may have available capacity; however, it currently flows natural gas in the opposite direction needed for the Project, and thus, it was determined not to be feasible for the Project as currently operated." Given the fact that the HIOS system also flows natural gas in the opposite direction needed for the Project, this is not sufficient reasoning to eliminate this alternative. Provide documentation that the Natural Gas Pipeline Company, LLC/Stingray Pipeline Company, LLC system could not be abandoned and re-purposed for the proposed Project, or provide a more complete analysis of this alternative, including associated onshore components.	Alternatives
150	In Appendix B, Permits and Approvals, provide anticipated or actual submittal date for all required permits. Also provide the anticipated or actual receipt dates of permit approvals. In addition, also provide any updated consultation or correspondence with permitting agencies to date.	Project Description
151	Please provide revised underwater acoustic modeling analysis results for the pile driving of the 78” piles. In the original analysis the sound source level for driving the 78” piles is assumed to be 10 dB lower than that assumed for driving the 96” piles. Instead, please reevaluate potential impacts assuming the sound source level for driving the 78” pile is 5 dB lower than that assumed for driving the 96” piles. This change is expected to alter the impact analysis to marine mammals and sea turtles; therefore, please modify, as needed, Delfin LNG’s response to Data Gap 138 regarding noise-related best management practices (BMPs) (see pages 8-9 of Delfin LNG’s response to Data Gaps 138-140). Identify any other mitigation measures which would be implemented to minimize underwater noise impacts during pile driving activities, including, but not limited to, the use of noise mitigation screens or the cofferdam system. NOAA has indicated that these two measures are the most reliable additional sound dampening measures given the depth of the water and the potential for offshore currents. Implementation of either one of these methods would result in a reduction in noise generation of approximately 11 dB	Noise
152	In response to its review of the Interim Draft EIS, BOEM has requested that the water testing requirements (methods, timing etc) for copper and other substances that will be adhered to during proposed operations be clearly described. Please provide the anticipated sampling methods and schedule that may be required for these substances.	Water Quality
153	In response to its review of the Interim Draft EIS, BSEE has noted that Technical Information Management System (TIMS) records for the HIOS pipeline (Segment No. 4099), indicates that in 2006, Delphin Offshore Pipeline requested and was approved to change the MAOP from 1,286 psig to 1,250 psig – not the 1,440 psig noted in the DEIS. Please provide clarification on this information.	General
154	In response to its review of the Interim Draft EIS, BSEE has noted that similar decommissioning activities under OCSLA regulations require site-clearance verification using a trawling contractor (in this water depth) to ensure that all debris is recovered and that any remaining pipeline and/or facility components (buried), cement mats, and other seabed disturbances will not impact other users of the Federal Outer Continental Shelf (OCS), including commercial fishermen and future oil and gas operators/pipeline companies. Please confirm the use of this best management practice (BMP) for decommissioning or provide details on why such a BMP would not be used.	General

Data Gap #	Data Gap	Resource
155	In response to its review of the Interim Draft EIS, BSEE has noted that similar decommissioning activities under OCSLA regulations require all bottom founded items such as driven pile and grouted pile anchors, if used, be cut no shallower than 15 feet/5 meters below mudline (BML) to avoid exposure in the future due to storms, scouring, and other OCS uses. Please confirm the use of this best management practice (BMP) for decommissioning or provide details on why such a BMP would not be used.	General

ENCLOSURE

ENVIRONMENTAL INFORMATION REQUEST
Delfin LNG, LLC
Port Delfin LNG Project – Delfin Onshore Facilities
Docket No. CP15-490-000, 001

Resource Report 1

1. Section 1.2 states that "an easement agreement will be reached for the supply header on PSI-owned property outside the compressor station." Submit an update on Delfin LNG, LLC's (Delfin LNG) purchase of or easement acquisition for all properties necessary to construct and operate the project.

2. Section 1.3 states that the proposed project includes the conversion of the current Johnson Bayou Community Center into an office space and that discussion between Delfin LNG, LLC's (Delfin LNG) and the Johnson Bayou Recreation Board to acquire the building are on-going. Clarify if the Recreation Board owns the Community Center property and is able decide on its disposition. If not, update the status of property negotiations with the appropriate party or parties.

3. Section 1.3 states that construction of the Delfin Onshore Facilities (DOF) would occur in two stages: Stage 1 would impact 19.36 acres (including the first two compressor packages installed in one building) and be completed October 2018; and Stage 2 construction, which only includes construction of the second two compressor packages and two gas coolers in a second building, would impact 12.37 acres and be completed October 2020. Additionally, the amount of acres permanently impacted for operation of the entire project is listed as 13.05 acres. Provide the following:

   a. Provide the amount of acres impacted by construction and operation of each stage of the project separately;

   b. Clarify if Stage 2 facilities, which are to be constructed on the elevated platform built during Stage 1, would only require additional temporary workspace;

   c. Provide alignment sheets showing exactly where construction of each facility and all temporary workspaces would be located for both Stage 1 and 2 of construction; and

   d. Clarify how temporary workspaces would be restored between construction Stages 1 and 2.

4. Section 1.4.2 states that hydrostatic testing for new facilities at the DOF would require approximately 200,000 gallons of water. Clarify if this testing would include the onshore portion of the UTOS line. If not, provide the source and amount of hydrostatic testing water for the UTOS pipeline and where that water would be disposed of.

5. Provide a discussion of under what conditions Delfin LNG would not go forward with Stage 2 construction.

6. Provide a complete list of the roads and access roads Delfin LNG would use to transport workers and construction equipment, including the roads functional class and weight limitations.

7. Provide an update of the Table 1B-1, Permits, Plans, and Authorizations with Associated Correspondence.

8. Recalculate Tables 1.3-1, 2.3-1, 3.4-1, 7.2-1, and 8.2-1 to clarify the amount of acreage impacted during construction and operation. Please note that construction acreage should encompass all acreage impacted – both temporary and permanent workspace and contractor yards; operation impacts should only include permanent impacts.

9. Provide an alignment sheet(s) that includes the compressor station and a mainline block valve and blowdown site located south of Louisiana Highway 82 with both temporary and permanent workspaces clearly identified. Provide the alignment sheet(s) at a larger scale than previously supplied.

Resource Report 2

1. Provide an estimate of the amount of water necessary for both Stage 1 and Stage 2 of construction and operation of the project.

2. Provide the Spill Prevention and Response and Stormwater Pollution Prevention Plans.

3. Figures 3 and 4 of Appendix 2A do not identify the stormwater runoff drainage DD-T01-007. Provide a figure that show all relevant stormwater runoff drainages and clarify to what waterbodies these drainages lead.

4. Provide updated documentation of consultation with the U.S. Army Corps of Engineers regarding the mitigation plan for wetlands that would be impacted by the project. Provide a date for the completion of the final mitigation plan.

5. Provide a discussion of the effect of pile driving into the Chicot aquifer on groundwater quality from the active water wells located within 0.5 mile from the DOF.

6. Resource Report 2 section 2.4.6 states that additional piles for elevated structures would be driven to approximately 180 feet below ground surface, and that in this portion of Cameron Parish, the Chicot aquifer would not contain fresh water. Although this statement is supported in the geologic literature (Prakken, L. B. 2003 *Quality of Water Used for Domestic Supply in the Chicot Aquifer System of Southwestern Louisiana, 1994-2001. Water Resource Technical Report No. 71*; and Prakken 2013 *Water Resources of Cameron Parish, Louisiana. Baton Rouge, Louisiana: Louisiana Department of Transportation and Development and United States Geological Survey*), section 2.4.5 and figure 2.4-2 show that there are 36 active water wells within 0.5 miles of the Delfin LNG Project. Provide the:

    a. Louisiana state registered designated use for each of these wells (potable water production (public and/or private), groundwater monitoring and/or observation, industrial, stock, irrigation, etc.);

    b. well depth and bottom elevation, screened interval depth and elevation;

    c. aquifer completed in;

    d. pumping capacity or allocation, if any for wells with registered use as production, industrial, stock or irrigation;

    e. groundwater quality.

For any well utilized for groundwater monitoring, identify the areas of contamination, the levels/concentrations of contaminants present in soils and groundwater, and the horizontal and vertical extent of contamination in both groundwater and soils.

Resource Report 3

1. Section 3.2.1 states that the wetlands within the proposed DOF site have episodic periods of pooled surface water and, thus, do not provide suitable foraging, rearing, or spawning habitat for aquatic species. Clarify what this means and if there are, or are not, fish within these wetlands. If there are fish within these wetlands, provide the species names.

2. Provide documentation of consultation with the Natural Resources Conservation Service regarding the types of native vegetation to be used during restoration of the site.

3. Section 3.4.1 states that the presence of Louisiana state identified noxious plant, the Chinese tallow tree, was noted throughout the forested areas of the DOF during field surveys. Clarify if the Chinese tallow tree was identified within the proposed construction/operation workspace. If so, provide the number of acres or plants that were identified.

4. Clarify if field surveys for federal and state listed endangered, threatened, or candidate species and their habitats were conducted. If field surveys were conducted, provide the date(s) of surveys, species and habitats surveyed for, and the survey results. If field surveys were not conducted, state when the surveys will be conducted and provide the results upon completion.

5. Provide a discussion of the downward lighting to be installed at the DOF during operation and its potential effects on migratory birds and other wildlife species.

6. Revise Table 3.5-2 to incorporate the migratory birds listed in Bird Conservation Region 37, as identified by the Fish and Wildlife Service *Birds of Conservation Concern – 2008* report.

Resource Report 4

1. Has the *Negative Findings: Phase I Cultural Resources Survey of the Proposed Delfin LNG, LLC Onshore Facilities (DOF) Project in Cameron Parish, Louisiana* report (Phase I report) (April 2015) been provided to the Louisiana State Historic Preservation Office (SHPO)? If not, please do so. Provide the SHPO's comments on the report.

2. Provide any responses from the Native American tribes contacted. Ensure that any tribe requesting additional information or the report receives it.

3. As depicted on figure 4.1 of the Phase I report, the twin 30-inch supply header right-of-way between Transco Station 44 and the proposed compressor station, and the extra temporary workspace/laydown yard north of the proposed compressor station, were not surveyed. Re-contact the SHPO regarding the need for survey of these areas. Provide the SHPO's comments, any required report, and the SHPO's comments on any report. All material filed with the Commission containing **location, character, and ownership** information about cultural resources must have the cover and any relevant pages therein clearly labeled in bold lettering: **"CONTAINS PRIVILEGED INFORMATION – DO NOT RELEASE."**

4. Confirm that Delfin would avoid site 16CM84, as recommended in the Phase I report. Indicate any additional protective measures (e.g., fencing) Delfin would implement to ensure the site is not inadvertently encroached upon during construction.

5. Revise the *Unanticipated Discoveries Plan* (Appendix 4B) as follows. Provide the revised plan and any SHPO comments on the revised plan.
   a. On page 1, delete footnote 1.
   b. On page 2, delete paragraphs 1 through 5, and footnote 2.
   c. On page 4, update the contact information. The FERC contact would be Laurie Boros, staff archaeologist, 202-502-8046, laurie.boros@ferc.gov.

Resource Report 5

1. Provide the rationale for assuming the average term of employment for each worker would be six months if construction is expected to last 10-13 months.

2. Given that the closest hospital is approximately 30 miles from the DOF, clarify if staff at the Cameron Parish Fire District 10, located approximately 5.8 miles from the DOF, have emergency medical technicians.

3. Provide an approximate date for completing the mutual aid agreement with Fire District 10.

4. Provide a traffic and transportation analysis to determine the number of trips that would occur during both Stage 1 and Stage 2 of construction.

5. Section 5.7.2 states that the Louisiana Department of Transportation and Development requires a traffic impact analysis by a certified transportation engineer if the DOF would increase trips on roads to more than 100 trips for one year or more. According to Table 4 in Appendix 9A, there are 50 commuter vehicles, three pick-up trucks, three passenger buses, one flatbed truck, and two delivery trucks listed for potential on-road vehicle exhaust emissions. The workers' transportation vehicles alone (50 commuter and three passenger buses) on a six-day-a-week schedule for a 13-month construction period would be more than 100 trips in a year. Therefore, provide a traffic impact analysis and documentation of consultation with the Louisiana Department of Transportation and Development regarding the potential impact of construction traffic from the DOF on local roads.

6. Provide an estimate of the *ad valorem* taxes to be assessed.

7. Section 5.9 states that the Johnson Bayou Community Center, located within the proposed DOR site, would be relocated before DOF construction began, and therefore would not constitute an environmental justice concern. Provide documentation of a legal agreement between Delfin LNG and the Johnson Bayou Recreation Board regarding the relocation.

8. Update Table 5.10-1 and the cumulative socioeconomic impact as appropriate.

9. Provide an estimate of the number of workers that would be required to abandon the DOF facilities when the Delfin LNG Deepwater Port would be decommissioned.

10. Section 5.10.6 provides an overview of the cumulative impact to local roads from the numerous projects that are scheduled to be under construction in the region of influence. Provide a description of the existing roadway capacity the project would have on the roads it would primarily impact, identified as LA-82 and LA-27. Clarify if the construction project projected to occur at the same time would also use these roads. Although the section describes mitigation measures that could be implemented to alleviate impacts on traffic (e.g., off-site parking, shuttles, controlled shift times), no measures are committed to by Delfin LNG. Therefore, provide a description of measures Delfin LNG commits to implementing to minimize impacts on area traffic.

11. Provide an update on the construction of temporary workforce villages in Cameron Parish as discussed in Section 5.10.2.

Resource Report 6

1. Provide the proposed wind design criteria including the 3-second gust design wind speed for the compressor station.

2. Provide the geotechnical investigation and the proposed foundation design for the compressor station.

3. Provide a discussion on sea level rise combined with subsidence and their impacts on the elevation of the compressor station.

4. Address the settlement potential between the compressor station and the connecting pipeline.

5. Provide the expected storm surge elevations including wind and wave effect at compressor site for 100 year and 500 year return periods and for worst case hits by Category 3 and 4 hurricanes.

Resource Report 9

1. Provide a copy of the Title V air quality permit application filed with the Louisiana Department of Environmental Quality for the proposed DOF Compressor Station.

2. Provide an estimate of potential annual emissions of criteria pollutants (nitrogen oxides [NO_x], carbon monoxide [CO], volatile organic compounds [VOC], sulfur oxides [SO_x], particulate matter less than 10 micrometers in aerodynamic diameter [PM_{10}], particulate matter less than 2.5 micrometers in aerodynamic diameter [$PM_{2.5}$]), total hazardous air pollutants (HAPs), and carbon dioxide equivalent emissions (CO_{2e}) for mobile sources (delivery trucks, commuter and maintenance vehicles, etc.) associated with the operation of the proposed DOF facilities.

3. Indicate the conditions under which Delfin would decide that dust control is necessary during project construction. Indicate whether Delfin would employ other dust control methods (limiting vehicle speeds, applying mulch, covering spoil piles, etc.) in addition to application of water to disturbed areas during project construction.

4. Indicate whether Delfin would conduct any open burning operations during project construction, and if so, how Delfin would comply with any applicable state or local regulations.

5. Clarify the distance (in approximate feet) and direction that separates the proposed Transcontinental Gas Pipe Line, LLC (Transco) Compressor Station 44 associated with the Gulf Trace Expansion Project (adjacent to the project site), the Stingray Gas Plants, and the Cameron Meadows Gas Processing Plant from the proposed DOF Compressor Station. Perform quantitative cumulative air impact analyses using the latest version of the U.S. Environmental Protection Agency's AERMOD dispersion modeling program for 1-hour nitrogen dioxide (NO_2), annual NO_2, 24-hour $PM_{2.5}$, and annual $PM_{2.5}$ for the following two scenarios:

    a. the combined emissions from the proposed DOF Compressor Station Phase I facilities (including 60,000 horsepower [hp] of compression), the adjacent proposed 32,000 hp Transco Compressor Station 44, the Stingray Gas Plants, and Cameron Meadows Gas Processing Plant at simulated full load conditions; and

b. the combined emissions from the proposed DOF Compressor Station Phase II facilities (including 120,000 hp of compression), the adjacent proposed 32,000 hp Transco Compressor Station 44, the Stingray Gas Plants, and Cameron Meadows Gas Processing Plant at simulated full load conditions.

6. Identify the nearest Class I areas to the project site. Address the potential impact of project construction and operation on Class I areas within 150 kilometers. Demonstrate that class I areas would not be adversely affected. Include all correspondence with the Federal Land Manager regarding the cumulative air quality impacts from construction and operation of the proposed project and Transco Compressor Station 44 facilities.

7. Provide regional cumulative air data for the project, expanding upon and supplementing as necessary the list of sources identified in table 1.10-2. Provide an inventory of proposed and reasonable foreseeable air emission sources within 50 miles of the DOF facilities, documenting their location, distance from the proposed project, and estimated or permitted emissions for each criteria pollutant (NO_x, CO, VOC, SO_x, PM_{10}, $PM_{2.5}$) and total HAPs in tons per year and identify the potential incremental cumulative impacts of the project. The emissions sources should include, but not be limited to: FERC jurisdictional projects, intrastate pipelines and compression, gathering pipelines, gas processing facilities, gas wells, industrial or commercial facilities, housing developments, etc.

8. Discuss the feasibility of using electric motor-driven compressors at the DOF Compressor Station that would replace the gas-fired compression currently proposed for Phase I and II of the project. Provide the rate of electricity required and the number of electric motors required. Compare the size of the electric transmission line necessary under the current proposal with what would be required for the electric motors.

9. Table 9.3-5 specifies noise mitigation consisting only of silencers on the proposed DOF Compressor Station turbine inlet and exhaust. Provide specific information about other aspects of the compressor station's design that would result in noise mitigation (for example, wall/roof noise-dampening materials of construction, minimum sound specification(s) for doors, prohibition of open windows, skylights, and louvers, building ventilation design capable of cooling the building with all doors closed, maximum noise level for building ventilation inlet, air supply fan noise mitigation specifications, low-noise unit lube oil coolers and gas coolers, acoustic insulation on aboveground gas piping, etc.) Provide noise specifications (e.g., maximum sound levels, dynamic insertion losses, wall thicknesses of insulation materials, etc.) for the "gas turbine enclosures, generator mufflers and enclosures, and pipe lagging on the compressor discharge piping" stated in section 9.3.4.2. Specify all noise mitigation measures that Delfin would

employ at the DOF Compressor Station and if necessary, provide a revised acoustic analysis that incorporates all proposed mitigation measures.

10. Perform a cumulative noise impact analysis for the day-night sound level (L_{dn}) noise contribution of the proposed DOF Compressor Station, proposed meter station, and Transco Compressor Station 44 facilities at nearby noise-sensitive areas (NSAs) during combined full load operation. Provide any available information concerning the full load L_{dn} noise contribution of the Stingray Gas Plants and Cameron Meadows Gas Processing Plant (within one mile of the project site) at nearby NSAs in common with the DOF Compressor Station and Transco Compressor Station 44.

11. Estimate the noise impact at nearby NSAs from a unit blowdown event at the proposed DOF compressor station. Indicate whether the blowdown event would be equipped with a silencer.

12. Estimate the peak sound pressure (L_{peak}) at nearby NSAs that would result from pile driving associated with project construction.

13. Appendix 9B includes estimates of operational emissions including blowdown emissions from the proposed compressor units. Clarify whether any flaring operations would also occur as part of the project, and if so, provide potential emission estimates of criteria pollutants and HAPs.

Resource Report 11

1. Provide the Potential Impact Radius and identify the presence of any high consequence areas for the DOF Compressor Station and the proposed meter station on the Transco Station 44 property.

2. Identify by milepost and in table form, all U.S. Department of Transportation Class Locations and High Consequence Areas (HCA) (as defined in 49 CFR 192.903) for the proposed 0.25-mile-long, 42-inch-diameter pipeline connecting the existing UTOS pipeline to the proposed meter station and the 0.6-mile-long, 30-inch-diameter twin pipelines connecting the proposed DOF Compressor Station to the meter station, and explain the basis for HCA identification.

Document Content(s)