

DeLa Express

DeLa Express Project

**Resource Report 1
Project Description**

Preliminary Draft

Docket No.
PF24-4-000

May 2024

**DELA EXPRESS PROJECT
PRELIMINARY DRAFT RESOURCE REPORT 1 — PROJECT DESCRIPTION**

| RESOURCE REPORT I – GENERAL PROJECT DESCRIPTION | |
|--|---|
| Minimum Filing Requirements | Addressed in Section |
| 1. Provide a detailed description and location map of the project facilities –title 18 Code of Federal Regulations (CFR) part (§) 380.12 (c)(1) | Section 1.1 and Figure 1-1 |
| 2. Describe any non-jurisdictional facilities that will be built in association with the project – 18 CFR § 380.12 (c)(2) | Section 1.9 |
| 3. Provide current original U.S. geological survey 7.5-minute-series topographic maps with mileposts showing the project facilities – 18 CFR § 380.12 (c)(3) | Appendix 1A (Not provided in this draft) |
| 4. Provide aerial images or photographs or alignment sheets based on these sources with mileposts showing the project facilities – 18 CFR § 380.12 (c)(3) | Appendix 1B (Not provided in this draft) |
| 5. Provide plot/site plans of compressor stations showing the locations of the nearest noise sensitive areas within 1 mile – 18 CFR § 380.12(c)(3,4) | To be provided in a future draft of Resource Report 9 |
| 6. Describe construction and restoration methods – 18 CFR § 380.12 (c)(6) | Section 1.2 |
| 7. Identify the permits required for construction across surface waters – 18 CFR § 380.12 (c)(9) | Section 1.7 |
| 8. Provide the names and addresses of all affected landowners and certify that all affected landowners will be notified as required in § 157.6(d) – 18 CFR § 380.12 (c)(10) | Appendix 1I CUI/PRI |
| Applicable Additional Information | |
| Describe all authorizations required to complete the proposed action and the status of applications for such authorizations, including actual or anticipated submittal and receipt dates. | Section 1.7 |
| Provide plot/site plans of all aboveground facilities that are not completely within the right-of-way. | Appendix 1C CEII (Not provided in this draft) |
| Provide detailed typical construction right-of-way cross-section diagrams for each proposed right-of-way configuration showing information such as widths and relative locations of existing rights-of-way, new permanent rights-of-way, and temporary construction rights-of-way. Clearly identify any overlap of existing rights-of-way for projects involving collocation. Identify by pipeline facility and milepost where each right-of-way configuration will apply. | Appendix 1D (Not provided in this draft) |
| Summarize the total acreage of land affected by the construction and operation of the project. | Table 1.1-3 |

**DELA EXPRESS PROJECT
PRELIMINARY DRAFT RESOURCE REPORT 1 — PROJECT DESCRIPTION**

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ACRONYMS AND ABBREVIATIONS

| Acronym/Abbreviation | Description |
|---------------------------|---|
| API | American Petroleum Institute |
| ATWS | additional temporary workspace |
| Certificate | Certificate of Public Convenience and Necessity |
| CFR | Code of Federal Regulations |
| Commission | Federal Energy Regulatory Commission |
| CS | compressor station |
| CUI/CEII | Controlled Unclassified Information/Critical Energy Infrastructure Information |
| CUI/PRIV | Controlled Unclassified Information and Privileged and Confidential |
| DeLa Express | DeLa Express LLC |
| DOT | Department of Transportation |
| EI | Environmental Inspectors |
| FERC | Federal Energy Regulatory Commission |
| HDD | horizontal directional drill |
| HP | horsepower |
| M&R | meter and regulating |
| Moss Lake | Moss Lake Partners LP |
| NGA | Natural Gas Act |
| NGL | Natural Gas Liquids |
| Plan | FERC's May 2013 version of the Upland Erosion Control, Revegetation, and Maintenance Plan |
| Pre-Filing Review Process | FERC's National Environmental Policy Act Pre-Filing Review Process |
| Procedures | FERC's May 2013 version of the Wetland and Waterbody Construction and Mitigation Procedures |
| Project | DeLa Express Project |
| ROW | right-of-way |
| TBD | To Be Determined |
| USC | United States Code |
| USGS | U.S. Geological Survey |

1. RESOURCE REPORT 1 – GENERAL PROJECT DESCRIPTION

DeLa Express LLC (DeLa Express), a subsidiary of Moss Lake Partners LP (Moss Lake), is seeking a Certificate of Public Convenience and Necessity (Certificate) from the Federal Energy Regulatory Commission (FERC or Commission) under Section 7(c) of the Natural Gas Act (NGA) to construct, operate, and maintain a new pipeline system and related facilities to transport natural gas supplied from the Delaware Basin in Texas, to demand markets in and around Lake Charles, Louisiana (the DeLa Express Project [Project]).

The scheduled in-service date for the Project is July 2028. The Project consists of the installation of approximately 690 miles of 42-inch diameter natural gas pipeline from Moss Bluff in Loving County, Texas to Red Bluff in Calcasieu Parish, Louisiana; six (6) pipeline laterals; nine (9) electric-powered greenfield compressor stations in Winkler, Midland, Sterling, Runnels, Brown, Coryell, Robertson, Walker, and Liberty counties, Texas; new block valve settings; and new pig launcher/receiver settings.

As required by Title 18 of the Code of Federal Regulations (CFR) Part 380.12, DeLa Express has prepared this preliminary Environmental Report to support its application to the FERC for a Certificate under Section 7(c) of the NGA to construct and operate the proposed facilities.

1.1 PROJECT DESCRIPTION

1.1.1 Purpose and Need

The purpose of the Project is to deliver approximately 2 billion cubic feet per day of liquids-rich natural gas transportation. New natural gas transportation capacity is needed to provide egress for supply in the Permian Basin of West Texas and delivery to markets on the U.S. Gulf Coast from Port Arthur, Texas to Cameron Parish, Louisiana. The U.S. Gulf Coast markets include growing demand from liquefied natural gas export facilities, and both domestic and international export demand for natural gas liquids (NGL), including from Moss Lake's affiliated NGL export project, Hackberry NGL, proposed for development on the Calcasieu Ship Channel in Hackberry, Louisiana.

Natural gas production is forecasted to grow in the Delaware Basin, a subset of the greater Permian Basin, consistent with the relatively cyclical capacity gains anticipated for gas processing and gas transportation infrastructure. Beyond 2026, effective Permian Basin natural gas and liquids takeaway capacity is projected to reach the physical limits of midstream infrastructure capacity, which risks constraining gas production, and potentially exposing physical commodity markets and U.S. consumers to increased natural gas price volatility. At the same time, demand for natural gas and natural gas liquids while currently significant, is expected to rapidly expand within the U.S. and international export markets in and around Lake Charles, Louisiana.

The Project is specifically designed to ease future supply and demand market constraints and increase U.S. consumers' access to natural gas and natural gas liquids. The Project will enable DeLa Express to transport approximately 2 billion cubic feet/day of liquids-rich natural gas from Permian receipt points with metering, dew point control, and heavy liquids removal to the Lake Charles, Louisiana area.

DeLa Express plans to commence commercial operation for the Project in July 2028 to satisfy pipeline shippers' expected needs.

1.1.2 Location and Description of Facilities

An overview map of the Project's facilities is provided as figure 1-1. Drawings showing the Project components on U.S. Geological Survey (USGS) 7.5-minute series topographic quadrangle maps are provided in appendix 1A *[to be provided in a later draft of this report]*. The aerial route maps (alignment sheets) are provided in appendix 1B *[to be provided in a later draft of this report]*. Alignment sheets will be provided in the next draft of Resource Report 1. A detailed plot plan for each compressor station has also been prepared and is included in appendix 1C *[to be provided in a later draft of this report and filed under separate cover as Controlled Unclassified Information/Critical Energy Infrastructure Information [CUI/CEII] in Volume II]*.

1.1.2.1 Pipeline Facilities

The proposed Project will transport natural gas from the West Texas Permian Basin to markets on the U.S. Gulf Coast from Port Arthur, Texas to Cameron Parish, Louisiana. The Project, as detailed herein, consists of the installation of approximately 690 miles of 42-inch-diameter mainline pipeline; six (6) pipeline laterals; and nine (9) 92,000 horsepower (HP) compressor stations located in Winkler, Midland, Sterling, Runnels, Brown, Coryell, Robertson Walker, and Liberty counties, Texas. The Project will provide approximately 2 billion cubic feet per day of natural gas transportation capacity to markets in and around Lake Charles, Louisiana. A summary of the Project pipeline facilities is provided in table 1.1-1.

Table 1.1-1: Pipeline Facilities for the DeLa Express Project

| New Pipeline Name or Segment Designation | Pipe Diameter (inches) | County, State | Milepost Begin | Milepost End | Length (miles) |
|--|------------------------|---|----------------|--------------|----------------|
| Mainline | | | | | |
| DeLa Express Mainline | 42 | Loving County, Texas, to a termination point near Moss Bluff in Calcasieu Parish, Louisiana | 0 | 687.4 | 687.4 |
| Laterals | | | | | |
| Red Bluff Extension | 24 | Loving County, Texas | 0 | 4.6 | 4.6 |
| Lea A Lateral | 24 | Loving County, Texas | 0 | 7.7 | 7.7 |

| New Pipeline Name or Segment Designation | Pipe Diameter (inches) | County, State | Milepost Begin | Milepost End | Length (miles) |
|--|------------------------|-----------------------------------|----------------|--------------|----------------|
| Lea B Lateral | 24 | Winkler County, Texas | 0 | 4.6 | 4.6 |
| Upton Lateral | 24 | Midland and Upton counties, Texas | 0 | 25.8 | 25.8 |
| China Draw | 42 | Reeves and Loving counties, Texas | 0 | 17.4 | 17.4 |
| Moss Bluff Extension | 42 | Calcasieu Parish, Louisiana | 0 | 6.2 | 6.2 |

Mainline

The Mainline consists of extending from the Permian Basin, originating at a point near Red Bluff in Loving County, Texas, to a termination point near Moss Bluff in Calcasieu Parish, Louisiana. The mainline pipeline will be designed to operate at 1,440 pounds per square inch gauge maximum allowable operating pressure.

Laterals

The proposed Project consists of six laterals totaling approximately 66 miles of new pipeline as described in table 1.1-1.

Figure 1-1: Project Overview Map



1.1.2.2 Aboveground Facilities

A summary of the Project's aboveground facilities is provided in table 1.1-2.

Table 1.1-2: Aboveground Facilities for the DeLa Express Project

| New Facility Type | Facility Name | Approximate Milepost | County, State | Description |
|---|--|----------------------|----------------------|---|
| Compressor Stations | Compressor Station 1 | 41 | Winkler County, TX | 92,000 HP compressor station |
| | Compressor Station 2 | 102 | Midland County, TX | 92,000 HP compressor station |
| | Compressor Station 3 | 175 | Sterling County, TX | 92,000 HP compressor station |
| | Compressor Station 4 | 243 | Runnels County, TX | 92,000 HP compressor station |
| | Compressor Station 5 | 312 | Brown County, TX | 92,000 HP compressor station |
| | Compressor Station 6 | 383 | Coryell County, TX | 92,000 HP compressor station |
| | Compressor Station 7 | 451 | Robertson County, TX | 92,000 HP compressor station |
| | Compressor Station 8 | 522 | Walker County, TX | 92,000 HP compressor station |
| | Compressor Station 9 | 586 | Liberty County, TX | 92,000 HP compressor station |
| Meter and Regulation Facilities | Dew Point Control and Metering Station 1 | TBD | Reeves County, TX | Heavy liquids removal from the gas stream and custody transfer metering |
| | Dew Point Control and Metering Station 2 | TBD | Loving County, TX | Heavy liquids removal from the gas stream and custody transfer metering |
| | Dew Point Control and Metering Station 3 | TBD | Loving County, TX | Heavy liquids removal from the gas stream and custody transfer metering |
| | Dew Point Control and Metering Station 4 | TBD | Winkler County, TX | Heavy liquids removal from the gas stream and custody transfer metering |
| | Dew Point Control and Metering Station 5 | TBD | Upton County, TX | Heavy liquids removal from the gas stream and custody transfer metering |
| HP = horsepower; TBD = to be determined | | | | |

Compressor Stations

The Project will include the construction and operation of nine (9) new greenfield compressor stations spaced across the mainline system, with 92,000 HP expected at each station. The compressor stations are expected to be sited in the following Texas counties:

Winkler County, Midland County, Sterling County, Runnels County, Brown County, Coryell County, Robertson County, Walker County, and Liberty County.

Meter and Regulating Stations and Other Appurtenant Facilities

DeLa Express is currently finalizing the details for the meter and regulating (M&R) stations, block valve settings, pig launcher/receiver settings, and other appurtenant facilities. Launchers and receivers will be installed at each dew point control facility, compressor station, M&R station, and lateral takeoff, and along the route as deemed necessary [*This information will be provided in a future draft of Resource Report 1*]. Dew point control facilities will be required to remove heavy liquids that condense as the wet gas cools in the pipeline.

1.1.3 Land Requirements

Table 1.1-3 summarizes the land requirements for the Project. More detailed information regarding land requirements and use will be provided in Resource Report 8. Construction of the Project will affect approximately [*TBD*] acres of land, including the pipeline construction right-of-way (ROW), additional temporary workspace (ATWS), staging areas, temporary and permanent access roads, and aboveground facilities. Following construction, approximately [*TBD*] acres, including the temporary construction ROW, ATWS, staging areas, temporary access roads, and temporary workspace at aboveground facility sites, will revert to preconstruction conditions and uses. The remaining approximately [*TBD*] acres, including the permanent pipeline easement, permanent aboveground facility sites, and permanent access roads, will be retained for the operation of the Project's facilities. [*Modifications to construction acreage are in progress. Updated land requirements will be provided in a subsequent draft of this resource report.*]

Table 1.1-3: Summary of Land Requirements for the DeLa Express Project

| Facility | Land Affected During Construction (acres) | Land Affected During Operation (acres) |
|---|---|--|
| Pipeline | TBD | TBD |
| Staging Areas/Contractor Yards | TBD | TBD |
| Additional Temporary Workspace | TBD | TBD |
| Access Roads | TBD | TBD |
| Compressor Stations | TBD | TBD |
| M&R Stations & Dew Point Control Facilities | TBD | TBD |
| Pig launchers/receivers | TBD | TBD |
| Project Total | TBD | TBD |

1.1.3.1 Pipeline Right-of-Way

Portions of the DeLa Express mainline and the five laterals in west Texas will share their permanent easement with a liquids pipeline. These liquid pipelines are described in section 1.9, Non-Jurisdictional Facilities. Where the liquid line is located with the mainline or lateral, the mainline or lateral and the liquids line will be constructed coincidentally using a dual lay construction method as described in section 1.2.2.1. Construction of the proposed pipeline facilities using dual lay will use a 145-foot-wide construction ROW in uplands and a 75-foot-wide construction ROW in wetlands. Construction of the remaining pipeline facilities will use a 125-foot-wide construction ROW in uplands and a 75-foot-wide construction ROW in wetlands. As shown in the drawings provided in appendix 1D [*These drawings will be provided in a future draft of Resource Report 1*], the 145-foot-wide construction ROW will consist of a 110-foot-wide working side and a 35-foot-wide spoil side, and the 125-foot construction ROW will consist of an 80-foot-wide working side and a 45-foot-wide spoil side.

Following construction, a 75-foot-wide permanent easement (25 feet outside of each pipeline centerline and 25-foot separation between pipeline centerlines) will be retained for operations for the dual lay pipelines and a 50-foot-wide permanent easement (25 feet on either side of the pipeline centerline) will be retained for remaining (single lay) pipeline operations. The remainder of the construction ROW will be restored to pre-existing conditions. In total, construction of the pipeline ROW will require approximately [*TBD*] acres, of which approximately [*TBD*] acres will be retained as permanent easement. Appendix 1D provides typical pipeline construction ROW cross sections. At this time the pipeline is in the initial design phase and much of the land requirements have not been identified. Appendix 1D will be provided in a subsequent filing of Resource Report 1.

Collocation with Existing Corridors

To minimize the Project footprint, DeLa Express plans to collocate the proposed pipeline with the existing corridors to the maximum extent practicable. Based on the current Project design, greater than 94.5 percent of the mainline pipeline will be collocated. As currently proposed, the mainline pipeline is aligned parallel to existing utility corridors and roads for 649.4 miles of the route. Locations where segments of the Project are proposed to be parallel to existing utility corridors and other ROW are listed in table 1.1-4 and detailed in appendix 1E [*Detailed information on collocation will be provided in a future draft of Resource Report 1*].

The proposed pipeline will deviate from existing utility corridors in select areas due to prior development on top of or immediately adjacent to the ROW that inhibits construction, avoiding or minimizing impacts on sensitive features, lack of dual line rights, and constructability challenges. Where collocated, the new pipeline centerline will typically be offset from the existing ROW by approximately 25 feet. Typical pipeline collocated ROW configuration drawings are provided in appendix 1D [*This information will be provided in a future draft of Resource Report 1*].

Table 1.1-4: Summary of Collocation with Existing Corridors for the DeLa Express Project

| New Pipeline Name or Segment Designation | Type | Route Total | Collocation Total | Pipeline | Powerline | Railroad | Road |
|--|--------------|--------------|-------------------|--------------|-------------|-------------|-------------|
| Mainline | Miles | 687.4 | 649.4 | 578.0 | 25.7 | 0.1 | 45.6 |
| | % | - | 94.5% | 84.1% | 3.7% | 0.0% | 6.6% |
| China Draw | Miles | 17.4 | 17.0 | 17.0 | - | - | - |
| | % | - | 97.9% | 97.9% | - | - | 0.0% |
| Lea A Lateral | Miles | 7.7 | 7.7 | 7.7 | - | - | - |
| | % | - | 100.0% | 100.0% | - | - | - |
| Lea B Lateral | Miles | 4.6 | 0.0 | - | - | - | - |
| | % | - | - | - | - | - | - |
| Upton Lateral | Miles | 25.8 | 24.0 | 16.7 | 3.2 | - | 4.1 |
| | % | - | 93.0% | 64.7% | 12.4% | - | 15.9% |
| Moss Bluff Extension | Miles | 6.2 | 6.1 | 6.1 | - | - | - |
| | % | - | 99.2% | 132.6% | - | - | - |
| Red Bluff Extension | Miles | 4.6 | 3.4 | 1.1 | 2.3 | - | - |
| | % | - | 73.9% | 23.9% | 50.0% | - | 0.0% |
| Totals | Miles | 753.6 | 701.5 | 620.5 | 31.2 | 0.1 | 49.7 |
| | % | - | 93.1% | 82.3% | 4.1% | 0.0% | 6.6% |

1.1.3.2 Additional Temporary Workspace

ATWS outside of the construction ROW will be required for road, railroad, and foreign line crossings, spoil storage, topsoil segregation, material/equipment staging, and points of intersection along the route, areas where special construction methods will be implemented (e.g., the horizontal directional drill [HDD]), and areas where additional space is needed for storage of stripped topsoil. In total, the use of ATWS during construction will affect approximately [TBD] acres. Locations of ATWS will be depicted on the route maps provided in appendix 1B [*Not included in this draft*]. Following construction, the temporary construction ROW and ATWS will be restored and allowed to return to previous use.

ATWS will be set back at least 50 feet from the edges of waterbodies and wetlands in accordance with setback requirements contained in the FERC *Wetland and Waterbody Construction and Mitigation Procedures* (Procedures)¹ except where the adjacent upland consists of actively cultivated or rotated cropland or other disturbed land. In certain instances,

¹ The FERC Procedures (May 2013) are available online at: <https://www.ferc.gov/sites/default/files/2020-04/wetland-waterbody-construction-mitigation-procedures.pdf>

the setbacks are not able to be maintained due to construction limitations, such as slope and road crossing requirements. In those cases, DeLa Express will request a modification from FERC Procedures. Tables [TBD] and [TBD] in Resource Report 2 identify the locations where these modifications to the FERC Procedures are requested as well as the justification for the modifications [Not included in this draft].

1.1.3.3 Pipe and Contractor Yards

Pipe and contractor yards will be used for office trailers, vehicle parking and maintenance, equipment staging, and materials storage during construction. Following construction, pipe and contractor yards will be restored to pre-construction condition. To date, a total of [TBD] locations are being evaluated for use as pipe or contractor yards. Additional locations will likely be identified and evaluated. The jurisdictional pipe yards and contractor yards that will be proposed for use during Project construction will be shown on USGS Quadrangle mapping located in appendix 1A and listed in Resource Report 8, table [TBD] [Not included in this draft].

As shown in table 1.1-3, the use of the contractor yards will affect approximately [TBD] acres. Preparation of the yards will consist of topsoil segregation and minor grading and leveling. Contractor yards will be restored to preconstruction condition in accordance with the FERC *Upland Erosion Control, Revegetation, and Maintenance Plan* (Plan)² or as specified in landowner agreements.

1.1.3.4 Temporary and Permanent Access Roads

The Project will require the construction of access roads (temporary and permanent) to access the construction ROW. Some roads proposed as temporary access roads may exist and could require modifications including the use of mats, as needed, to support heavy equipment and protect the road surface during construction, or improvements such as widening, adding gravel, or stabilization. All temporary access roads used during construction will be restored to pre-construction or better conditions unless otherwise requested by landowners. All access roads proposed for use during Project construction and operations will be shown on Project alignment sheets located in appendix 1B and detailed in Resource Report 8, table [TBD] [Not included in this draft].

1.1.3.5 Aboveground Facilities

Compressor Stations

Construction of the proposed nine (9) compressor stations will affect approximately [TBD] acres. Approximately [TBD] acres of this area will be fenced and maintained area for the

² The FERC Plan (May 2013) is available online at: <https://www.ferc.gov/sites/default/files/2020-04/upland-erosion-control-revegetation-maintenance-plan.pdf>

operation of the compressor stations. Any temporary workspace will be restored to preconstruction conditions following construction. [*This information will be provided in a future draft of Resource Report 1*]

Meter and Regulating Stations

Construction of the M&R stations will affect approximately [*TBD*] acres outside of the construction ROW. Approximately [*TBD*] acres will be fenced and maintained area for the operation of the M&R stations. The temporary workspace will be restored to preconstruction conditions following construction. [*This information will be provided in a future draft of Resource Report 1*]

1.2 CONSTRUCTION PROCEDURES

DeLa Express will construct the Project in compliance with applicable federal regulations and guidelines, and the specific requirements of the necessary permits. Key federal requirements and guidelines include:

- 18 CFR Part 380 – FERC’s Regulations Implementing the National Environmental Policy Act (including § 380.15 – Siting and Maintenance Requirements);
- 49 CFR Part 192 – Transportation of Natural Gas and Other Gas by Pipeline: Minimum Federal Safety Standards;
- FERC’s Upland Erosion Control, Revegetation, and Maintenance Plan and Wetland and Waterbody Construction and Mitigation Procedures; and
- applicable federal laws including, but not limited to, Section 10 of the Rivers and Harbors Act, Section 404 of the Clean Water Act, Section 408 of the Clean Water Act (Rivers and Harbors Act, Section 14), Clean Air Act, National Historic Preservation Act, and the Endangered Species Act, and applicable implementing regulations.

The Project facilities will be constructed and maintained in accordance with the FERC Plan and Procedures. The following sections identify the general construction procedures for routine pipeline construction, as well as the specific construction techniques that will be utilized in environmentally sensitive areas for the Project.

1.2.1 General Pipeline Construction Procedures

DeLa Express will employ conventional overland construction techniques where the Project is located in upland areas. In the typical pipeline construction scenario, the construction spread will proceed along the pipeline ROWs in one continuous operation. As the spread moves along, construction activities progress sequentially, from survey and staking; ROW clearing and grading; pipe stringing, bending, and welding; trenching; lowering-in and backfilling; hydrostatic testing; final tie-in; commissioning; and ROW cleanup and restoration. Figure 1-2 illustrates

each of the steps in a typical construction scenario. A description of each step in the process is provided in the following sections. The process will be coordinated to minimize the total time land is disturbed to the maximum extent practicable.

1.2.1.1 Survey and Staking

Before the start of construction in a given area, DeLa Express will finalize land surveys, mark the pipeline centerline and construction workspace, and address land or easement acquisitions. Affected landowners will be notified before preconstruction surveys and staking are conducted. DeLa Express will first survey and stake the pipeline centerline and the limits of the construction ROW and ATWS areas. Additionally, the survey crew will flag the location of the approved access roads. The survey crew will mark wetland and waterbody boundaries, cultural resource sites, and sensitive species habitats with appropriate fencing or flagging based on environmental and cultural surveys so that these areas are avoided. DeLa Express will mark the pipeline centerline at 200-foot intervals, at known crossings of foreign lines by the proposed pipeline, and at points of inflection. Texas and Louisiana's one-call systems will be contacted to have buried utilities identified and flagged.

1.2.1.2 Clearing, Grading, and Fencing

DeLa Express will clear and grade the construction workspace to remove brush, trees, roots, and other obstructions such as large rocks and stumps. DeLa Express will grade the construction workspace as necessary to create a safe working area, accommodate pipe-bending equipment, and allow the operation and travel of construction equipment. The natural drainage will be preserved to the extent practical. A fence crew, typically operating in conjunction with the clearing crews, will cut and brace fences along the route where needed as determined by consultation with landowners. Temporary gates will be installed to control livestock and limit public access where necessary. The crew will also fence off the avoidance areas with a temporary construction fence. Identified drain tile lines will be flagged prior to construction to alert construction crews.

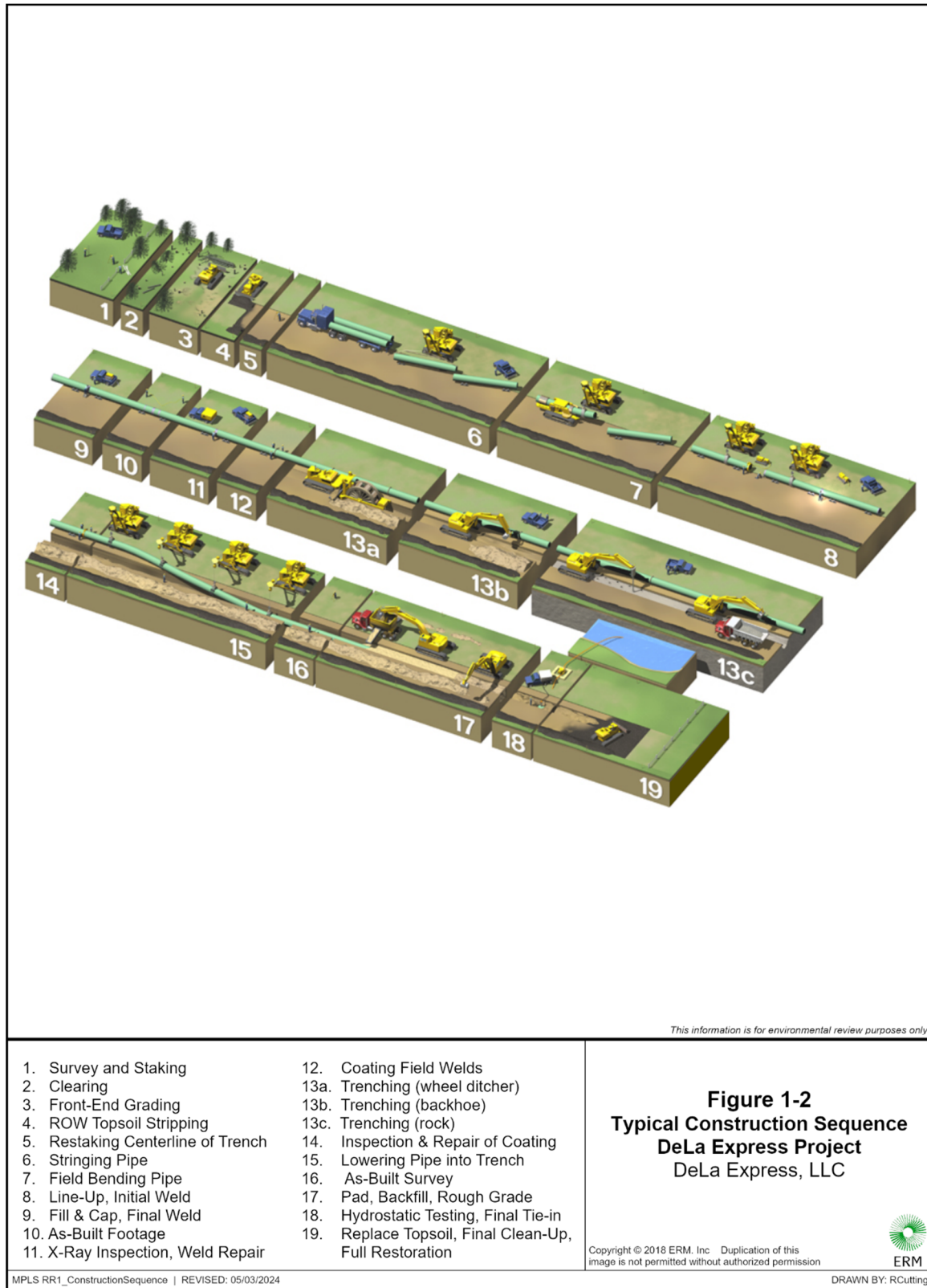
Once this process is complete, a clearing crew will clear the work area of vegetation and other obstacles—including trees (if necessary), stumps, logs, brush, and rocks. If tree removal is required, DeLa Express will minimize tree removal during construction to the extent feasible. Cleared vegetation and stumps will be chipped (except in wetlands), put to beneficial use (e.g., as mulch for erosion control), or hauled off-site to a commercial disposal facility.

Following clearing, the construction ROW and ATWS will be graded where necessary to provide a level work surface to allow safe passage of construction equipment and emergency vehicles. Topsoil will be segregated in accordance with the FERC Plan and Procedures. If the ground is relatively flat and does not require topsoil grading or segregation, rootstock will be left in the ground to facilitate restoration of the ROW. In areas disturbed by grading and as required by the FERC Plan and Procedures, temporary erosion and sediment controls will be installed

within the ROW to minimize erosion. These erosion and sediment controls will be inspected and maintained throughout the construction and restoration phases of the Project as appropriate and as required by the FERC Plan and Procedures.

At least 12 inches of topsoil (where available) will typically be removed and segregated in agricultural lands. Additional parts of the construction workspace outside the agricultural areas may be segregated at the request of a land management agency or landowner. If the topsoil is less than 12 inches in depth, every effort will be made to segregate the entire topsoil layer. DeLa Express will typically store topsoil that has been removed or stripped on the spoil side of the construction workspace; however, circumstances may require that the topsoil be stored or placed on the working side adjacent to the trench or at the edge of the construction workspace. In residential areas, DeLa Express may remove and segregate up to 12 inches of topsoil unless topsoil replacement is deemed more efficient by DeLa Express or landowner agreements.

Figure 1-2: Typical Construction Sequence



1.2.1.3 *Trench Excavation*

A trench will be excavated to the proper depth to allow for the burial of the pipe. In general, a backhoe or ditching machine will be used to excavate the trench to sufficient depths to provide a minimum of 3 feet of cover over the pipeline (5 feet across public roads and 4 feet across wetlands), per the requirement of 49 CFR Part 192 of the U.S. Department of Transportation (DOT) regulations and DeLa Express's specifications.

Burial depth may also be increased in certain agricultural areas based on consultation with the landowner and the type of cropland crossed. During trenching, the excavated material will be placed next to the trench to avoid unnecessary movement of machinery across the terrain. Should it become necessary to remove water from the trench, it will be pumped to a filter fabric bag or siltation device in an off-ROW, stable, vegetated upland area (where practical). In certain cases where side slopes are levelled to make a safe work environment before trench excavation, the amount of cover over the pipe will be increased after the slopes are restored.

1.2.1.4 *Blasting*

Geological and soil resources information contained in Resource Reports 6 and 7, respectively, will identify the areas where shallow bedrock may be encountered at anticipated trench depths in the Project area. DeLa Express anticipates that blasting may be required along segments of the pipeline. If unrippable subsurface rock is encountered, blasting for ditch excavation will be necessary. In these areas, care will be taken to prevent damage to underground structures (e.g., cables, conduits, septic systems, and electric transmission tower foundations, etc.) or to aboveground structures (e.g., homes, electric transmission towers, etc.), springs, water wells, or other water sources.

Blasting mats or soil cover will be used as necessary to prevent the scattering of loose rock. All blasting will be conducted during daylight hours and will not begin until occupants of nearby buildings, stores, residences, places of business, and farms have been notified. DeLa Express will comply with all federal and state regulations applying to blasting and blast vibration limits for structures and underground utilities.

1.2.1.5 *Stringing, Bending, and Welding*

Once the trench is excavated, the next step will be stringing the pipe along the trench. Stringing involves initially hauling the pipe by tractor-trailer, generally in 40-foot lengths from the contractor's yard, onto the ROW. The pipe will be off-loaded from trucks and placed next to the trench using a side boom tractor. The pipe joints will be lined up end-to-end to allow for welding into continuous lengths known as strings.

Once the sections of pipe have been placed on the ROW, a hydraulic pipe-bending machine will be used to bend the pipe as necessary, so the pipe fits the horizontal and vertical contours of the excavated trench. The Bending Engineer will survey the trench to determine the

location and amount of each field bend. This information will be marked on each piece of pipe so the Bending Foreman can make the appropriate pipe bends. Pipe bends will be relatively long and gradual, which will be considered when the trench is dug.

All welding will be performed in accordance with American Petroleum Institute (API) Standard No. 1104 and DeLa Express specifications. The individual pipe joints will be welded together in two steps. First, the front-end welding crew will clean and align the bevelled ends of the pipe in preparation for welding and perform at least the first two passes in the welding process. Second, the back-end welders will then complete the welds started by the front-end welders. The pipe will be welded into long strings to minimize the number of welds that must be made in the trench (tie-in welds). Gaps in the pipe welding process may be left by the welding crews at waterbody crossings, road crossings, and other locations, as necessary.

Each completed weld will be inspected to ensure its structural integrity is consistent with 49 CFR Part 192 of the DOT's regulations. Radiographs or ultrasonic images will be taken and processed on-site for virtually instantaneous results. Those welds that do not meet the requirements established by the API Standard 1104 and DeLa Express' specifications will be marked for repair or replacement. All repaired and replaced welds will be re-inspected to ensure proper repair and integrity.

Prior to shipment to the site, an external protective coating will be applied to the pipe to prevent corrosion, except for a small area at the end of the pipe joint. After welding, the pipe joints will be coated with similar or compatible materials. The entire pipe coating will be inspected for defects, and any damage will be repaired before lowering the pipe into the trench. Because pipeline coatings are electrically insulating, the coating is inspected using equipment that emits an electric charge to ensure there are no locations on the pipeline where there is a defect in the coating.

1.2.1.6 Lowering-in

After a pipe string has been coated and inspected, the trench is prepared for the installation of the pipeline. The trench is cleared of loose rock and debris. If water exists in the trench, the water is pumped out into a filter fabric bag in a well-vegetated upland area; in wetland areas, "push-pull" installation may be required. In sandy soils, the trench is shaped to support the pipe. In areas where the trench contains bedrock, an approved foam or sand bedding is placed on the bottom of the trench, and/or pads made of sandbags and/or clay are placed at regular intervals along the trench bottom to support the pipe. The lowering-in crew places the pipeline in the trench. Lowering-in is usually done with side boom tractors.

1.2.1.7 Tie-ins

Once the sections of pipe are lowered in, the tie-in crew makes the final welds in the trench. The tie-in crew will make additional excavations as needed, to lower in, line up, weld, and inspect the coating and final welds.

1.2.1.8 Backfilling

All suitable material excavated during trenching will be replaced in the trench. In areas where topsoil has been segregated, the subsoil will be placed in the trench first, followed by the topsoil. In areas where excavated material is unsuitable for backfilling, additional fill may be required. Use of imported soils will be certified as free of noxious weeds and soil pests unless otherwise approved by the landowner. Where rocky soils are present, the pipe will be padded, as necessary, for protection, using rock-free material that is either mechanically sifted from the soils excavated from the trench, or imported from commercial borrow areas in the region. In no case will topsoil be used as padding material.

During backfilling, DeLa Express will minimize erosion potential by restoring the natural contour of the ground and surface drainage patterns to as close to pre-construction conditions as practicable. When backfilling is complete, the top of the trench may be slightly crowned to compensate for settling. The remaining topsoil will be spread across the graded construction ROW where applicable. DeLa Express will segregate topsoil in agricultural and wetlands areas, as well as in other circumstances described herein. The soil surface will be inspected for compaction, and scarified, as necessary. Rock excavated from the trench may be used to backfill the trench only to the top of the existing bedrock profile. Any excess rock that is not returned to the trench will be disposed of following the FERC Plan and Procedures.

1.2.1.9 Cleaning

Once the pipeline tie-ins are completed, the pipeline is internally cleaned with devices referred to as pipeline “pigs.” A manifold is installed on one end of the long pipeline section and a pig is propelled by compressed air through the pipeline into an open pig catcher. The purpose is to remove any dirt, water, or debris that was inadvertently collected within the pipeline during installation.

1.2.1.10 Hydrostatic Testing

Once clean, the pipeline will be pressure tested with water per DOT regulations and DeLa Express’s requirements to ensure the pipeline’s integrity for the intended service and operating pressures. The water propels a pig through the pipeline in a manner that fills the pipeline with water. Test pressure is obtained by adding water to the test section with a high-pressure pump and monitoring the test section for 8 hours to ensure the integrity of the pipeline. At the completion of the hydrostatic test, the pressure is removed from the section and the water is released from the test section by propelling the pig with air, which forces the water from the pipeline. Additional “drying” pig runs are made, if necessary, to remove any residual water from the pipeline. Hydrostatic test water will be discharged to well-vegetated and stabilized upland areas where practicable and in accordance with applicable permit conditions.

1.2.1.11 Restoration and Revegetation

Following backfilling, construction workspaces will be restored and revegetated. Weather and soil conditions permitting, final cleanup (including final grading), and installation of permanent erosion control measures will be completed within 20 days after the trench is backfilled. In conjunction with backfilling operations, any construction debris will be removed from the ROW and temporary construction work areas. The ROW will be final graded to prepare for restoration. Fences will be restored or repaired, as necessary.

Revegetation will be completed following permit requirements and written recommendations on seeding mixes, rates, and dates obtained from the Natural Resources Conservation Service, U.S. Department of Agriculture, and in accordance with landowner requirements. The ROW will be seeded within 6 working days following final grading, weather, and soil conditions permitting unless otherwise recommended by the local soil conservation authorities. Alternative seed mixes specifically requested by the landowner may be used. Any soil disturbance that occurs outside the permanent seeding season or any bare soil left unstabilized by vegetation will be mulched. Wetlands will be restored to pre-construction contours and allowed to revegetate naturally or in accordance with any permit conditions.

1.2.2 Specialized Pipeline Construction Procedures

1.2.2.1 Dual Lay Construction

Where dual-lay pipeline construction will be performed, clearing and grading will be conducted for both pipelines in a single pass. Installation of the pipelines will be slightly staggered, where one pipeline will be assembled and installed from stringing through backfill and rough cleanup, and then the second pipeline will be installed similarly through the area directly afterward. Final restoration and cleanup will be completed following the installation of both pipelines. The dual pipelines may be installed concurrently in areas requiring specialized crews, such as road/railroad crossings, foreign pipeline crossings, congested residential areas, HDD crossings, and other bored crossings.

1.2.2.2 Residential Areas

Residential mitigation measures will be implemented in accordance with landowner agreements and the FERC Plan. In general, the following measures will be taken in residential areas:

- Fence the boundary of the construction work area to help construction equipment, materials, and spoil remain within the construction ROW;
- Preserve mature trees and landscaping where practical, consistent with construction safety and landowner requests;

- Confirm pipe is welded and installed as quickly as reasonably possible consistent with prudent pipeline construction practices to minimize construction time affecting landowners;
- Backfill the trench as soon as the pipeline is installed or temporarily cover the trench with a steel plate; and
- Complete final cleanup (including final grading) and installation of permanent erosion control measures within 10 days after the trench is backfilled, weather conditions permitting.

A Site-Specific Residential Construction Plan will be developed for residences within 50 feet of construction workspaces. These plans will show the construction area to be disturbed and safety measures that will be implemented, such as construction fencing, access provisions, and use of steel plates. Special attention paid to these areas will ensure the safety and minimize disturbance of residents in the Project area.

1.2.2.3 Rugged Topography

If side slopes requiring special construction are encountered, the upslope side of the pipeline ROW will be cut during grading. The material removed from the cut will then be used to fill the downslope edge of the ROW to provide a safe and level surface from which to operate the heavy equipment (typical side hill construction). In areas where the side slope angle is severe, the cut-and-fill technique will be modified to produce two-level working surfaces. One level will be used for the pipeline trench, and the other level will be used for pipe stringing and vehicle travel lane (two-tone construction). Side hills may require additional temporary workspace downslope to accommodate the fill material. During grade restoration, the spoil will be placed back in the cut and compacted. Springs or seeps encountered during excavations along sidehills will be carried downslope through appropriately sized conduits (i.e., PVC pipe and/or gravel French drains). These conduits will be installed as part of restoration, and DeLa Express will employ additional erosion control devices as necessary.

Permanent trench breakers consisting of sandbags, gravel, cement, or cement-filled or bentonite-filled sacks will be installed in the trench over and around the pipe in areas where sloping terrain presents erosion potential. Temporary trench plugs, usually composed of compacted earth or other suitable material with low permeability, will be used to protect waterbodies and wetlands and to minimize the channeling of groundwater along the ditch line during construction.

1.2.2.4 Active Agricultural Land

In active croplands, pastures, rangeland, or hayfields, up to 12 inches of topsoil will be stripped and segregated in accordance with the FERC Plan. Topsoil typically will be stripped over the trench plus spoil storage area. Following pipeline installation, the subsoil will be

returned to the ditch and the topsoil will be replaced in the area from which it was stripped. As necessary, the working side of the ROW will be de-compacted before final grading and restoration.

DeLa Express will work with landowners to identify the locations of known drain tile locations. Previously undocumented drain tile discovered during grading or trenching will also be flagged at each ROW edge. DeLa Express will install the pipeline under existing drain tiles unless the drain tiles are located deep enough to maintain sufficient clearance between the tile and the pipeline. During construction, tile lines that are damaged, cut, or removed will be marked. If water is flowing through a damaged drain tile line, DeLa Express will install screens to prevent entry of soil or other foreign materials and implement temporary repairs prior to the end of the workday to maintain water flow until permanent repairs are made. Where water is not flowing, the exposed opening of cut or damaged drain tile lines will be screened and temporarily repaired within 24 hours. Temporary repairs may be removed to accommodate pipe lowering and backfilling.

Permanent drain tile repairs will be made by a qualified drain tile specialist, the landowner, or a landowner's representative. Prior to the completion of the permanent repairs, tile lines will be inspected within the entire width of the ROW length within the work area to check for tile damage by construction equipment. Damaged, broken, or cracked drain tiles will be replaced with new tiles. The quality, size, and flow of replacement tiles will equal or exceed that of the damaged tile. The drain tile will be permanently repaired so that its original gradient and alignment are restored.

If livestock fences (including electric fences) need to be cut to access the construction ROW, DeLa Express will brace and secure the fencing before construction and will repair the fences to preconstruction condition or better during the restoration phase of the Project. If it is determined that livestock grazing occurs in areas crossed by the proposed ROW, DeLa Express will work with landowners to either remove the livestock during construction or maintain adequate fencing in grazing areas. If cattle are present during construction, DeLa Express will install temporary fencing around the ROW in areas where the pipe trench is left open overnight. DeLa Express additionally will negotiate with landowners regarding a potential grazing deferment to allow vegetation to establish within the ROW after construction is complete.

1.2.2.5 Karst Terrain

If karst terrain is suspected or encountered, DeLa Express will evaluate if the area can be avoided. If it cannot be avoided, a professional geotechnical engineer will be retained to assess suspected karst conditions and provide recommendations. DeLa Express will minimize alteration of the existing grade and hydrology to the greatest extent possible: when adjacent to karst features, spoils will be stockpiled upslope of the trench, and surface water runoff controlled to prevent it from free flowing into the karst feature. Karst features will not be utilized for the disposal of water.

DeLa Express will restrict the following activities within 100 feet of any karst feature: idling, refueling, or servicing of construction equipment; and storage of hazardous materials, chemicals, fuels, lubricating oils, and petroleum products. Further, all equipment will be inspected daily for leaks prior to beginning work in karst areas. If any leaks are observed, or damaged or defective equipment is discovered, drip pans and other containment will be deployed immediately, and the equipment removed or repaired as soon as practical.

If a sinkhole is located and cannot be reasonably avoided, the sinkhole will be stabilized prior to construction and inspected while construction activities are occurring within 150 feet of the feature. If blasting will be required, it will be conducted in a manner that will not compromise or alter the subsurface karst structures.

1.2.2.6 *Waterbody Construction Methods*

To minimize potential impacts, waterbodies, streams, and rivers will be crossed as quickly and as safely as possible. Adherence to the approved construction procedures will ensure stream flow will be maintained throughout construction. Additional information on waterbody crossings and proposed waterbody crossing methods for each waterbody crossed by the proposed pipeline is provided in section [TBD] of Resource Report 2 [*Not included in this draft*].

Except where reasonable alternative access is available, temporary construction equipment crossings will be installed across all waterbodies to gain access along the ROW for construction operations. Equipment crossings will be carefully installed after clearing to minimize streambed disturbance and downstream siltation. Where culverts are used, devices will also be placed at the outlet to prevent scouring of the stream bottom. After such equipment crossings are established, construction equipment will not be permitted to drive through the waterbody for access, and the equipment crossings will be removed once access in the area is no longer needed. Only the equipment necessary to construct the crossing and install the pipe will be allowed to work in the waterbody. After clearing activities, construction equipment must cross waterbodies on bridges consisting of one of the following devices:

- Clean rockfill and culverts;
- Equipment pads, wooden mats, and/or culverts; or
- Flexi-float or portable bridge.

Vegetation will not be cleared between the ATWS area and the waterbody. The work area will be limited in size to the minimum area necessary to safely construct the waterbody crossing and accommodate any stockpile of excavated material from the trench and the prefabricated pipeline crossing section. Typically, for extra workspace on minor and intermediate stream crossings, 50 feet of additional width may be used for a length of 100 feet on either side of the waterbody starting at the edge of the required setback. However, the size of ATWS areas can vary based on site-specific conditions and the length of the pipe section for the crossing.

These work areas will be located at least 50 feet away from the waterbody edge, except where adjacent upland consists of cultivated or rotated agricultural lands and other disturbed areas, topographic and other site-specific conditions permitting. If construction limitations, such as topographic conditions (steep slopes) and road crossing requirements do not permit a 50-foot setback, DeLa Express will request modification of the FERC Procedures, specifying the site-specific conditions that will not permit a 50-foot setback and detailing measures to ensure the waterbody is adequately protected in Resource Report 2 [*Not included in this draft*].

The pipeline will be installed across waterbodies using dry-ditch, open-cut, or HDD construction methods. Blasting may be conducted at stream crossings where areas of dense till or bedrock cannot be avoided. The nature of the material that will require blasting, the limited areas where this will be required, and the short duration of this activity will combine to minimize the amount of fine-grained material that may be released into the water column. Temporary trench plugs, usually composed of compacted earth or other suitable low-permeable material, will be used to isolate waterbodies, as needed, to minimize the channelling of groundwater along the ditch line during construction. Permanent trench breakers consisting of sandbags, gravel, cement, or cement-filled sacks will be installed over and around the pipe in these areas prior to backfilling the trench.

Dry Ditch Crossing Method

Dry ditch crossings can be constructed via a flume crossing or a dam-and-pump crossing. These dry ditch methods are designed to maintain downstream flow at all times and to isolate the construction zone from the stream flow by channelling the water flow through a flume pipe or by damming the flow and pumping the water around the construction area. Unless approved otherwise by appropriate federal or state agencies, pipeline construction and installation will occur using one of the two dry-ditch crossing methods for waterbodies state-designated as either cold-water or significant cool-water or warmwater fisheries, or federally designated as critical habitat. The flume and dam-and-pump crossing methods apply to waterbodies up to 30 feet wide (possibly wider depending on flow volume and rate) at the water's edge at the time of construction.

The flume crossing method utilizes a flume pipe(s) to transport stream flow across the disturbed area and allows trenching to be done in drier conditions. The flume pipe(s) installed across the trench will be sized to accommodate anticipated stream flows. Flumes are generally not recommended for use on a waterbody with a broad unconfined channel, unstable banks, a permeable substrate, excessive stream flow, or where the installation and construction of the flume crossing will adversely affect the bed or banks of the stream.

The dam-and-pump crossing method is presented as an alternative dry-crossing procedure to the flume crossing (in limited cases, it may be used in combination with a flume crossing). The dam-and-pump method is accomplished by utilizing pumps to transport stream flow across the disturbed area. This method involves placing sandbags across the existing

stream channel upstream from the proposed crossing to stop water flow and downstream from the crossing to isolate the work area. Pumps are used to pump the water across the disturbed area and back into the stream further downstream. The dam-and-pump procedure allows for more space and flexibility during trenching and pipe installation, which shortens the duration of time spent at the waterbody. The dam-and-pump method may be used for crossings of waterbodies where pumps can adequately transfer stream flow volumes around the work area, and where there are no concerns about sensitive species passage.

Open Cut Crossing Method

The open-cut crossing method involves trenching in the waterbody without isolating the construction zone from the stream flow. The objective of this method is to complete the waterbody crossing as quickly as practical to minimize the duration of impacts on aquatic resources.

Open-cut crossings involve excavating a trench for the pipeline across the bottom of the waterbody to be crossed. Depending on the depth of the water, construction equipment may be placed on barges or other floating platforms to excavate the pipe trench. This construction technique is typically used to cross waterbodies that are not state-designated, such as ephemeral drainage ditches, and ephemeral and intermittent streams, as well as intermediate and major waterbodies with substantial flows that cannot be effectively flumed or pumped around the construction zone using one of the dry crossing techniques.

If practicable, waterbodies will be crossed when dry. However, if water flow is present, DeLa Express will cross minor waterbodies (10 feet wide or less) within 24 hours and intermediate waterbodies (between 10 and 100 feet wide) within 48 hours using methods consistent with the FERC Procedures. DeLa Express will limit the use of equipment operating in the waterbody to the minimum extent needed to install the pipelines. Material excavated from the trench will be stockpiled at least 10 feet from the edges of waterbodies and waterbody bottoms will be returned to original contours following construction.

Typically, for minor and intermediate stream crossings, ATWS will be located on both sides of the waterbody and both sides of the ROW and sited at least 50 feet from the waterbody. The size of ATWS varies based on site-specific conditions and the length of the pipe section for the crossing.

Horizontal Directional Drill Crossing Method

The HDD method is achieved by drilling a small-diameter pilot hole under the area to be crossed and enlarging the hole through successive reaming until it is large enough to accommodate a prefabricated segment of pipe. A slurry of drilling mud is circulated through the drilling tools to lubricate the drill bit, remove drill cuttings, and promote drillhole stability during drilling and/or the reaming process. Drilling mud primarily consists of bentonite, a non-toxic, naturally occurring sedimentary clay mixed with water.

The position of the drill head is electronically monitored, and directional corrections are made if needed to maintain the desired alignment. Pipe sections are generally staged and welded within an ATWS area on the opposite side of the crossing and then pulled through the drilled hole.

If an inadvertent release of drilling mud to the ground surface occurs, DeLa Express will implement measures prescribed in its HDD Plan, which describes how DeLa Express will monitor for and respond to an inadvertent release of drilling mud. Temporary impacts from the HDD will primarily result from the ATWS at the entry and exit of each crossing and workspace for the pull-back pipeline assembly and stringing.

The HDD method will be used at specified locations to minimize impacts on roads, wetlands, waterbodies, and other sensitive resources by avoiding ground surface disturbance between the drill entry and exit points. Activity between the HDD entry and exit points will be limited to foot travel and minimal hand clearing by construction personnel to deploy directional cables that guide the drilling head and to monitor for inadvertent release of drilling mud.

DeLa Express will prepare a site-specific crossing plan for each of the above-listed HDD locations. Each plan will include the results of the geotechnical feasibility study, temporary workspace, permanent workspace, the HDD crossing location, entry and exit points, and standard equipment and crossing procedures to be used. The plans will also include a site-specific construction plan for each waterbody which will include more specific information regarding the crossing layout, equipment, and procedures to be used, as well as a contingency plan outlining procedures to be implemented in the case of drill failure at any phase of the HDD operation or the inadvertent release of drilling fluid. The site-specific plans will be filed with DeLa Express's FERC application expected in February 2025.

1.2.2.7 Wetland Construction Methods

Construction across wetlands will be performed following the FERC Procedures and under other applicable federal and state requirements. In unsaturated wetlands, a maximum of 12 inches of wetland topsoil over the trench line will be segregated and stockpiled separately from the subsoil. Trench spoils will be temporarily piled in a ridge along the pipeline trench. Gaps in the spoil pile(s) will be left at appropriate intervals to provide for natural circulation or drainage of water. Where practicable, the pipeline will be assembled in a workspace located in an upland area while the trench is excavated.

If dry conditions exist within the wetland, pipe fabrication will occur in the wetland. For inundated or saturated wetland conditions, pipe strings will be fabricated on one bank and either pulled across the excavated trench in the wetland, floated across the wetland, or carried into place and submerged into the trench. This method will minimize the amount of equipment and travel in wetland areas. After the pipeline is lowered into the trench, wide-track bulldozers or backhoes supported on swamp mats will be used for backfilling, grading, and final cleanup. The

segregated top 12 inches of excavated wetland soils will be placed on top of the backfilled subsoil to serve as a natural seedbed for the restoration of wetland vegetation.

Temporary trench plugs, usually composed of compacted earth or other suitable low-permeable material, will be used to isolate waterbodies and wetland areas, as needed, to minimize channelling of groundwater along the ditch line during construction. Permanent trench breakers consisting of sandbags, gravel, cement, or cement-filled sacks will be installed over and around the pipe in these areas prior to backfilling the trench.

ATWS may be needed adjacent to specific wetlands to facilitate the pipeline crossing. The staging areas are in addition to the nominal construction ROW and may be used for the assembly and fabrication of the pipe section that will cross the wetland area. These work areas will be located at least 50 feet away from the wetland edge, except where adjacent upland consists of cultivated or rotated agricultural lands and other disturbed areas, topographic and other site-specific conditions permitting. If construction limitations, such as topographic conditions (steep slopes) and road crossing requirements do not permit a 50-foot setback, DeLa Express will request modification of the FERC Procedures, specifying the site-specific conditions that will not permit a 50-foot setback and detailing measures to ensure the wetland is adequately protected in Resource Report 2.

The size of ATWS required at wetland crossings is based on the wetland size, water content of wetland soils (or presence of standing water), and other construction constraints. Under no circumstances will vegetation be cleared between the ATWS and the wetland. The work area will be limited to the minimum size necessary to safely construct the wetland crossing. Restricting the work area in this manner will minimize wetland impacts associated with pipeline construction.

Wetlands that are within the construction workspace but not crossed by the pipeline will be temporarily crossed using low-ground-weight construction equipment, mats, or equipment bridges.

1.2.2.8 Road Crossings

The Project will cross approximately 718 existing public roads. The road crossings will be completed using standard open cut, conventional boring, or HDD methods. The proposed road crossings are summarized by milepost and crossing type in appendix 1F. *[This information will be provided in a future draft of Resource Report 1]*

The pipeline will be installed a minimum of 5 feet below the road surface. Road surfaces, where disturbed, will be restored to pre-construction conditions or better. For private roads crossed via open cut, a steel plate, or similar, will be laid down to accommodate through traffic during the installation of the pipeline, or DeLa Express will work with landowners to provide alternative access. As needed, a temporary detour of traffic using appropriate signage will be

established. Road closures and detours will be arranged in coordination with the appropriate transportation authority.

Construction will be scheduled for work within roadways and specific crossings to avoid commuter traffic and school bus schedules to the greatest extent practical. Appropriate traffic management and signage will be set up and necessary safety measures will be developed in coordination with the appropriate local authorities. Arrangements will be made with local officials to have traffic safety personnel on-site during periods of construction. Provisions will be made for detours or otherwise to permit traffic flow.

The use of conventional boring or HDD for road crossings is intended to help ensure no surface impacts on the road will occur and any traffic interruption will be minimal. Conventional boring consists of creating a tunnel-like shaft for a pipeline to be installed below roads, waterbodies, wetlands, or other sensitive resources without affecting the surface of the resource. Bore pits will be excavated on both sides of the resource to the depth of the adjacent trench and graded to match the proposed slope of the pipeline. A boring machine will then be used within the bore pit to tunnel under the feature of concern by using a cutting head mounted on an auger. The auger will rotate and advance as the hole is bored. The pipeline will then be pushed through the bore hole and welded to the adjacent section of the pipeline.

1.2.2.9 Utility Crossings

The Project will cross existing pipelines, overhead powerlines, and other potential utility lines. Prior to construction, existing utility lines and other sensitive resources, including those identified in easement agreements or by federal and state agencies, will be located and marked to prevent damage during pipeline and facility construction. DeLa Express's contractors will contact the "One Call" system, or state or local utility operators, to verify and mark all underground utilities crossed or along Project workspaces to minimize the potential for damage to other buried facilities in the area. Where there is a question as to the location of utilities, such as water, cable, gas, and sewer lines, they will be located by field instrumentation and test pits prior to initiation of trenching. Crossing of pipelines owned by others (or foreign pipelines) is summarized by milepost in appendix 1G [*This information will be provided in a future draft of Resource Report 1*].

1.2.3 Aboveground Facilities

The Project aboveground facilities will be constructed in compliance with the same applicable federal regulations and guidelines as the pipeline facilities and in accordance with the specific requirements of applicable federal and state approvals. The construction and restoration methods and procedures in the FERC Plan and Procedures will be followed, as applicable, for the aboveground facilities as well. Generally, aboveground facilities are sited to avoid impacts on cultural and natural resources to the greatest extent feasible. The following is a brief description of the typical construction sequence for the new compressor stations.

1.2.3.1 *Compressor Stations*

Construction of the nine compressor stations will include general activities such as clearing and grading, foundation installation, erection of aboveground facilities, installation of piping equipment, testing of equipment, and timely clean-up and restoration of the Project areas. Construction activity and storage of construction materials will be limited to the temporary workspace and ATWS areas, and waste materials will be disposed of in a manner consistent with applicable regulations.

Clearing and Grading

The nine compressor station sites will be cleared to the extent needed to construct the compressor station facilities. The site will then be graded, as necessary, to stockpile topsoil for use during site restoration and provide level surfaces for the building foundations and structures; the station yard, which will contain piping, valves and stormwater runoff controls out to the perimeter fencing; and sufficient workspace.

Installation of various erosion and sedimentation controls will begin before site grading. These will be installed and maintained in accordance with the FERC Plan and Procedures. The permanent site roadways and parking areas will be rough graded at this time as well. Large rocks displaced during grading or other excavation will be properly disposed of on-site or transported off-site for disposal in an approved area.

Foundations

Once the building sites have been graded, excavation will begin for the installation of building foundations and pipe supports. Generally, the foundation for the compressor building requires a significant mass of reinforced concrete to provide stable support for the operating machinery. The area for the foundations must be excavated below the prevalent frost line for the site, adequate forms and reinforcing bars must be installed and high-strength concrete must be poured to the appropriate levels. Rigid controls on concrete quality and installation procedures ensure that a suitable foundation is obtained. Blasting may be required at the compressor station location to install foundations and underground piping. In these areas, care will be taken to prevent damage to underground or aboveground structures, springs, water wells, or other water sources.

Blasting mats or soil cover will be used as necessary to prevent the scattering of loose rock. All blasting will be conducted during daylight hours and will not begin until occupants of nearby buildings, stores, residences, places of business, and farms have been notified. DeLa Express will comply with all federal and state regulations applying to blasting and blast vibration limits with regard to structures and underground utilities.

Piping

Installation of the various piping systems will begin at about the same time as the foundation work. Trenches will be dug for the underground portions of the piping. The pipe will be welded, x-rayed, coated, and placed in the trench and backfilled. Some portions of the station piping will occur aboveground. Any aboveground piping will be installed on concrete or metal pipe supports and painted. Acoustic insulation may be installed on some of the piping for noise control. Some of the piping, valves, and fittings are typically fabricated off-site at a fabrication shop and then transported to the site. As major parts of the piping are completed, each will be hydrostatically tested to ensure its integrity. Test water is usually trucked to the site for testing and will be discharged to the stormwater management system at each site. Dewatering will be performed with proper erosion and sedimentation controls as outlined in the FERC Plan. Electrical conduit systems will be installed during this period as well as domestic water and septic systems.

Structures and Machinery

Once the foundations have been completed and cured sufficiently, installation of the buildings and machinery for the station may begin. This is a highly coordinated activity as the machinery, buildings, and piping are all installed during the same period. Various piping and electrical conduit systems are connected once the machinery is set. Electrical wiring is installed for power and instrumentation. Domestic water and septic systems (unless public water/sewer is available) will be connected to the buildings as they are completed.

Start-up and Testing

As the various systems and subsystems are completed, they will be tested and calibrated for proper operation. The use of new computerized systems will allow much of the testing to proceed before gas is received at the site. The actual start-up of the compressor units will commence once the new facilities are tested and tied into the existing pipeline.

Final Clean up and Stabilization

Clean-up and stabilization of the station yard will be an ongoing process throughout construction. Sections of the yard will be final graded, fertilized, seeded, mulched, and permanent erosion controls installed as work is completed. It is anticipated that most of the final stabilization will be complete prior to final testing and start-up of the compressors.

1.2.3.2 Meter and Regulating Stations

Construction activities associated with the M&R stations will be conducted in a manner similar to those activities previously described for the compressor station but on a smaller scale.

1.3 CONSTRUCTION SCHEDULE AND WORKFORCE

DeLa Express proposes to begin construction in June 2026 for a projected in-service in July 2028. Construction will generally take place Monday through Saturday, from 7 am to 7 pm; however, certain activities, including longer HDDs, hydrostatic testing, and tie-ins, may extend beyond normal construction hours and into Sunday, as necessary.

DeLa Express anticipates that the Project will be constructed using ten (10) construction spreads with [TBD] to [TBD] workers per spread. Table 1.3-1 provides a summary of the preliminary construction schedule and approximate construction workforce requirements.

Table 1.3-1: Construction Schedule and Work Force Requirements for the Project Facilities

| Spread/Facility | Milepost Begin | Milepost End | Length | Construction | | |
|-----------------------------|-------------------|-----------------|--------|--------------|-----|------------------|
| | | | | Begin | End | No. of Personnel |
| Spread 1 – Mainline to CS 1 | TBD | TBD | TBD | TBD | TBD | TBD |
| Red Bluff Extension | TBD | TBD | TBD | TBD | TBD | TBD |
| China Draw | TBD | TBD | TBD | TBD | TBD | TBD |
| Lea A Lateral | TBD | TBD | TBD | TBD | TBD | TBD |
| Lea B Lateral | TBD | TBD | TBD | TBD | TBD | TBD |
| Upton Lateral | TBD | TBD | TBD | TBD | TBD | TBD |
| Spread 2 – Mainline to CS 2 | TBD | TBD | TBD | TBD | TBD | TBD |
| Spread 3 – Mainline to CS 3 | TBD | TBD | TBD | TBD | TBD | TBD |
| Spread 4 – Mainline to CS 4 | TBD | TBD | TBD | TBD | TBD | TBD |
| Spread 5 – Mainline to CS 5 | TBD | TBD | TBD | TBD | TBD | TBD |
| Spread 6 – Mainline to CS 6 | TBD | TBD | TBD | TBD | TBD | TBD |
| Spread 7 – Mainline to CS 7 | TBD | TBD | TBD | TBD | TBD | TBD |
| Spread 8 – Mainline to CS 8 | TBD | TBD | TBD | TBD | TBD | TBD |
| Spread 9 – Mainline to CS 9 | TBD | TBD | TBD | TBD | TBD | TBD |
| Spread 10 – Mainline | TBD | TBD | TBD | TBD | TBD | TBD |
| Moss Bluff Extension | TBD | TBD | TBD | TBD | TBD | TBD |
| CS = compressor station | | | | | | |

[This information will be provided in a future draft of Resource Report 1]

1.4 ENVIRONMENTAL COMPLIANCE TRAINING AND INSPECTION

Consistent with FERC guidelines, environmental training will be given to DeLa Express personnel and to contractor personnel whose activities may impact the environment during pipeline and aboveground facilities construction. The level of training will be commensurate with

the type of duties of the personnel. All construction personnel will be given the appropriate level of environmental training. The training will be given before the start of construction and throughout the construction process, as needed. The training program will cover the FERC Plan and Procedures, job-specific permit conditions, company policies, cultural resource procedures, threatened and endangered species restrictions, and any other pertinent information related to the job. In addition to the environmental inspectors (EIs), all other construction personnel are expected to play an important role in maintaining strict compliance with all permit conditions to protect the environment during construction.

At least one EI will be assigned to each construction spread during active construction or restoration. The EI will have peer status with all other activity inspectors and will report directly to the Resident Engineer/Chief Inspector who has overall authority on the construction spread. The EI will have the authority to stop activities that violate the environmental conditions of the Certificate (if applicable), other federal and state permits, or landowner requirements, and to order corrective action.

1.5 OPERATIONS AND MAINTENANCE

DeLa Express will operate and maintain the newly constructed Project facilities in compliance with the DOT regulations of 49 CFR 192. The pipeline will be patrolled on a routine basis, and personnel well-qualified to perform both emergency and routine maintenance on interstate pipeline facilities will handle emergencies and maintenance.

DeLa Express will maintain vegetation on the permanent easement in upland areas by mowing, cutting, and trimming per the FERC Plan and Procedures. In wetlands and riparian areas, large brush and trees within 15 feet of the pipeline with roots that could compromise the integrity of the pipeline coating may be selectively cut and removed from the permanent easement.

Pipeline inspection will be accomplished by ground and aerial surveys and in accordance with applicable laws and regulations. During periodic pipeline and ROW patrols, all permanent erosion control devices installed during construction will be inspected to ensure that they are functioning properly. In addition, attention will be given to:

- Erosion and washouts along the ROW;
- Performance of water control devices such as diversions;
- Fallen timber or other threats to the pipeline;
- General health of shrubs and other vegetation planted during construction; and
- Any other conditions that could endanger the pipeline or cause erosion.

The local operations personnel will be notified of any conditions that need attention. Prompt corrective measures will be performed as needed in accordance with the FERC Plan and Procedures.

1.6 FUTURE PLANS AND ABANDONMENT

DeLa Express is not aware of any reasonably foreseeable future expansion or abandonment of the facilities proposed in this Environmental Report. If additional demand for natural gas requires future expansion, DeLa Express will seek the appropriate authorizations from FERC and other governmental agencies, as required. If, and when, an application is filed, the environmental impact of the new proposed facilities will be examined at that time. Similarly, for any future abandonment of facilities, DeLa Express will seek appropriate authorizations from FERC and other governmental agencies.

1.7 PERMITS AND APPROVALS

Construction contractor(s) engaged by DeLa Express will be required to observe and comply with all applicable laws and regulations that apply to the conduct of the work. During the performance of the work, contractors will be required to comply with the Minimum Federal Safety Standards adopted by the DOT under the NGA, Occupational Safety and Health Administration guidelines, FERC certificate conditions, and DeLa Express's internal standards.

Notwithstanding anything to the contrary set forth in this section, nothing stated herein shall be construed to indicate that any state, regional, or local agency referred to has the power to impose any requirement inconsistent with federal law or to refuse to issue or to unreasonably delay the issuance or processing of any state, regional, or local permit, license, certificate, approval, review, or other requirement; nor shall this document be construed to limit DeLa Express's legal rights under the NGA (15 United States Code [USC] § 717, et seq.), Pipeline Safety Improvement Act (49 USC §§ 60101, et seq.), or the U.S. Constitution, including, but not limited to, the Supremacy Clause and the Commerce Clause.

The construction, operation, and maintenance of the Project will require multiple permits and regulatory approvals from various federal and state agencies, as well as consultations with Native American tribes and other interested parties. The applicable permits and approvals, responsible agencies, and the filing status and schedule for these permits and approvals are summarized in table 1.7-1.

Table 1.7-1: Environmental Permits, Approvals, and Consultations for the DeLa Express Project

| Agency | Permit/Approval/Consultation | Submittal Date (Anticipated) | Approval Date (Anticipated) |
|---|--|---------------------------------|--------------------------------|
| Federal | | | |
| Federal Energy Regulatory Commission | Certificate of Public Convenience and Necessity under Section 7(c) of the NGA | (February 2025) | (April 2026) |
| U.S. Army Corps of Engineers, Albuquerque, Fort Worth, Galveston, and New Orleans Districts | Authorization under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act; | (February 2025) | (April 2026) |
| | Permission under Section 14 of the Rivers and Harbors Act (Clean Water Act Section 408) | (February 2025) | (April 2026) |

| Agency | Permit/Approval/Consultation | Submittal Date (Anticipated) | Approval Date (Anticipated) |
|---|---|------------------------------|-----------------------------|
| U.S. Fish and Wildlife Service, Southwest Regions 2 and 4 | Consultation under Section 7 of the Endangered Species Act, Bald and Golden Eagle Protection Act, Fish and Wildlife Coordination Act, and Migratory Bird Treaty Act | (February 2025) | (April 2026) |
| U.S. Department of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service | Magnuson-Stevens Fishery Conservation and Management Act Consultation Essential Fish Habitat Consultation (50 CFR Part 600) | (February 2025) | (April 2026) |
| Federal Aviation Administration | Federal Aviation Administration's regulations at 14 CFR 77 | TBD | TBD |
| State – Texas | | | |
| Texas Parks and Wildlife Department | State-Listed Species Clearance | (February 2025) | (April 2026) |
| | Marl, Sand, Gravel, Shell, or Mudshell Permit | (February 2025) | (April 2026) |
| Texas Commission on Environmental Quality – Water | Temporary Water Use Permit | TBD | TBD |
| | Hydrostatic Test Water Discharge Permit (Receiving Waters of State) | TBD | TBD |
| Texas Commission on Environmental Quality – Air | Permit by Rule, Standard Permit, or New Source Review | (February 2025) | (April 2026) |
| Texas Historical Commission - State Historic Preservation Office | Consultation under Section 106 of the National Historic Preservation Act (36 CFR Part 800) | (February 2025) | (April 2026) |
| Railroad Commission of Texas | Section 401 Water Quality Certification | (February 2025) | (April 2026) |
| | Hydrostatic Test Water Discharge Permit (No receiving Waters of State) | TBD | TBD |
| State – Louisiana | | | |
| Louisiana Department of Environmental Quality – Water Permits Division | Section 401 Water Quality Certification (33 USC § 1341) | (February 2025) | (April 2026) |
| | Industrial Hydrostatic Test Water Discharge General Permit (LA R.S. 30:2001 et seq.) for discharges not greater than 180 days | TBD | TBD |
| Louisiana Department of Wildlife and Fisheries | State-Listed Species Clearance | (February 2025) | (April 2026) |
| Louisiana Department of Culture, Recreation and Tourism, Division of Archaeology | Consultation under Section 106 of the National Historic Preservation Act (36 CFR Part 800) | (February 2025) | (April 2026) |
| Louisiana Office of State Lands – Land and Water Bottom Management Section | Permit and Lease for State Water Bottoms (LA R.S. 41:1701-1714) | TBD | TBD |

1.8 AFFECTED LANDOWNERS AND OTHER STAKEHOLDERS

DeLa Express will comply with the landowner notification requirements set forth in Section 157.6(d) of the Commission's regulations. With the filing of its application, DeLa Express will notify owners of properties that are directly affected by the proposed construction activities, abutting the proposed construction activities, or within 0.5 miles of the compressor stations. DeLa Express will also arrange to publish a public notice of the filing of the application in the newspapers listed in table 1.8-1.

Table 1.8-1: Newspapers for Public Notice of Application Filing

| Newspapers | | |
|------------------------------------|---|--|
| Bartlett, <i>Tribune-Progress</i> | Huntsville, <i>The Huntsville Item</i> | Robert Lee, <i>Observer/Enterprise</i> |
| Salado Village Voice | San Angelo Standard-Times | Coleman, <i>Chronicle & Democrat-Voice</i> |
| Belton, <i>The Belton Journal</i> | Abilene Reporter-News | Monahans, <i>The Monahans News</i> |
| Temple Daily Telegram | Hearne, <i>Robertson County News</i> | Pecos Enterprise |
| Killeen Daily Herald | Ballinger, <i>Runnels County Register</i> | Franklin News Weekly |
| Bryan, <i>The Eagle</i> | Rosebud News | Shepherd, <i>San Jacinto News-Times</i> |
| Brownwood Bulletin | Navasota Examiner | Lake Charles, <i>The Advocate</i> |
| Gatesville Messenger | Hico News Review | Rockdale Reporter |
| Copperas Cove Leader Press | Hamilton Herald-News | Goldthwaite Eagle |
| Odessa American | Hico News Review | Conroe, <i>The Courier</i> |
| Marlin, <i>The Marlin Democrat</i> | Silsbee, <i>The Bee</i> | West, <i>The West News</i> |
| Waco Tribune-Herald | Port Arthur, <i>The Port Arthur News</i> | Orange, <i>The Orange Leader</i> |
| Midland Reporter-Telegram | Beaumont, <i>The Beaumont Enterprise</i> | Liberty, <i>The Vindicator</i> |
| Thorndale Champion | Riesel Rustler | McGregor Mirror & Crawford Sun |
| Cameron, <i>The Cameron Herald</i> | | |

The public notice will be published twice no later than 14 days from the time FERC issues its Notice of Application. DeLa Express will place complete copies of the application at libraries along the route as listed in appendix 1H.

DeLa Express sent introductory Project fact sheets to affected landowners and stakeholders, including local, state, and government officials. Each letter contained a description of the Project, a map depicting the location of the existing and proposed facilities, the Project's

toll-free telephone number, email address, and website (<https://www.delaexpress.com/>)_where landowners can obtain additional information about the Project. Appendix 1I provides a Project stakeholder list. A list of affected landowners is also provided in Appendix 1I (*Filed under separate cover as Controlled Unclassified Information/Privileged and Confidential [CUI/PRIV] in Volume III*).

In accordance with the guidelines adopted by FERC, DeLa Express has encouraged landowners; municipal, county, state, and federal government officials; Native American tribes; civic groups; environmental groups; and other stakeholders to share their concerns with DeLa Express as well as FERC and to provide input on the most appropriate locations for the compressor stations, pipelines, and related facilities associated with the Project. DeLa Express has attempted to address the concerns raised by various stakeholders and where it has not been possible to modify the Project facilities in the manner requested, to clearly identify the basis for that conclusion.

1.8.1 Landowner Consultation

The proposed Project currently involves approximately 3,473 tracts within the 300-foot-wide survey corridor for which survey permission is being requested. Communications with landowners to date have included: Project introduction information, a letter requesting survey permission, individual discussions with DeLa Express's representatives, and site visits. To date, DeLa Express has been granted survey permission on approximately 9 tracts, which constitutes approximately 0.25 percent of the total number of tracts along the proposed ROW for which survey permission was requested. A list of affected landowners along the pipeline route and abutters within 0.5 miles of the proposed compressor station sites are provided in Appendix 1I (*Filed under separate cover as CUI/PRIV in Volume III*).

To provide landowners with easy and convenient access to the Project team, DeLa Express has an established protocol to resolve any landowner concerns prior to construction, using the Project hotline (1-832-924-5011). Responses should be made within 48 hours (Monday through Friday). The hotline is a toll-free number that serves as a means for landowners to contact appropriate project representatives with questions, concerns, and complaints. In addition, DeLa Express has established a project website to provide current project information and contact information at <https://www.delaexpress.com/>.

1.8.2 Stakeholder Outreach

DeLa Express began contacting federal and state regulatory agencies in Texas and Louisiana in March 2024. DeLa Express provided preliminary information regarding the Project, including a Project description and overview map, and advised these agencies of DeLa Express's intent to use FERC's National Environmental Policy Act Pre-Filing Review Process (the Pre-Filing Review Process). A listing of the federal and state agencies that DeLa Express

has contacted to date is included in appendix 1J. A list of anticipated environmental permits, reviews, and consultations is provided in section 1.10 of this resource report.

DeLa Express expects to file for the federal and state authorizations prior to or shortly after submitting its Certificate application to the Commission and will work with Commission Staff and the affected federal and state agencies to develop a schedule for issuance of applicable environmental clearances and approvals. DeLa Express will continue its efforts to identify and contact federal and state agency representatives, as applicable, during the Pre-Filing Review Process and will submit updates to the agency contact list and list of anticipated environmental permits, reviews, and consultations to Commission Staff, accordingly.

DeLa Express has been engaged in stakeholder outreach for the Project to share Project information; to seek input regarding route alternatives, construction constraints, or methods; and to ensure the public has opportunities to provide comments raising any issues and concerns. DeLa Express has made substantial efforts to inform the public, particularly landowners and local community stakeholders, about the proposed Project. The objective of implementing a comprehensive stakeholder outreach strategy has been to promptly identify and potentially resolve issues raised by stakeholders.

DeLa Express has conducted introductory meetings and consultations with federal, state, and local agencies. Consultations with agencies will continue throughout the Project review and permitting period. Copies of agency correspondence are provided in appendix 1J.

1.8.3 Other Public Official and Agency Consultation

DeLa Express representatives began contacting federal, state, and local public officials in April 2024 regarding the proposed Project. Additionally, DeLa Express has held in-person meetings with public officials along the route.

1.8.4 Open Houses

DeLa Express will hold informational Open Houses to provide an opportunity for the company to introduce the Project and Project team to landowners and stakeholders. These events will be designed to provide the public with information regarding the purpose and need for the pipeline, location of the Project facilities, federal and state regulatory processes, pipeline design, pipeline easements, construction activities, operations and safety, Project schedule, environmental impacts, and agency consultation processes. The open house schedules and details are summarized below in table 1.8-2.

Table 1.8-2: Open House Schedule for the DeLa Express Project

| City | County / Parish | State | Population | Proposed Date | Proposed # of Open House Events | Proposed Time(s) | Venue Name | Venue Address |
|---------------|-----------------|-----------|------------|---------------|---------------------------------|-----------------------------|-------------------------------------|---|
| Beaumont | Jefferson | Texas | 112,089 | 6/3/2024 | 2 | 11 a.m.-1 p.m.; 5-8 p.m. | Central Park Community Center | 2925 Fannin St Beaumont, TX 77701 |
| Vinton | Calcasieu | Louisiana | 866 | 6/4/2024 | 1 | 4-8 p.m. | Ward 7 Recreation Center | 1615 Horridge St Vinton, LA 70668 |
| Liberty | Liberty | Texas | 828 | 6/5/2024 | 1 | 4-8 p.m. | Harvest Event Center | 9775 N Hwy 146 Liberty, TX 77575 |
| Cleveland | Liberty | Texas | 8,503 | 6/6/2024 | 1 | 4-8 p.m. | SJP Ranch Events Venue | 2646 Farm to Market 1010 Road Cleveland, TX 77327 |
| Huntsville | Walker | Texas | 956 | 6/10/2024 | 1 | 4-8 p.m. | Walker County Fair Association | 3925 SH 30 Huntsville, TX 77340 |
| Hearne | Robertson | Texas | 4,538 | 6/11/2024 | 1 | 4-8 p.m. | City of Hearne: Clubhouse | 405 Norwood Lane Hearne, TX 77859 |
| Moody | McLennan | Texas | 1,601 | 6/12/2024 | 1 | 4-8 p.m. | Bammie Moore Hall | 508 Avenue E. Moody, TX 76557 |
| Gatesville | Coryell | Texas | 16,198 | 6/13/2024 | 1 | 4-8 p.m. | Texas Station Event Center | 305 Old Fort Gates Rd, Gatesville, TX 76528 |
| Midland | Midland | Texas | 134,444 | 6/17/2024 | 1 | 4-8 p.m. | Junior League of Midland Mabee Hall | 902 W Dengar Avenue Midland, Texas 79705 |
| Odessa | Ector | Texas | 112,906 | 6/18/2024 | 2 | 11 a.m.-1 p.m.; 5-8 p.m. | Lawndale Community Center | 9201 Rainbow Rd, Odessa, TX, 79765 |
| Kermit | Winkler | Texas | 5,869 | 6/20/2024 | 1 | 4-8 p.m. | Winkler County Community Center | 118 N Poplar St, Kermit, TX, 79745 |
| Sterling City | Sterling | Texas | 1,151 | 6/24/2024 | 1 | 4-8 p.m. | Sterling County Community Center | 3rd St &, Main St, Sterling City, TX, 76591 |
| Santa Anna | Coleman | Texas | 1,034 | 6/25/2024 | 1 | 4-8 p.m. | The Armory | 303 S Houston, Santa Anna, TX, 76878 |
| Brownwood | Brown | Texas | 18,709 | 6/26/2024 | 1 | 4-8 p.m. | Adams Street Community Center | 511 E Adams St, Brownwood, TX, 76801 |
| Ballinger | Runnels | Texas | 3,574 | 6/27/2024 | 1 | 4-8 p.m. | Ballinger Community Center | 200 Crosson Ave, Ballinger, TX, 76821 |

1.8.5 Public Participation Plan and Ongoing Outreach

DeLa Express is committed to proactively communicating and working with landowners and local stakeholders to understand their comments and concerns. This approach will help refine the pipeline route where feasible and minimize and mitigate potential environmental impacts in ways that reflect the input received from landowners and communities the pipeline crosses. DeLa Express has developed a Public and Agency Participation Plan (appendix 1K), provided to the Commission with the Pre-Filing Review Process Request letter, that outlines a commitment to engage actively with stakeholders throughout the life cycle of the Project and provides the steps DeLa Express has identified to ensure successful ongoing communication with stakeholders, including establishing a project website and a single point of contact. DeLa Express will continue to meet with stakeholders to discuss the ongoing efforts associated with the Project.

DeLa Express will continue to update its standalone Project website to provide the public with the most recent information, including a Project overview, map of the proposed facilities, list of frequently asked questions, list of Project contacts, and announcements of public meetings on the Project.

1.9 NON-JURISDICTIONAL FACILITIES

Non-jurisdictional facilities are those related to the Project that are not subject to FERC jurisdiction. Non-jurisdictional facilities may be integral to a project (e.g., a natural gas-fueled power plant at the end of a jurisdictional pipeline) or they may be minor, non-integral components of the jurisdictional facilities that would be constructed and operated because of a proposed project (e.g., electric power lines or communication lines).

DeLa Express anticipates that non-jurisdictional power line facilities may be necessary for each greenfield dew point control station, compressor station, and valve site. Additional non-jurisdictional facilities supporting these facilities will include an internet connection to the office building, a municipal water supply connection for the office building, and a municipal sewage connection for the office building.

Wet gas streams will be provided to DeLa Express by customers in the Permian Basin. To manage the heavy hydrocarbons in these streams so that the pipeline can be reliably operated, dewpoint control and liquids removal will be conducted on the front end of the pipeline with additional liquids removed at Compressor Stations 1 and 2. The liquids will not be commingled with the Project but will be sold to local intrastate markets. Since those processes are happening at each of the west Texas laterals (Red Bluff Extension, China Draw, Lea A, Lea B, and Upton laterals) and Compressor Station 1, DeLa Express will transport the heavy liquids separately for each of the five laterals and the mainline to Compressor Station 2. These non-jurisdictional liquid lines will be collocated with the DeLa Express pipeline facilities and constructed coincidentally with the DeLa Express pipeline facilities as dual lay in these locations.

Additional infrastructure is expected to be developed in Louisiana for the use of the liquids-rich natural gas after transportation by DeLa Express – including natural gas processing and natural gas

liquids fractionation facilities, storage facilities, and export facilities (being developed by DeLa Express's affiliate). These non-jurisdictional facilities are not an integral part of DeLa Express's Project but may be considered as related infrastructure. DeLa Express will provide more specific information regarding non-jurisdictional facilities in a future draft of Resource Report 1.

1.10 CUMULATIVE IMPACTS

Under the National Environmental Policy Act implementing regulations, cumulative effects are effects on the environment that result from the incremental effects of the action when added to the effects of other past, present, and reasonably foreseeable actions regardless of what agency (federal or non-federal) or person undertakes such other actions (40 CFR § 1508.1(g)(3) (2022); 40 CFR § 1508.1(i)(3) (effective July 1, 2024)).

Although the impacts of each project might not be significant, the cumulative impacts of multiple projects could be significant.

In accordance with this regulatory definition of cumulative effects, DeLa Express considers the cumulative impacts of its proposed Project along with other projects in the region for each resource. DeLa Express bases the inclusion of actions besides those of the proposed Project on identifying commonalities of the actions and impacts. The geographic scope for each resource is unique and is generally more localized for relatively stationary resources such as geological and soil resources; comparatively broader for resources with a large geographic area for potential environmental effects, such as visual impacts and air emissions; and based on jurisdictional boundaries for resources such as socioeconomics and public lands. DeLa Express evaluated cumulative impacts from a geographical perspective recognizing that the proximity of other actions to the Project is a major predictor of where cumulative impacts would most likely result. Table 1.10-1 summarizes the resource-specific geographic boundaries considered in this analysis and the justification for each. Actions occurring outside these geographical boundaries were not evaluated because their potential to contribute to a cumulative impact diminishes with increasing distance from the Project. *[Information regarding other past, present, and future projects and actions in the Project area with the potential to contribute to cumulative impacts will be filed as part of a future draft of Resource Report 1.]*

Impacts from older projects (completed 3 or more years ago) are considered to be part of the baseline character of the region; therefore, they are not part of this analysis. Projects that have been recently completed (within 3 years of the Project), will occur concurrently or have ongoing operational impacts have been considered for their potential to contribute to a cumulative impact. DeLa Express identified these projects through reviews of federal and state agency websites, county planning documents, and company websites. With respect to future actions, DeLa Express considers projects currently under the review of federal regulatory agencies and major projects proposed to state or local governments to be reasonably foreseeable and thus within the scope of cumulative impacts analysis. Information regarding cumulative impacts associated with the Project (including potentially related and reasonably foreseeable infrastructure in Louisiana mentioned in section 1.9) will be provided in the next draft of Resource Report 1.

1.10.1 Cumulative Impacts Assessment Areas and Actions

DeLa Express is in the process of reviewing aerial maps, conducting field reconnaissance and internet research, and corresponding with county representatives to identify past, present, and reasonably foreseeable future actions. Projects to be included in this cumulative impact analysis are those located within the geographic scope of resource-specific impacts presented in table 1.10-1, whose impacts will overlap temporally with the impacts of the Project.

Table 1.10-1: Resource-Specific Geographic Regions for the Cumulative Impact Assessment

| Geographic Region | Geographic Scope for Cumulative Impacts | Justification for Geographic Scope |
|--|---|--|
| Groundwater, Surface Water, and Wetlands | HUC-12 sub-watershed | Impacts on groundwater, surface water, and wetland resources could reasonably extend throughout an HUC-12 sub-watershed (i.e., a detailed hydrologic unit that can accept surface water directly from upstream drainage areas, and indirectly from associated surface areas such as remnant, noncontributing, and diversions to form a drainage area with single or multiple outlet points), as could the related impacts on aquatic resources and fisheries. See Resource Report 2. |
| Vegetation and Wildlife | HUC-12 sub-watershed | Consideration of potential impacts within an HUC-12 sub-watershed accounts for impacts on vegetation and wildlife that would be directly affected by construction activities and for indirect impacts such as changes in habitat availability and displacement of transient species. See Resource Report 3. |
| Cultural Resources | Overlapping impacts within the Area of Potential Effects | The Area of Potential Effects for direct effects (physical) includes areas subject to ground disturbance, while the Area of Potential Effects for indirect effects (visual or audible) includes aboveground ancillary facilities or other project elements that are visible from historic properties in which the setting contributes to their National Register of Historic Places eligibility. See Resource Report 4. |
| Socioeconomics | Affected counties and parishes | Affected counties and parishes would experience the greatest potential impacts associated with employment, housing, public services, transportation, traffic, property values, economy and taxes, and environmental justice. See Resource Report 5. |
| Soils and Surficial Geology | Construction workspaces | Impacts on soils and surficial geology would be highly localized and would not be expected to extend beyond the area of direct disturbance associated with the Project. See Resource Reports 6 and 7. |
| Land Use | 1.0-mile radius | Impacts on general land uses would be localized to the construction workspaces and the immediate surrounding vicinity; therefore, the geographic scope for land use and recreation is 1.0 miles from the Project's aboveground facility sites. See Resource Report 8. |
| Visual | The distance that the tallest feature at the planned facility would be visible from neighboring communities | Assessing the impact based on the viewshed allows for the impact to be considered with other features that could affect visual resources. See Resource Report 8. |
| Noise – Operations | 1 mile | Noise from the Project's permanent facilities is not anticipated to have an impact beyond 1.0 miles. See Resource Report 9. |
| Noise – Construction | 0.25 mile | Areas in the immediate proximity of construction activities (within 0.25 miles) would have the potential to be affected by construction noise. See Resource Report 9. |
| Air Quality – Operations | 50 kilometers | Impacts on air quality beyond 50 kilometers (31.1 miles) would be <i>de minimis</i> . See Resource Report 9. |

| Geographic Region | Geographic Scope for Cumulative Impacts | Justification for Geographic Scope |
|----------------------------|--|--|
| Air Quality – Construction | 0.25 mile | Air emissions during construction would be limited to vehicle and construction equipment emissions and dust and would be localized to the project construction sites. See Resource Report 9. |

APPENDICES

APPENDIX 1A TOPOGRAPHIC ROUTE MAPS (*TO BE
PROVIDED IN A LATER DRAFT OF THIS
REPORT*)

APPENDIX 1B AERIAL ROUTE MAPS (*TO BE PROVIDED
IN A LATER DRAFT OF THIS REPORT*)

APPENDIX 1C ABOVEGROUND FACILITY PLOT PLANS
(*TO BE PROVIDED IN A LATER DRAFT OF
THIS REPORT AND WILL BE FILED UNDER
SEPARATE COVER AS CONTROLLED
UNCLASSIFIED INFORMATION/CRITICAL
ENERGY INFRASTRUCTURE
INFORMATION [CUI/CEII] IN VOLUME II*)

APPENDIX 1D TYPICAL RIGHT-OF-WAY CONSTRUCTION
DRAWINGS (*TO BE PROVIDED IN A LATER
DRAFT OF THIS REPORT*)

APPENDIX 1E PIPELINE COLLOCATION TABLE (*TO BE
PROVIDED IN A LATER DRAFT OF THIS
REPORT*)

APPENDIX 1F ROAD CROSSING TABLE (*TO BE
PROVIDED IN A LATER DRAFT OF THIS
REPORT*)

APPENDIX 1G FOREIGN PIPELINE CROSSING TABLE
(*TO BE PROVIDED IN A LATER DRAFT OF
THIS REPORT*)

APPENDIX 1H LIST OF LIBRARIES

**DELA EXPRESS PROJECT
PRELIMINARY DRAFT RESOURCE REPORT 1 — PROJECT DESCRIPTION**

APPENDIX 1H – LIST OF LIBRARIES

Texas

Temple Public Library - 100 W Adams Ave, Temple, TX 76501

Lena Armstrong Public Library - 301 East 1st Avenue, Belton, TX 76513

Copper Mountain Library - 3000 S W S Young Dr, Kileen, TX 76542

Kileen Main Library - 205 E Church Ave, Kileen, TX 76541

Oveta Culp Hobby Memorial Library - 6200 W Central Texas Expy, Kileen, TX 76549

Salada Public Library District - 1151 N Main Street, Salado, TX 76571

B.J. Hill Public Library - 402 W Travis Street, Holland, TX 76534

Teinert Memorial Public Library - 337 N Dalton Street, Bartlett, TX 76511

Clara B. Moune Public Library - 201 E 26th St, Bryan, TX 77803

Ringer Library - 1818 Harvey Mitchell Pkwy S, College Station, TX 77845

Carnegie History Center - 111 S Main St, Bryan, TX 77803

Brownwood Community Library - 600 Carnegie ST, Brownwood, TX 76801

Walker Memorial Library - 1003 Fisk St, Brownwood, TX 76801

Coke County Library - 706 Austin St, Robert Lee, TX 76945

Coleman Public Library - 402 S Commercial Ave, Coleman, TX 76834

Santa Anna Library - 606 Wallis Avenue, Santa Anna, TX 76878

Gatesville Public Library - 111 N 8th Street, Gatesville, TX 76528

Copperas Cove Public Library - 501 S Main Street, Copperas Cove, TX 76522

Ector County Library - 321 W 5th St, Odessa, TX 79761

Pauline and Jane Chilton Memorial Marlin Public Library - 400 Oaks St, Marlin, TX 76661

D Brown Memorial Library - 203 N 2nd St, Rosebud, TX 76570

Navasota Public Library - 1411 E Washington Ave, Navasota, TX 77868

Bedias Museum & Library - 3348 Main St, Bedias, TX 77831

Hamilton Public Library - 201 N Pecan St, Hamilton, TX 76531

Kountze Public Library - 800 Redwood St, Kountze, TX 77625

Lumberton Public Library - 130 E Chance Rd, Lumberton, TX 77657

Silsbee Public Library - 295 N 4th St, Silsbee, TX 77656

Alma M Carpenter Public Library - 300 S Ann St, Sour Lake, TX 77659

Marion & Ed Hughes Public Library - 2712 Nederland Ave, Nederland, TX 77627

Port Arthur Public Library - 4615 9th Ave, Port Arthur, TX 77642

Theodore Johns Branch Library - 4255 Fannett Rd, Beaumont, TX 77705

Effie & Wilton Hebert Public Library - 2025 Merriman St, Port Neches, TX 77651

Groves Public Library - 5600 W Washington St, Groves, TX 77619

Beaumont Public Library System - 801 Pearl St, Beaumont, TX 77701

Tyrrell Historical Library - 695 Pearl St, Beaumont, TX 77701

RC Miller Memorial Library - 1605 Dowlen Rd, Beaumont, TX 77706

Elmo R Willard Branch Library - 3590 E Lucas Drive, Beaumont, TX 77708

Liberty Municipal Library - 1710 Sam Houston St, Liberty, TX 77575

Jones Public Library - 801 S Cleveland St Suite A, Dayton, TX 77535

Austin Memorial Library - 220 S Bonham Ave, Cleveland, TX 77327

Waco-McLennan County Library - 1717 Austin Ave, Waco, TX 76701

West Waco Library & Genealogy Center - 5301 Bosque Blvd Suite 275, Waco, TX 76710

East Waco Library - 901 Elm St, Waco, TX 76704

South Waco Library - 2737 S 18th St, Waco, TX 76706

Hewitt Public Library - 200 Patriot Ct, Hewitt, TX 76643

McGinley Memorial Public Library - 317 S Main St, McGregor, TX 76657

West Public Library - 209 Tokio Td, West, TX 76691

Moody Community Library - 612 Ave D, Moody, TX 76557

Nancy Nail Memorial Library - 124 S Pearl St, Mart, TX 76664

Midland County Public Library - 301 W Missouri Ave, Midland, TX 79701

Midland Centennial Branch Library - 3211 W Wadley Suite 4B, Midland, TX 79705

Cameron Public Library - 304 E 3rd St, Cameron, TX 76520

Lucy Hill Patterson Memorial Library - 201 Ackerman St, Rockdale, TX 76567

Jennie Trent Dew Library - 1101 Hutchings St, Goldthwaite, TX 76844

Montgomery County Memorial Library System - 104 I 45 N, Conroe, TX 77301

R.F. Meador Branch Library - 709 W Montgomery St, Willis, TX 77378

George & Cynthia Woods Mitchell Library - 8125 Ashlane Way, Spring, TX 77382

South Regional Library - 2101 Lake Robbins Dr, Spring, TX 77380

Charles B Stewart-West Branch Library - 202 Bessie Price Owens Dr, Montgomery, TX 77356

Malcom Purvis Library-Magnolia - 510 Melton St, Magnolia, TX 77354

RB Tullis Library - 21569 US Hwy 59, New Caney, TX 77357

Sweetwater County-City Library - 206 Elm St, Sweetwater, TX 79556

Bridge City Public Library - 101 Parkside Dr, Bridge City, TX 77611

Vidor Public Library - 440 E Bolivar St, Vidor, TX 77662

Orange Public Library - 220 5th St, Orange, TX 77630

Reeves County Library - 505 S Park St, Pecos, TX 79772
Robertson County Carnegie Library - 315 E Decherd, Franklin, TX 77856
Smith-Welch Memorial Library - 105 W 5th St, Hearne, TX 77859
Bremond Public Library - 115 S Main St, Bremond, TX 76629
Carnegie Library of Ballinger - 204 N 8th St, Ballinger, TX 76821
Winters Public Library - 120 N Main St, Winters, TX 79567
Coldspring Area Public Library - 14221 Hwy 150 W, Coldspring, TX 77331
Shepherd Public Library - 30 N Liberty St, Shepherd, TX 77371
Sterling County Public Library - 301 Main St, Sterling City, TX 76951
Rankin Public Library - 310 E 10th St, Rankin, TX 79778
Midkiff Public Library - 10890 Fm 2401 S, Midkiff, TX 79755
Upton County Public Library - 212 W 7th St, McCamey, TX 79752
Huntsville Public Library - 1219 13th St, Huntsville, TX 77340
New Waverly Public Library - 9372 State Hwy 75 S, New Waverly, TX 77358
Winkler County Library - 307 S Poplar St, Kermit, TX 79745
Wink Branch Library - 109 N Roy Orbison Dr, Wink, TX 79789

Louisiana

Calcasieu Parish Public Library Central Branch - 301 W Claude St, Lake Charles, LA 70605
Carnegie Memorial Branch - 411 Pujo St, Lake Charles, LA 70601
Calcasieu Parish Public Library Dequincy Branch - 102 N Pine St, DeQuincy, LA 70633
Calcasieu Parish Public Library Epps Memorial Branch - 1619 Cessford St, Lake Charles, LA 70601
Calcasieu Parish Public Library Hayes Branch - 7709 Perier St, Hayes, LA 70646
Calcasieu Parish Public Library Iowa Branch - 109 S Thomson Ave, Iowa, LA 70647
Calcasieu Parish Public Library Maplewood Outreach Center - 91 Center Circle, Sulphur, LA 70663
Calcasieu Parish Public Library Moss Bluff Branch - 261 Parish Rd, Lake Charles, LA 70611
Calcasieu Parish Public Library Starks Branch - 113 S HWY 109, Starks, LA 70661
Calcasieu Parish Public Library Sulphur Regional Branch - 1160 Cypress St, Sulphur, LA 70663
Calcasieu Parish Public Library Vinton Branch - 1601 Loree St, Vinton, LA 70668
Calcasieu Parish Public Library Westlake Branch - 937 Mulberry St, Westlake, LA 70669

APPENDIX 1I STAKEHOLDER CONTACT AND AFFECTED
LANDOWNER INFORMATION (FILED
UNDER SEPARATE COVER AS
CONTROLLED UNCLASSIFIED
INFORMATION/PRIVILEGED AND
CONFIDENTIAL [CUI/PRIV] IN VOLUME III)

APPENDIX 1J FEDERAL AND STATE AGENCY
COMMUNICATIONS (*TO BE PROVIDED IN
A LATER DRAFT OF THIS REPORT*)

APPENDIX 1K PUBLIC PARTICIPATION PLAN



Public Participation Plan

DeLa Express Project

PREPARED FOR:

 **DeLa Express**

DATE

15 May 2024

REFERENCE

0726274



SIGNATURE PAGE

Public Participation Plan

DeLa Express Project

0726274



G. Britt Whitman

Partner in Charge



Frank Rizzo

Partner Advisor, Technical Reviewer

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CLIENT: DeLa Express LLC
PROJECT NO: 0726274

DATE: 15 May 2024

VERSION: 02

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ACRONYMS AND ABBREVIATIONS

| Acronym | Description |
|-----------|--|
| ERM | Environmental Resources Management, Inc. |
| FERC | Federal Energy Regulatory Commission |
| Moss Lake | Moss Lake Partners LP |
| NGL | natural gas liquid |
| Plan | Public Participation Plan |
| Project | DeLa Express Project |



EXECUTIVE SUMMARY

The proposed DeLa Express Project will transport natural gas from the West Texas Permian Basin to the US Gulf Coast from Port Arthur, Texas to Cameron Parish, Louisiana. The Project, as described in further detail herein, consists of the installation of approximately 690 miles of 42-inch-diameter mainline pipeline; six (6) pipeline laterals; and nine (9) 92,000 horsepower (HP) electric-powered compressor stations located in Winkler, Midland, Sterling, Runnels, Brown, Coryell, Robertson, Walker, and Liberty counties, Texas. The Project will provide approximately 2 billion cubic feet per day of natural gas transportation capacity.

Environmental Resources Management, Inc. (ERM) has drafted a preliminary Public Participation Plan (Plan) that follows an approach that has been successfully utilized on other Federal Energy Regulatory Commission (FERC) pipeline projects.

The most important element of DeLa Express' approach to public involvement is to build trust with stakeholders through meaningful dialogue – from the first days of planning to the final days of construction. Fundamental to this approach are principles that will be followed by the Project team and supported by company leadership:

- **Initiative** – Engage stakeholders early on and look for opportunities to engage and involve stakeholders throughout all phases of the Project.
- **Respect** – Treat stakeholders, regardless of their views about the Project, with seriousness and respect in all dealings.
- **Openness** – Be direct, straightforward, and transparent in dealings with stakeholders and provide them with access to timely, accurate, and complete information about the Project.
- **Accessibility** – Provide stakeholders with multiple and ongoing opportunities for dialogue.
- **Credibility** – Say what you mean and mean what you say.
- **Accountability** – Be accountable for commitments made to stakeholders and consider, address, and when feasible, incorporate their views, concerns, and expectations into Project plans.



1. APPROACH

A successful public participation plan engages stakeholders in honest, open, and meaningful dialogue early and often throughout the project. The approach outlined in this Plan has been successfully utilized on other FERC-regulated pipeline projects. Key elements of this approach include:

- Identifying all possible stakeholders who could have an interest in the Project.
- Engaging government officials and community leaders early, even before pre-filing begins, to build an understanding of the Project's purpose, need, and benefits.
- Meeting with other interested stakeholders or stakeholder groups so that the company can better understand issues and demonstrate a commitment to public involvement.
- Engaging landowners and other stakeholders early and throughout the Project. The Project team will meet with stakeholders to educate them about the Project. These meetings will direct stakeholders to publicly available Project information and tell them where to obtain accurate responses to questions and concerns.
- Developing and sharing clear, accurate, and understandable information materials.
- Providing stakeholders with access to the Project team through dedicated, frequently monitored contact vehicles and ensuring that processes are in place to provide prompt and adequate response (e.g. making sure that the Project website is functional and contains content that is current and accurate).
- Gathering and documenting input from stakeholders and reporting responses in various environmental reports and on the Project website.

1.1 STAKEHOLDER IDENTIFICATION

DeLa Express has developed a database of stakeholders that it will update as additional stakeholders are identified. The list includes the following categories:

- Federal, state, and local public officials (elected and non-elected) and staff;
- Business and civic groups;
- Tribal nations;
- Economic development and planning agencies;
- Emergency responders;
- School districts;
- Media outlets; and
- Environmental and other non-governmental organizations.



1.2 INFORMATIONAL MATERIALS

Clear, accurate, and understandable informational materials will be developed and made available for use with stakeholders during consultations and at Project Open Houses (see below). Materials will be updated at Project milestones and supplemented when appropriate. Information materials will include, but not be limited to:

- Project fact sheet;
- Frequently Asked Questions document;
- Project maps;
- Notifications to landowners and other stakeholders; and
- Advertisements for Open Houses.

1.3 PROJECT CONTACT VEHICLES

To provide stakeholders with easy and convenient access to the Project team, the following contact vehicles will be made available:

- Website: www.DeLaExpress.com
- Stakeholder Toll-free number: 1-877-335-2397
- Landowner Toll-free number: 1-832-924-5011
- Stakeholder Email address: info@delaexpress.net
- Landowner Email address: DeLaExpressProject@ERM.com
- U.S. Postal Service address

The contact vehicles will be monitored regularly, and response protocols developed to ensure all inquiries are tracked for reporting purposes and that responses are made in a timely manner. Acceptable response times will be included in the developed protocols; however, it is recommended that responses be made within 48 hours (Monday through Friday).

1.4 SINGLE POINT OF CONTACT

DeLa Express will identify a single point of contact for stakeholders and landowners.

1.5 STAKEHOLDER OUTREACH

Starting with federal, state, and local elected officials, DeLa Express will conduct early outreach with stakeholders to provide preliminary information about the Project, obtain input regarding the study corridor for the proposed pipeline facilities, and identify issues of concern.

1.5.1 ENVIRONMENTAL JUSTICE COMMUNITIES

Using U.S. EPA EJScreen and U.S. Census data, 83 Census Block Groups were identified indicating potential environmental justice communities along the proposed route. DeLa Express will engage



these communities and find opportunities to involve them in the scoping process via accessible and customized means. This will include hosting multiple community meetings at various times and providing Project information at accessible locations such as public libraries. Additional research will be done to evaluate language translation, childcare, and food considerations in relation to public meetings hosted by DeLa Express.

1.6 OPEN HOUSES

DeLa Express will hold informational Open Houses to introduce the Project and Project team to landowners and stakeholders. These events will be designed to provide the public with information regarding the purpose and need for the pipeline, location of the Project facilities, federal and state regulatory processes, pipeline design, pipeline easements, construction activities, operations and safety, Project schedule, environmental impacts, and agency consultation processes. Additionally, DeLa Express hopes to learn about the issues and concerns of local stakeholders. The company is committed to communicating and working with landowners and stakeholders to identify and develop a route with the fewest potential environmental impacts and that reflects the input of landowners and the communities it crosses, where feasible.

1.7 REGULATORY SUPPORT

The following documents will be produced before and during the pre-filing process to support regulatory processes:

- Public Participation Plan;
- Agency and stakeholder consultation tables and mailing lists;
- A list of libraries in communities along the pipeline routes;
- A pre-filing notification letter and Open House invitation to landowners and stakeholders; and
- A publication notice of FERC's acceptance of the pre-filing request.

1.8 ONGOING STAKEHOLDER ENGAGEMENT

Ongoing proactive stakeholder engagement will continue throughout the Project with all interested stakeholders, including landowners, media, elected officials, community leaders, and other identified stakeholders. This will help solidify relationships, ensure trust, identify support, address questions and concerns, and mitigate misinformation surrounding the Project.

1.9 DOCUMENTATION

DeLa Express will establish a database and tracking system to ensure that stakeholder contacts and issues are documented and addressed timely and accurately.



1.10 RESPONSES TO REQUESTS FROM FEDERAL AND STATE PERMITTING AGENCIES

DeLa Express will conduct consultation meetings with federal and state agencies with regulatory jurisdiction over the Project. DeLa Express will respond to requests for information from these agencies as data is or becomes available and will provide the most up-to-date and comprehensive information in a timely manner. The company will coordinate with agencies to ensure that information is consistently shared with different agencies, and will advise agencies when key Project documents, such as draft Resource Reports, are posted under the Project docket in FERC's eLibrary system. Additionally, and when appropriate, DeLa Express will schedule multi-agency meetings for agencies with common regulatory or resource interests.

DeLa Express believes that public engagement provides an opportunity for valuable input throughout Project development. To that end, they are committed to communicating with landowners, underserved communities, Tribes, and other interested parties, and will continue to refine the pipeline route and Project-specific mitigation plans, where feasible, in response to input received from the general public, agencies (including FERC environmental staff), and other stakeholders. As specified in 18 CFR 157.6, a notice will be published in local newspapers once FERC issues a Notice of Application, and copies of the Application to the Commission for the proposed facilities will be placed in public libraries located near the pipeline route.



ERM HAS OVER 160 OFFICES ACROSS THE FOLLOWING
COUNTRIES AND TERRITORIES WORLDWIDE

| | |
|------------|-----------------|
| Argentina | The Netherlands |
| Australia | New Zealand |
| Belgium | Peru |
| Brazil | Poland |
| Canada | Portugal |
| China | Puerto Rico |
| Colombia | Romania |
| France | Senegal |
| Germany | Singapore |
| Ghana | South Africa |
| Guyana | South Korea |
| Hong Kong | Spain |
| India | Switzerland |
| Indonesia | Taiwan |
| Ireland | Tanzania |
| Italy | Thailand |
| Japan | UAE |
| Kazakhstan | UK |
| Kenya | US |
| Malaysia | Vietnam |
| Mexico | |
| Mozambique | |

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