

Marion County Responses

6/9/2016

- What is the distance to next block valves upstream and downstream of Marion County?

Attached please find a map that contains the Main Line Valve (“MLV”) locations upstream and downstream of Marion County.

- What is the Compressor Station ESD maintenance schedule and blow down frequency?

When the compressor station is in operation (currently planned for Phase II – 2020 construction), the ESD system will be tested twice per year and the blowdown frequency is once per year. Prior to any planned testing, the local emergency services will be contacted before any discharges.

- Are the locations for gopher tortoise burrows public information?

Sabal Trail submitted permit applications for gopher tortoise temporary exclusion and relocation to the Florida Fish and Wildlife Conservation Commission (FWC) on October 31, 2014 (FWC Application numbers 17319, 17166, 18189, and 18160). These permit applications contain the locations of burrows and are publicly available. FWC issued a Temporary Exclusion Permit for the portion of the Project in Marion County on May 24, 2016 which allows the gopher tortoises to be temporarily excluded from the construction right-of-way, and a Conservation Permit on May 16, 2016 which allows the gopher tortoises to be permanently relocated to a recipient site approved by FWC.

- Why didn’t Sabal Trail parallel a greater distance on Highways 40 and 41 when exiting Levy County and entering Marion County?

Highway 41 runs north to south. The area immediately adjacent to the highway is highly populated. The pipeline is west of Highway 41 and crosses approximately 0.60 miles to the south of the intersection of US Highway 41 and NW 13th Street. The pipeline roughly parallels Highway 41, in areas not highly populated.

W Highway 40 runs northeast to southwest in the area of the pipeline. The pipeline crosses Highway 40 approximately 0.25 miles northeast of the intersection of Highway 40 and SW 176th Avenue and runs in a north to south direction. This highway does not traverse in the direction the pipeline needed to follow.

- What county is receiving the mitigation dollars from the mitigation bank for land in Marion County?

In accordance with Florida law, Sabal Trail received an Environmental Resource Permit (ERP) from the Florida Department of Environmental Protection (“FDEP”) for effects on wetlands and waterbodies in the State of Florida. FDEP reviewed and approved the purchase of wetland mitigation credits from wetland mitigation banks who service the basins with the wetlands affected by the Project. The number of credits purchased to offset potential Project-related effects on wetlands and the wetland mitigation banks from which the wetland credits are purchased are approved by the FDEP as part of the ERP process.

- Is there a determined route through the County for the heavy duty equipment traversing state and county roads?

Sabal Trail is currently working with the Contractor to establish the routes to be travelled during construction of the project. The Contractor will follow the weight limit restrictions established for the roads.

- If state or county roads are damaged by the Sabal Trail Project, will they be replaced or repaired?

Yes, if it is determined that Sabal Trail is responsible for specific, identified damages, the state or county will be compensated. Sabal Trail will perform pre-construction review of any roadways that will be used during construction to establish the existing condition of the roadways prior to construction.

- Are you planning to haul heavy equipment and pipe through Marion Oaks?

Construction traffic will be on the highways through the area, but the intent is to not use the roads within Marion Oaks. The existing available roads and obtained temporary and permanent access roads outside of the subdivision, as well as the pipeline easement, will be utilized.

- Can you share a contractor emergency action plan with Marion County?

As Sabal Trail prepares for construction, one of the first tasks is to coordinate with all area officials, law enforcement, fire departments, hospitals, and other emergency responders. The focus is to make these groups familiar with the project and its location, and to establish the protocols of communication to be utilized during the construction of the project.

- What Tampa firm performed the spring and karst studies?

These studies were performed by Cardno ENTRIX and PSI.

- There is an affected parcel with two water wells and a spring. Can you provide additional information about that parcel?

Sabal Trail and the Secret Promise (former Flying P) ranch manager worked together to identify a route that minimizes disruption to the ranch's operations. The route was also approved by the current owners. During construction, Sabal Trail will follow approved construction mitigation measures in order to minimize any impact to the water well.

There is one well that has been identified on this property that is impacted by construction of the pipeline. This well is located in the temporary workspace and not in the permanent easement. Sabal Trail has identified an area that occasionally experiences ponded water to the east of this well, which the landowner considers to be spring fed.

- Will there be any permitting needed from Marion County for the construction of the compressor station (building permit, water sewer, power, etc.)?

As set forth in a letter dated May 22, 2015 from Bruce Harris to Matthew Minter, the Sabal Trail Project is not subject to local planning department or building department review because state and local laws are preempted by the Natural Gas Act and Natural Gas Pipeline Safety Act for the construction and operation of interstate natural gas pipelines and appurtenant facilities, such as compressor stations.

Sabal Trail is willing to file a set of construction drawings when they are prepared for the proposed compressor station with the Marion County Buildings Department and pay the appropriate fees. Sabal Trail will also file as-built drawings after construction in 2020 so that the Buildings Department has up-to-date drawings for the proposed compressor station.

- What will be the schedule and testing timeframe of the noise levels at the compressor station?

This compressor station is currently planned for Phase II – 2020 construction. Therefore, the detailed schedule has not yet been established. The noise levels have been designed and tested by the manufacturer of the equipment. Sabal Trail will also design additional mitigation in order to ensure appropriate noise levels. The actual testing of the noise levels will occur after the equipment has been installed and commissioned to verify the manufacturer's design.

FERC requires noise surveys of the compressor stations no later than 60 days after placing equipment at the compressor station into service. If the compressor station does not meet the L_{dn} of 55 dBA, then Sabal Trail is required to file a report with the FERC on what changes are needed and will be installed at the compressor station to meet the required L_{dn} level. Sabal Trail will confirm that the changes added meet the required L_{dn} by conducting a second noise survey.

- Will the county or neighbors be given notice of maintenance schedules?

Once the compressor station is in operation, local emergency services will be notified prior to any planned testing. In addition, our Operations personnel will provide notifications to landowners along the pipeline route.

- What are the incident plans and when do we plan on reaching out to first responders?

Sabal Trail's contractors have taken great steps to plan for any potential issue that may occur during construction. They have developed Project Specific Safety Plan that outlines measures to be taken in the event of an emergency during construction of the pipeline. Sabal Trail understands there would need to be careful communication with the local emergency responders. As noted above, Sabal Trail will reach out to responders at the onset of construction to establish a working relationship. Additionally, once our Operations personnel are on-boarded, Sabal Trail will ensure they establish contact so protocols are known prior to responding to a potential emergency.

- Is there a landscaping plan for the compression station or was it just our choice to leave the large tree buffer along the road?

The design of the compressor station included leaving a tree buffer around the perimeter of the station property. Due to the tree cover at the location, additional landscaping is not anticipated at this time. The conditions will be evaluated when the compressor station is designed.