

page	IDENTIFIED AS MISSING (AND SOME INFORMATION WRITTEN BY FERC)	page	RECOMMENDED FOR WILLIAMS/TRANSCO TO SUBMIT
5-4, 5-5	<p>Water Resources – Groundwater: <i>Certainty about water source for Compressor Station 206</i> At Compressor Station 206, Transco intends to connect to the existing municipal water supply system in the area. Franklin Township is planning to upgrade the municipal water service near Compressor Station 206, which Transco states would provide adequate water supply for public safety purposes. We conclude that the planned upgrades can reasonably resolve the concern for fire water availability at the facility. However, to obtain more certain timing of these upgrades and to better inform our record we are recommending ></p>	ES-4 2-52 4-30 4-247 5-30	<p>Prior to the close of the draft EIS comment period: a detailed update regarding the timing of Franklin Township’s planned upgrade to the municipal water supply system near Compressor Station 206 and confirmation that the planned upgrade would provide sufficient water supply for public safety purposes. In the event that the planned municipal water supply upgrades are not completed by Transco’s proposed in-service date for Compressor Station 206 [in late 2019], the update should describe Transco’s alternative plan to obtain sufficient water service at the compressor station.</p>
5-5, 5-6	<p>Onshore Surface Water Resources: Transco developed and submitted Notification Plans to the operators of public water systems in the Project area that utilize surface water for at least a portion of their water supply. Transco requested that the operators comment on the Notification Plans, but no comments have been received to date.</p>	5-5, 5-6	<p>With this draft EIS, we are seeking comment specifically from these public water system operators on the adequacy of the Notification Plans and ask that any comments be filed during the public comment period for this draft EIS.</p>
5-7	<p>Wetlands : Final mitigation (e.g., banking credits, on-site mitigation, in-lieu fees, or permittee responsible mitigation) requirements have not yet been determined for the Project. USACE and designated state agencies require mitigation for unavoidable wetland impacts to preserve no net loss of wetland function.</p>	5-7	<p>Transco would be required to complete compensatory mitigation through consultation with the USACE and PADEP for the portion of the Project in Pennsylvania, and the USACE and NJDEP Land Use Permit process in New Jersey. Transco, in consultation with the USACE, PADEP, and NJDEP, would prepare Project-specific wetland mitigation plans to maintain no net loss of wetlands and to adequately replace lost functions. As a part of the federal and state permitting processes, written approval of the mitigation plan would be obtained from the USACE and appropriate state agencies prior to construction.</p>
1-13	<p>Transco has committed to file updated aerial imagery that complies with our regulations at 18 CFR 380.12(c)(3)(ii), prior to issuance of the final EIS for the NESE Project.</p>		
2-28	<p>HDD Design & Feasibility – Madison Loop: Transco still needs to install a small number of geotechnical borings to complete the final assessment of the HDDs associated with the Madison Loop [for HDD at Cheesequake Road, Parkwood Village & Lockwood Marina]</p>	2-28	<p>Transco would file the final results on the FERC docket when they are available. <i>[This refers to Geotechnical information about the depth to groundwater along the Madison Loop from test borings to characterize geotechnical-related soil conditions to evaluate the feasibility of pipeline installation methods (HDD and open-trench) = to be submitted following the DEIS & completion of additional investigations]</i></p>
2-29	<p>HDD Drilling Fluid: missing = Identification of HDD drilling fluid additives</p>	2-29 2-50	<p>Upon selecting the HDD contractor, Transco would file on the FERC docket the safety data sheets for all drilling fluid additives for review and approval prior to construction. <i>[See below: a detailed analysis of the effects of these additives on aquatic resources is to be filed during the draft EIS comment period]</i></p>

page	IDENTIFIED AS MISSING (AND SOME INFORMATION WRITTEN BY FERC)	page	RECOMMENDED FOR WILLIAMS/TRANSCO TO SUBMIT
5-12	<p>Hydrostatic Testing – Additives & Impact on Aquatic Resources WILDLIFE AND AQUATIC RESOURCES - Offshore Wildlife Resources Approximately 3,489,482 gallons of seawater would be used for hydrostatic testing of the Raritan Bay Loop.</p> <p>FERC wrote: Transco would introduce a biodegradable product into the hydrostatic test water to prevent pipeline corrosion. The test water in the pipeline may also be treated with other commonly used hydrostatic test water additives, such as a non-toxic fluorescent dye to help detect potential leaks, an oxygen scavenger, and/or a biocide. Following the completion of each test, the water would be discharged back into the marine environment through a multi-port diffuser in accordance with applicable standards and permits. The resulting concentrations of additives and the discharge of test water would not be expected to cause adverse effects on aquatic resources.</p>	2-47 2-50 5-12 5-32 4-124, 4-125 4-140 4-173	<p>To ensure that the use of additives would not result in a significant impact on aquatic resources, we are recommending that, prior to the close of the draft EIS comment period, Transco file an assessment identifying the specific additives that would it would use and an evaluation of the potential effects of the hydrostatic test water additives on aquatic resources.</p> <p>Prior to the close of the draft EIS comment period, Transco shall file with the Secretary an assessment identifying the specific additives that it will use in the offshore hydrostatic test water, including:</p> <ol style="list-style-type: none"> a. the safety data sheets for each additive; b. the concentration and dilution rates for each additive; c. an evaluation of the toxicity of each additive; and d. an evaluation of the potential for bioaccumulation of each additive in the food chain. <p>(recommend for Atlantic sturgeon)</p>
ES-13 4-142 4-143 4-170	<p>Marine Mammal Harassment from construction of Raritan Bay Loop & Essential Fish Habitat – Noise Monitoring & Mitigation Plan</p>	ES-13 4-142 4-143 4-170	<p><i>No timeframe for expecting this noted in DEIS but, if this refers to pile driving, it'd be due prior to construction of the Raritan Bay Loop</i></p> <p>To verify that actual construction noise is consistent with the predicted values, we recommend that Transco file a noise monitoring and mitigation plan that includes measures that would be implemented to reduce noise to acceptable levels if the noise exceeds predicted levels – Raritan Bay Loop & specified for Atlantic sturgeon</p>
2-49, 2-50 4-229 5-17	<p>LAND USE, RECREATION, SPECIAL INTEREST AREAS, AND VISUAL RESOURCES - Offshore Project Facilities Cable Crossing Plans:</p> <p>finalize Cable Crossing Plan for crossing Neptune Cable with its construction contractor to include an alternative crossing design as a contingency</p> <p>While a draft Cable Crossing Plan has been provided, the plan has not been finalized and evidence of consultations with the cable owners is pending.</p>	2-49, 2-50 4-229 5-17 5-32	<p>submit this Cable Crossing Plan to the owner of the Neptune Cable for review before beginning pipeline construction near the crossing & file the final Cable Crossing Plan and documentation of consultation with the cable owner with FERC</p> <p>Prior to construction of the offshore portion of the Raritan Bay Loop - Transco should with the Secretary, for review and written approval of the Director of OEP, the final Cable Crossing Plan for the Neptune Cable and documentation of Transco’s consultation with the cable owner regarding the plan. In the event that Transco is unable to maintain a minimum of 18 inches of separation between the pipeline and the subsea cable, as well as 4 feet of cover over the pipeline, Transco should also file documentation that the USACE approves of its contingency plan.</p>

page	IDENTIFIED AS MISSING (AND SOME INFORMATION WRITTEN BY FERC)	page	RECOMMENDED FOR WILLIAMS/TRANSCO TO SUBMIT
<p>4-276</p> <p>4-273</p> <p>4-274</p> <p>5-19</p>	<p>LAND USE, RECREATION, SPECIAL INTEREST AREAS, AND VISUAL RESOURCES - Offshore Project Facilities</p> <p>Compliance with section 106 of the NHPA has not been completed for the NESE Project. Transco has not completed consultations with the NJHPO regarding potential impacts on four cables that would be crossed by the Project and the need for surveys.</p> <p>Transco has not yet consulted with the NJHPO or the New York SHPO regarding the remaining four cables that would be crossed by the Project – Raritan Bay Loop (listed in Table 4.9.1-1)</p>	<p>4-276</p> <p>5-19</p> <p>5-33</p>	<p>Transco should not begin construction of the Raritan Bay Loop and/or use of associated temporary work areas until:</p> <ul style="list-style-type: none"> a. Transco files with the Secretary documentation of consultation with the NJHPO regarding the remaining four cables (three telegraph and one submarine) that would be crossed by the Project; b. the Advisory Council on Historic Preservation is afforded an opportunity to comment if historic properties would be adversely affected; and c. the FERC staff reviews and the Director of OEP approves the cultural resources reports and plans, and notifies Transco in writing that construction may proceed on the Raritan Bay Loop. <p>We are recommending that Transco not begin construction of the Raritan Bay Loop and/or use of associated temporary work areas until it files documentation of consultation with the NJHPO regarding the remaining four cables that would be crossed by the Project and any additional required surveys are completed; that survey reports, special studies, evaluation reports and treatment plans have been reviewed by the appropriate parties; and we provide written notification to proceed.</p>

page	IDENTIFIED AS MISSING (AND SOME INFORMATION WRITTEN BY FERC)	page	RECOMMENDED FOR WILLIAMS/TRANSCO TO SUBMIT
<p>4-122</p> <p>5-11</p>	<p>May need additional Piles at Morgan Shore HDD exit point: Transco indicated that an additional platform may be needed to support construction at the Morgan Shore Approach HDD exit point, which would require the placement of 12 additional piles. These piles would potentially be larger in diameter than those evaluated in our impact analysis, and could result in a larger zone of influence, additional marine mammal takes, and additional noise impacts on other aquatic resources. (uncertain)</p> <p>Transco has identified the potential need for additional piles in communications with the NMFS; however, this is not yet part of the proposed offshore construction plan.</p> <p><i>If additional piles are needed, a revised IHA would be needed.</i></p>	<p>4-122 4-138 5-11 5-31</p>	<p>Prior to the close of the draft EIS comment period - information regarding the pile driving in Raritan Bay:</p> <ol style="list-style-type: none"> a. a detailed description of the final proposed pile driving activity including the number and diameter of proposed piles, drawings depicting the locations of the piles, the method of pile installation and removal, the calendar quarter(s) in which pile installation and removal would occur, and the duration of pile installation and removal activities; b. updated noise attenuation modeling results based on the final proposed pile driving activity relative to fish, sea turtle, and marine mammal harassment/ injury thresholds; and c. a revised IHA reflecting the final proposed scope of pile driving activities, if applicable.
<p>4-144</p>	<p>WILDLIFE AND AQUATIC RESOURCES - Offshore Wildlife Resources</p> <p>Transco is consulting with the NMFS and has submitted a draft application for an IHA for Level B harassment of six marine mammal species that may be susceptible to construction noises (i.e., pile driving) of varying frequencies.</p> <p>THREATENED, ENDANGERED, AND OTHER SPECIAL STATUS SPECIES An Incidental Take Statement cannot be authorized for a listed marine mammal until an MMPA IHA has been obtained from the NMFS.</p>	<p>4-154, 4-165</p> <p>4-170</p>	<p>To ensure that the actual noise is consistent with the predicted values, we are recommending that, prior to construction of the Raritan Bay Loop - Transco file a pile driving noise monitoring and mitigation plan that describes how noise monitoring would be conducted and the mitigation measures that Transco would implement to reduce noise to acceptable levels if the noise exceeds predicted levels.</p> <p>North Atlantic Right Whale & Sea Turtles: Because Transco has indicated that additional, larger piles may be required at the Morgan Shore Approach HDD exit point, recommend - Transco file updated noise attenuation modeling results and a revised IHA reflecting any changes in the scope of pile driving activities, if applicable.</p> <p>Atlantic sturgeon: Because Transco has indicated that additional, larger piles may be required at the Morgan Shore Approach HDD exit point, we have also recommended that Transco file updated noise attenuation modeling results relative to fish injury and harassment thresholds if there are changes in the proposed scope of pile driving activities.</p>

page	IDENTIFIED AS MISSING (AND SOME INFORMATION WRITTEN BY FERC)	page	RECOMMENDED FOR WILLIAMS/TRANSCO TO SUBMIT
		4-123, 4-124 4-138 4-155, 156 & 157 5--31 4-174 4-179	We recognize that the actual noise levels could differ from the predicted noise due to a number of factors, so – to ensure that actual noise is consistent with predicted values and/or to reduce noise to acceptable levels, recommend: Prior to construction of the Raritan Bay Loop , Transco should file with the Secretary, for review and written approval of the Director of OEP, a pile driving noise monitoring and mitigation plan. The plan should include: <ul style="list-style-type: none"> a. a description of the equipment and methods Transco would use to measure noise during pile installation and removal; b. a typical figure depicting where the measurement equipment would be placed relative to the piles; c. provisions for reporting noise to the FERC and the NMFS; d. mitigation measures that Transco would implement to reduce noise to acceptable levels if the noise exceeds predicted levels; and e. comments on the plan from the NMFS. <i>Noted for Atlantic sturgeon</i> noise monitoring and mitigation plan to ensure that actual noise is consistent with predicted values and/or to reduce the noise to acceptable levels (NJ – State Listed Species)
4-9, 4-10 4-338 5-1,5-2	<p>Cumulative Impacts – Geology – Transco is completing a Karst Investigation Report and would identify other facility design and construction practices to further reduce the potential to initiate karst activity at Compressor Station 200.</p> <p>The eastern 0.4 mile of the Quarryville Loop and existing Compressor Station 200 are underlain by carbonate bedrock and karst features have been documented in these areas. The primary impact that could affect the Project facilities is the sudden development of a sinkhole that damages the facilities and creates a public safety risk. In addition, flooding within closed depressions and other karst features could pose a buoyancy concern to the limited length of the Quarryville Loop that occurs in karst terrain.</p>	4-9, 4-10 4-338 5-30 5-1,5-2	<p>Prior to the close of the draft EIS comment period - To verify our conclusion with refined site-specific data we are recommending – Transco file a Karst Investigation Report that describes the results of the karst investigation that Transco is conducting along the eastern end of the Quarryville Loop; further describes any karst features that may exist at the Compressor Station 200 site; and describes any site-specific design and construction practices that Transco would implement to mitigate karst concerns at these facilities, if necessary.</p>

page	IDENTIFIED AS MISSING (AND SOME INFORMATION WRITTEN BY FERC)	page	RECOMMENDED FOR WILLIAMS/TRANSCO TO SUBMIT
<p>4-235</p> <p>5-4</p> <p>5-15, 5-16</p>	<p>LAND USE, RECREATION, SPECIAL INTEREST AREAS, AND VISUAL RESOURCES - Onshore Project Facilities</p> <p>Groundwater Contamination:</p> <p>Identified by FERC (not by Williams/Transco) - Transco recently replaced three short segments of LNYBL Loop C between MPs 10.0 and 10.4. During trenching, Transco encountered potentially contaminated water which was containerized and analyzed prior to subsequent disposal in accordance with applicable permit conditions.</p> <p>Groundwater contamination could also be encountered during construction of the Madison Loop. Transco provided an Unanticipated Discovery of Contamination Plan which we reviewed and found would avoid or adequately minimize potential impacts associated with handling unanticipated, pre-existing, contamination. Due to Transco’s recent experience with contaminated groundwater during construction of the New York Bay Expansion Project (in the Madison Loop area), we are recommending that Transco file an updated Materials and Waste Management Plan that details the specific measures, including regulatory coordination, that Transco would take to properly manage contaminated groundwater.</p>	<p>4-28</p> <p>4-32,</p> <p>4-33</p> <p>4-235</p> <p>5-4</p> <p>5-15,</p> <p>5-16</p> <p>5-32,</p> <p>5-33</p>	<p>Prior to the close of the draft EIS comment period -</p> <p>updated Materials and Waste Management Plan that anticipates encountering contaminated groundwater along the Madison Loop and details the specific measures, including regulatory coordination that Transco would take to properly manage contaminated groundwater.</p>
<p>4-32</p> <p>5-4</p>	<p>Transco continues to consult with landowners and public officials to more precisely locate water supply wells and springs near the Project. Transco has not identified measures to protect wells that have been identified within construction workspace from physical damage. Field-verified data is preferable to precisely identify mitigation measures for individual well owners and set clear expectations for construction compliance.</p> <p>Transco is continuing to identify nearby wells and springs, and field-verified data is preferable to precisely identify mitigation measures for individual well owners and set clear expectations for construction compliance.</p> <p>Transco has not yet identified measures to protect wells within the construction workspace from physical damage.</p>	<p>4-32</p> <p>5-4</p> <p>5-30</p>	<p>Prior to construction -</p> <p>final table identifying all water supply wells and springs, field-verified, within the construction workspaces of the NESE Project, and all other water supply wells and springs within 150 feet of the Project workspaces. The table should provide the location of each well and spring by milepost, and the distance and direction of each well and spring from the construction workspace. Transco should also describe the measures that it would implement to protect any wells or springs within construction workspaces from physical damage, for review and written approval of the Director of OEP.</p>

page	IDENTIFIED AS MISSING (AND SOME INFORMATION WRITTEN BY FERC)	page	RECOMMENDED FOR WILLIAMS/TRANSCO TO SUBMIT
4-85, 4-86 5-9	<p>WILDLIFE AND AQUATIC RESOURCES - Onshore Wildlife Resources Transco’s consultation with the Pennsylvania FWS regarding mitigation for impacts on forest habitat on the Quarryville Loop is not yet finalized.</p> <p>Transco has not yet filed the results of its consultation with the Pennsylvania FWS regarding its Draft Migratory Bird Plan.</p>	4-85, 4-86 5-9 5-30 5-32	<p>Prior to construction of the Quarryville Loop - final Migratory Bird Plan that includes documentation of Williams/Transco’s consultation with the Pennsylvania FWS regarding avoidance, minimization, and mitigation measures.</p>
4-89 5-9	<p>WILDLIFE AND AQUATIC RESOURCES - Onshore Wildlife Resources</p> <p>The appropriate timing restriction for the saline estuarine waterbodies along the Madison Loop has not yet been determined.</p>	4-89 5-9 5-30	<p>Prior to the close of the draft EIS comment period - update regarding Transco’s commitments to timing restrictions for saline estuarine waterbodies crossed by the Madison Loop based on Transco’s consultation with the NJDEP</p>
4-114 4-134	<p>WILDLIFE AND AQUATIC RESOURCES - Offshore Wildlife Resources</p> <p>The various timing restrictions for minimizing impacts on fisheries resources have not been finalized.</p>	4-114 5-10, 5-11 5-30,31	<p>Prior to the close of the draft EIS comment period - update regarding its commitments to timing restrictions for fisheries resources during construction of the Raritan Bay Loop based on Transco’s consultation with the NMFS, NYSDEC, and NJDEP</p>
4-114 4-137 5-10, 5-11	<p>WILDLIFE AND AQUATIC RESOURCES - Offshore Wildlife Resources</p> <p>to ensure that benthic communities recover as expected, we are recommending ></p>	4-114 4-137 4-142 5-10, 5-11 5-31 ES-12	<p>Prior to construction of the Raritan Bay Loop - post-construction benthic sampling and monitoring plan, prepared in consultation with the NMFS, for review and written approval of the Director of OEP. The plan should identify the duration of the monitoring period, the timing of sampling surveys, success criteria for assessing recovery of benthic species, and reporting requirements</p> <p>Also noted: In New Jersey, Transco may further mitigate impacts on shellfish areas through a monetary contribution to NJDEP’s dedicated account for shellfish habitat mitigation, in accordance with NJAC 7:7-17.9.</p>
5-13 4-175, 4-176	<p>THREATENED, ENDANGERED, AND OTHER SPECIAL STATUS SPECIES</p> <p>We determined that 23 federally listed species may occur in the Project area. It was determined that the Project would have <i>no effect</i> on 8 of the 23 listed species. Based on our analysis, we conclude that the Project <i>may affect, but is not likely to adversely affect</i> the remaining 15 federally listed species.</p> <p>FERC has not yet completed our consultations with the NMFS and the FWS for federally listed species</p>	5-13 4-175, 4-176 5-32	<p>We have requested that the FWS and the NMFS consider the draft EIS as our official BA for the NESE Project. In addition, because we have not yet completed our consultations with the NMFS and the FWS for federally listed species, we are recommending that Transco not begin construction until the staff receives comments from the FWS and NMFS regarding the Project; the staff completes formal consultation with the FWS and NMFS, if required; and Transco has received written notification from the Director of OEP that construction or use of mitigation may begin.</p> <p>Transco should not begin construction activities until:</p> <ol style="list-style-type: none"> a. the staff receives comments from the FWS and the NMFS regarding the proposed action; b. the staff completes formal consultation with the FWS and the NMFS, if required; and c. Transco has received written notification from the Director of OEP that construction or use of mitigation may begin.

page	IDENTIFIED AS MISSING (AND SOME INFORMATION WRITTEN BY FERC)	page	RECOMMENDED FOR WILLIAMS/TRANSCO TO SUBMIT
<p>4-180</p> <p>5-13</p>	<p>THREATENED, ENDANGERED, AND OTHER SPECIAL STATUS SPECIES</p> <p>General Impacts and Mitigation</p> <p>Given that some surveys for state-listed species are not yet complete, Transco continues to consult with state agencies to develop and implement appropriate avoidance and mitigation measures including timing restrictions, as necessary, to avoid adverse impacts on any rare plants and wildlife identified within the NESE Project area.</p> <p>In addition to the federally listed species, 25 state-listed species could occur in the vicinity of the Project. Based on our analysis, we conclude that the Project would not adversely affect the majority of these species.</p>	<p>4-180</p> <p>5-13</p>	<p>To ensure that we have detailed information on any additional avoidance and mitigation measures that Transco may employ as a result of its consultations with the states, we recommend that:</p> <p>Prior to construction, Transco should file with the Secretary any outstanding survey results for state-listed species and identify any additional mitigation measures developed in consultation with the applicable state agencies.</p>
<p>4-204</p> <p>5-14</p>	<p>Existing Residences and Commercial and Industrial Facilities</p> <p>Missing = Evidence of landowner concurrence with the site-specific RCP at MP 1682.6 along the Quarryville Loop, or a plan to reduce the workspace in this location to provide at least 10 feet between the residence and the workspace (property = within 10’ of workspace)</p>	<p>4-204</p> <p>5-14</p> <p>5-32</p>	<p>Prior to the close of the draft EIS comment period, Transco shall file with the Secretary evidence of landowner concurrence with the site-specific RCP at MP 1682.6 along the Quarryville Loop, or a plan to reduce the workspace in this location to provide at least 10 feet between the residence and the workspace.</p>
<p>4-213</p> <p>5-15</p>	<p>LAND USE, RECREATION, SPECIAL INTEREST AREAS, AND VISUAL RESOURCES - Onshore Project Facilities:</p> <p>Transco has not completed its consultation with the PAGC –</p> <p>Re: Recreation and Special Interest Areas (Muddy Run) – Missing = final plan for construction across the Muddy Run SGL</p>	<p>4-213</p> <p>5-15</p> <p>5-32</p>	<p>Prior to construction –</p> <p>re: Muddy Run State Game Lands 423 - for review and written approval by the Director of OEP, final plan for construction across the Muddy Run SGL including any special mitigation measures, restoration measures, and any applicable agency correspondence.</p>
<p>4-214</p> <p>5-15</p>	<p>LAND USE, RECREATION, SPECIAL INTEREST AREAS, AND VISUAL RESOURCES - Onshore Project Facilities:</p> <p>Transco has not completed its consultation with Silver Top Stables that could result in additional measures to further minimize disturbance to recreational users.</p>	<p>4-214</p> <p>5-15</p> <p>5-32</p>	<p>Prior to construction –</p> <p>R: Silver Top Stables - for review and written approval by the Director of OEP, its final plan for construction across the Silver Top Stables including any special mitigation measures, restoration measures, and any applicable landowner correspondence.</p>

page	IDENTIFIED AS MISSING (AND SOME INFORMATION WRITTEN BY FERC)	page	RECOMMENDED FOR WILLIAMS/TRANSCO TO SUBMIT
4-219 5-15	<p>LAND USE, RECREATION, SPECIAL INTEREST AREAS, AND VISUAL RESOURCES - Onshore Project Facilities:</p> <p>New Jersey State Conservation Programs and Easements <u>Conservation Restriction/Easement Golden Age Property</u> The Madison Loop would cross a conservation easement on Golden Age property between MPs 11.3 and 11.4 in Middlesex County. This property is designated as a conservation easement under the New Jersey Conservation Restriction and Historic Preservation Restriction Act per New Jersey Statute, Title 13, Chapter 8.</p> <p>Construction of the Madison Loop across this conservation easement would conflict with the prescribed preservation goals for this parcel and would not conform to the list of restricted activities in New Jersey Statute, Title 13, Chapter 8B(2b).</p>	4-219 5-15	<p>Transco is consulting with the NJDEP to negotiate a Partial Release of Conservation Restriction, and anticipates that a total release of conservation easement restrictions may be necessary pursuant to New Jersey Statute, Title 13, Chapter 8B(5). Transco has committed to update the FERC regarding the outcome of the NJDEP negotiations.</p>
4-227 4-228 5-15	<p>Coastal Zone Management Act (NJ & NY) Transco continues to consult with the NJDEP to determine which of the enforceable coastal zone policies apply to the Project. The consistency of the Project with the CZMA would be determined by the NJDEP in conjunction with Transco's Waterfront Development permit application. On June 27, 2017, Transco submitted its consistency assessment to the NJDEP and on July 7, 2017, Transco submitted its Waterfront Development permit application to the NJDEP.</p> <p>Because the Project is located within the NYCWRP area, the New York City Department of City Planning would review the Project's consistency with the Coastal Management Program in conjunction with Transco's permit application. On June 27, 2017, Transco submitted its Joint Permit Application to the NYSDOS and New York City Department of City Planning, which included a coastal zone consistency assessment.</p>	4-227 4-228 5-15 5-32	<p>Prior to construction -</p> <p>documentation of concurrence from the NJDEP that the Project is consistent with the CZMA.</p> <p>documentation of concurrence from the NYSDOS and New York City Department of City Planning that the Project is consistent with the CZMA.</p>
4-235	<p>Re: Raritan Bay Slag Superfund Site - Transco is continuing to consult with the EPA regarding construction in the RBS site. Construction of the Raritan Bay Loop between the approximate MP 12.5 (the exit pit for the Morgan Shore Approach HDD) and MP 12.7 would encounter contaminated sediments associated with the RBS site.</p>	4-235	<p>During the draft EIS comment period - final information regarding backfill source areas and dredge disposal sites for the offshore segment of the NESE Project</p>

page	IDENTIFIED AS MISSING (AND SOME INFORMATION WRITTEN BY FERC)	page	RECOMMENDED FOR WILLIAMS/TRANSCO TO SUBMIT
4-286 4-288	<p style="text-align: center;">Air Quality – General Conformity –</p> <p style="text-align: center;"><i>The direct offset mitigation strategy has not been finalized, reviewed or approved.</i></p>	4-288	<p><i>This was listed but there was no recommendation – Transco could minimize offshore engine emissions by enforcing idling time limits when possible; utilizing clean diesel through add-on technologies; using newer equipment, where available; and requesting contractors utilize equipment meeting EPA Tier 3 or higher non-road emissions standard or best available emission reduction technologies.</i></p>
4-361	<p>Construction Impacts and Mitigation Table 4.10.1-4 provides current estimates of onshore and offshore construction emissions of criteria pollutants and GHGs.¹⁵ ¹⁵ Detailed emission calculations were provided in Transco’s Technical Air Quality Report, filed December 28, 2017 (Accession No. 20171229-5010). These estimates [are] subject to updates as uncertainties in Project activities are further refined</p>	4-286	<p>Prior to the close of the draft EIS comment period, Transco should file with the Secretary a Construction Emission Plan. The plan should:</p> <ol style="list-style-type: none"> a. identify how Transco would track its construction schedule for each component of the Project within the New York-New Jersey-Connecticut Interstate AQCR; and b. describe how Transco would track actual emissions of NOx to ensure the proposed mitigation projects offset construction emissions.
5-19, 5-20	<p>Air Quality – Construction At the time of publication of this draft EIS, the specific mitigation projects associated with General Conformity are still pending.</p>	5-19, 5-20	<p>We (FERC) will issue a draft General Conformity Determination following the publication of this draft EIS.</p> <p>Note: A draft General Conformity Determination detailing these mitigation projects will be issued for a 30-day comment period and will be available for review on the FERC docket and published in the daily newspaper in affected areas. A final General Conformity Determination will be issued with the final EIS for the Project.</p>
4-361	<p>The portion of the Project in the New Jersey-New York-Connecticut AQCR (i.e., Madison Loop, Raritan Bay Loop, and Compressor Station 206) requires a federal General Conformity Determination because the combined direct and indirect emissions of NOx during construction of these facilities would equal or exceed 100 tpy.</p> <p>Project construction activities in the New Jersey-New York- Connecticut AQCR would be offset by NOx mitigation projects as required by federal General Conformity. However, Transco has indicated that it intends to pursue a direct offset mitigation strategy involving projects at the Port Authority, yielding long-term benefits to air quality by reducing regional NOx emissions.</p>	5-33	<p><i>Inconsistency in “due date” = highlighted</i></p> <p>To ensure that Transco accounts for and adequately offsets its construction emissions, we are recommending that prior to construction, Transco file a Construction Emission Plan identifying how it would track its construction schedule for each component of the Project within the New York-New Jersey-Connecticut Interstate AQCR and describe how Transco would track actual emissions of NOx to ensure the proposed mitigation projects offset construction emissions.</p>

page	IDENTIFIED AS MISSING (AND SOME INFORMATION WRITTEN BY FERC)	page	RECOMMENDED FOR WILLIAMS/TRANSCO TO SUBMIT
4-301 5-21	Construction Noise – HDD Installations	4-301 5-21 5-33	<p>To ensure that the actual noise from HDD activities where mitigation is required is consistent with our estimates, we recommend that:</p> <p>Transco should file in the weekly construction status reports for HDD sites requiring noise mitigation:</p> <ol style="list-style-type: none"> a. the noise measurements from the nearest NSAs, obtained at the start of drilling operations; b. the noise mitigation that Transco implemented at the start of drilling operations; and c. any additional mitigation measures that Transco would implement if the initial noise measurements exceeded an Ldn of 55 dBA at the nearest NSA and/ or increased noise is greater than 10 dBA over ambient conditions.
4-302 5-21	Operational Noise – modifications to CS200	4-302 5-21 5-33	<p>To ensure that noise levels due to operation of Compressor Station 200 are consistent with the modeling estimates, we recommend that:</p> <p>Transco should file a noise survey with the Secretary no later than 60 days after placing the new equipment at Compressor Station 200 in service.</p> <p>If a full load condition noise survey is not possible, Transco should instead file an interim survey at the maximum possible horsepower load and file the full load survey <u>within 6 months</u>. If the noise attributable to the operation of all of the equipment at Compressor Station 200 under interim or full horsepower load exceeds 55 dBA Ldn at any nearby NSA, Transco should file a report on what changes are needed and should install the additional noise controls to meet the level <u>within 1 year</u> of the in-service date. Transco should confirm compliance with the 55 dBA Ldn requirement by filing a second noise survey with the Secretary <u>no later than 60 days</u> after it installs the additional noise controls.</p>
4-303 5-21	<p>Operational Noise – proposed CS206</p> <p>To ensure that noise levels due to operation of the proposed compressor station are consistent with the modeling estimates, we recommend that ></p>	ES-7 3-42 5-21 5-34 4-303	<p>Transco should file a noise survey with the Secretary no later than 60 days after placing Compressor Station 206 in service. If a full load condition noise survey is not possible, Transco should instead file an interim survey at the maximum possible horsepower load and file the full load survey <u>within 6 months</u>. If the noise attributable to the operation of all of the equipment at the station under interim or full horsepower load exceeds 55 dBA Ldn at any nearby NSA, Transco should file a report on what changes are needed and should install the additional noise controls to meet the level <u>within 1 year</u> of the in-service date. Transco should confirm compliance with the 55 dBA Ldn requirement by filing a second noise survey with the Secretary <u>no later than 60 days</u> after it installs the additional noise controls</p>

page	IDENTIFIED AS MISSING (AND SOME INFORMATION WRITTEN BY FERC)	page	RECOMMENDED FOR WILLIAMS/TRANSCO TO SUBMIT
4-316 5-22	<p>RELIABILITY AND SAFETY - Compressor Station Incidents <i>Re: proposed CS206 & review of final foundation plans</i> ... however, to verify that the design accounts for potential increases in future blast intensity (see recommendation ></p>	4-316 4-364 5-22 5-34	<p>Prior to construction – Transco should file with the Secretary, stamped and sealed by the professional engineer-of-record in New Jersey, the final foundation designs that incorporate safety factors to prevent displacement if future blast intensity increases at the Trap Rock quarry.</p>
		2-56 4-204 5-13 5-29	<p>file an environmental complaint resolution procedure describing how affected landowners can voice concerns to Transco during construction and operation of the NESE Project, and the process that Transco would implement to ensure that landowner issues and complaints received during and after construction are resolved in a timely and efficient manner</p> <p>FERC STAFF’S RECOMMENDED MITIGATION Prior to construction, Transco shall mail the complaint procedures to each landowner whose property would be crossed by the Project.</p> <p>a. In its letter to affected landowners, Transco shall:</p> <ul style="list-style-type: none"> i. provide a local contact that the landowners should call first with their concerns; the letter should indicate how soon a landowner should expect a response; ii. instruct the landowners that if they are not satisfied with the response, they should call Transco’s Hotline; the letter should indicate how soon to expect a response; and iii. instruct the landowners that if they are still not satisfied with the response from Transco’s Hotline, they should contact the Commission’s Landowner Helpline at 877-337-2237 or at LandownerHelp@ferc.gov.