Exhibit T: Response to 1.4.7-1 and 1.4.7-2

Table 4.7-3: Estimated Greenhouse Gas Construction Emissions

Category	GHG Emissions[1] (MT)		
	CO_2	CH_4	N_2O
Proposed Project			
Construction Vehicle Emissions	21,521.53	3.30	0.00
Cold Tie-In Emissions	0.03	1.19	0.00
Pre-lay Purge and Portable LNG Site	11.54	18.40	< 0.01
Water Conveyance	42.74	< 0.01	< 0.01
Global Warming Potential	1	21	310
CO_2e	~~21,564.29~~ 21,575.83	~~94.32~~ 480.66	~~0.11~~ 0.30
Total CO_2e	~~21,658.72~~ 22,088.55		
Amortized Construction Emissions[2]	~~721.96~~ 736.28		
Proposed Project with APM-PUS-01			
Construction Vehicle Emissions	21,521.53	3.30	0.00
Cold Tie-In Emissions	0.03	1.19	0.00
Pre-lay Purge and Portable LNG Site	11.54	18.40	< 0.01
Recycled Water Import	215.23	< 0.01	0.00
Global Warming Potential	1	21	310
CO_2e	~~21,736.79~~ 21,780.09	~~94.31~~ 480.68	~~0.00~~ 0.19
Total CO_2e	~~21,831.10~~ 22,260.93		
Amortized Construction Emissions	~~727.70~~ 742.03		

[1] The GHG emissions estimate does not include purging the pre-lay segment and providing a temporary portable natural gas system for the existing distribution pipelines connected to the pre-lay segment during construction. Therefore, the estimate may be lower than the actual emission rates, but it is not anticipated to affect the significance findings presented in this section.

[2] For the purposes of the analysis, construction emissions were amortized over 30 years in accordance with industry standards. The Proposed Project is anticipated to be in service for more than 30 years; therefore, the reported emissions are conservative.

Table 4.7-4: Estimated Greenhouse Gas Operation and Maintenance Plus Construction Emissions

Source		GHG Emissions[3] ($MTCO_2e$ per year)
Proposed Project		
Off-Road Equipment and On-Road Vehicle Use		218.31
Blowdown Emissions[4]		7.12
Amortized Construction Emissions		~~721.96~~ 736.28
Total		**~~947.39~~ 961.72**
Proposed Project with the Implementation of APM-PUS-01		
Off-Road Equipment and On-Road Vehicle Use		218.31
Blowdown Emissions		7.12
Amortized Construction Emissions		~~727.70~~ 742.03
Total		**~~953.13~~ 967.46**

[3] The GHG emissions estimate does not include purging the pre-lay segment and providing a temporary portable natural gas system for the existing distribution pipelines connected to the pre-lay segment during construction. Therefore, the estimate may be lower than the actual emission rates, but it is not anticipated to affect the significance findings presented in this section.

[4] Blowdowns are anticipated to occur at least once every seven years; therefore, emissions were averaged to obtain a yearly rate. However, blowdowns on a yearly basis are not expected. The analysis presented assumes that natural gas in the pig launcher/receiver barrel is released to the atmosphere at full capacity; however, because the natural gas in the barrel will not be at capacity, 7.12 $MTCO_2e$ per year represents a conservative estimate and actual emissions will be lower.