

Exhibit 8

Engineering Discriminators

Factor		Preferred	S1A-1	S1A-2	S1A-3	S1B-1	S2-1	S3-1
New Build Pipeline Length	miles	21.7	47.79	34.59	41.71	36.61	37.59	32.89
New Build Compressor Stations	site	0	Hunts Point	Little Neck	0	0	0	South Commack
Long Island Railroad Co-location (safety)	miles	0	0	8.26	3.09	1.49	1.49	0
Residences Adjacent to Construction ROW	no.	0	0	623	1,143	37	3	10
Major Shore Crossings	no.	0	1	6	3	3	3	3
Submarine Cable / Utility Crossings	no.	2	20	14	13	9	8	6
Navigation Channels Crossed	no.	0	16	6	3	3	4	3
Marine Obstructions within 1 Mile	no.	0	103	34	1	0	2	0
Roadways / Bridges / Tunnels Crossed	no.	0	7	27	28	15	15	6
Pipeline in Traffic Separation Areas / Shipping Fairways	miles	0	0	4.8	9.95	15.11	17.43	2.5

Environmental Discriminators

Factor		Preferred	S1A-1	S1A-2	S1A-3	S1B-1	S2-1	S3-1
Fisheries Use Areas Traversed	miles	0	34.38	7.23	8.74	8.85	9.15	3.66
Significant Critical Fish and Wildlife Habitat	miles	0	0	3.12	5.37	4.16	4.16	0.19
Submerged Aquatic Vegetation (inshore area)	miles	0	0	1.78	5.3	5.05	5.05	0.19
Tidal Wetland Crossings	no.	0	0	6	12	14	14	4
Contaminated Sediments	type	Not present based on site-specific data	Heavy Metals & PCBs	unknown	unknown	unknown	unknown	unknown
Wrecks within 1 Mile	no.	9	153	43	3	0	3	0
Federal and Local Park Land Impacts	miles	0	0	0.06 (Long Beach Park)	0.52 (Jones Beach, Wantagh, Milpond Parks)	0.15 (Gilgo, Captree Parks)	0.15 (Gilgo, Captree Parks)	1.47 (Fire Island National Seashore)

South Shore Atlantic Pipeline Alternatives

Major Impediments to Feasibility

- Significant impacts to onshore/shoreline resources in the coastal zone
- Construction of multiple crossing types (i.e. wetlands, bridges, highways, cables, utilities), constrained workspaces, unknown underground obstructions, safety issues adjacent to roadway and railway corridors, and residential properties
- Excessive pipeline lengths compared to the Preferred Route; need for new-build onshore compressor stations for some alternatives
- Presence of numerous marine obstructions and wrecks compared to the Preferred Route
- Installation at deeper depths of cover in navigation channels resulting in greater disturbance and increased sedimentation, need for sediment disposal and increased unit installation costs and duration