

SECTION 1: School District Information (continued)

3. Authorized School District Consultant (If Applicable)

Form for authorized school district consultant including fields for Name, Title, Firm Name, Phone Number, Fax Number, and Email Address.

- 4. On what date did the district determine this application complete? March 7, 2017
5. Has the district determined that the electronic copy and hard copy are identical? Yes No

SECTION 2: Applicant Information

1. Authorized Company Representative (Applicant)

Form for authorized company representative including fields for Name, Title, Organization, Street Address, Mailing Address, City, State, ZIP, Phone Number, Fax Number, and Business Email Address.

- 2. Will a company official other than the authorized company representative be responsible for responding to future information requests? Yes No
2a. If yes, please fill out contact information for that person.

Form for contact information of another company official including fields for Name, Title, Organization, Street Address, Mailing Address, City, State, ZIP, Phone Number, Fax Number, and Business Email Address.

- 3. Does the applicant authorize the consultant to provide and obtain information related to this application? Yes No



## Gregory-Portland Independent School District

### Office of the Superintendent

Dr. Paul Clore, Superintendent of Schools  
Cindy Hartley, Administrative Assistant  
Office: (361) 777-1091 ext. 1018  
Fax: (361) 777-1094

29 March 2017

Mr. Keith Little  
Vice President, Business Development  
Cheniere Energy, Inc.  
700 Milam Street, Suite 1900  
Houston, TX 77002

RE: Application Fee for Application to the Gregory-Portland Independent School District  
from Corpus Christi Liquefaction, LLC, et al

Mr. Little,

Corpus Christi Liquefaction, LLC, et al intends to submit two applications for appraised value limitation on qualified property for Trains 4 and 5 of their project. These Applications are for the same projects that had been assigned Comptroller Application Number 1076 and 1077. Corpus Christi Liquefaction, LLC, et al officially withdrew Applications 1076 and 1077. In accordance with Board Policy CCG (Local), a nonrefundable Application Fee must be paid by an Applicant to the District to cover the District's costs incurred in the processing and consideration of an Application for Appraised Value Limitation on Qualified Property. The Standard Application Fee is Seventy-Five Thousand Dollars (\$75,000.00) per application, due and payable at the time of the submission of an Application for consideration. Comptroller Application 1076 and 1077, which were accepted by the District on June 23, 2015, were accompanied by the required application fee. Proof of payment of the Application Fees is attached.

However, no costs were incurred by the District in processing this application as the company withdrew the application. Therefore, the District considers the application fee submitted for Comptroller Application 1076 and 1077 sufficient to cover any costs associated with the Applications to be submitted by Corpus Christi Liquefaction, LLC, et al. Therefore, a second application fee has not been assessed by the District.

Sincerely,

Paul Clore, Ph.D.  
Superintendent, Gregory-Portland ISD

#### TAB 4

Provide a detailed description of the scope of the proposed project, including, at a minimum, the type and planned use of real and tangible personal property, the nature of the business, a timeline for property construction or installation, and any other relevant information.

##### Description of Project

Corpus Christi Liquefaction, LLC (“Corpus Christi Liquefaction”), Corpus Christi Liquefaction Stage III, LLC, and Cheniere Land Holdings, LLC (collectively the “Applicants”), all wholly owned subsidiaries of Cheniere Energy Inc. (“Cheniere”), are evaluating the development of a liquefied natural gas (“LNG”) liquefaction and storage facility (the “Considered Project”) within the 888.289-acre reinvestment zone in San Patricio County, Texas. Corpus Christi Liquefaction is currently constructing an LNG liquefaction, storage and marine terminal facility, including three LNG liquefaction trains, which are covered by Chapter 313 Agreement Nos. 296, 297 and 298 (the “Covered Project”) (A “train” is an integrated collection of manufacturing equipment that is designed to operate independently as a unit.) The Considered Project, which will include a single train (“Train 4”), will operate largely independent from the Covered Project, with its own utilities, buildings and other supporting infrastructure.

The Considered Project described herein is identical to the project described in Application 1076, which received a certificate of limitation from the Comptroller on January 13, 2016 (please see tab 5 for an explanation of the circumstances leading to the withdrawal of Application 1076 and resubmission of this application). The estimated capital investment cost of the Considered Project, as reflected in this application, is approximately \$3 billion. In addition to the Chapter 313 economic development incentives being sought with this application through Gregory-Portland ISD and the State of Texas, the Applicants intend to seek economic development incentives from San Patricio County and several other local jurisdictions. Each individual train of a LNG liquefaction facility has to stand on its own in terms of technical viability, regulatory approvals, long-term customer commitments for the LNG produced, and project financing. Construction could start as early as 2019 with commencement of commercial operations as early as 2023 if, and **only** if, the following conditions are met for the Considered Project: the technical viability of the project is confirmed, all necessary regulatory approvals are obtained, adequate customer commitments are secured, supportive economic development incentives are provided, sufficient project financing is arranged, and

corporate board approval is received.

The Considered Project would include LNG liquefaction facilities, LNG storage facilities and supporting infrastructure, as described further below.

#### LNG Liquefaction Facility

Subject to final technology and equipment selection, which has not been finalized as of the date of this application, the LNG liquefaction facility constitutes one ConocoPhillips Optimized Cascade<sup>SM</sup> LNG liquefaction train, capable of processing up to approximately 700 million cubic feet per day of natural gas and with average liquefaction capacity of approximately 4.5 million tonnes per annum. This train includes, but is not limited to, the following:

- Six GE LM2500 aeroderivative natural gas turbines driving multiple compressors in order to cool the methane, ethylene and propane refrigerants;
- Two “cold boxes”, hundreds of induced draft air coolers and various other heat exchangers that enable the refrigerants to cool the natural gas feedstock to -270 degrees Fahrenheit in order to produce LNG;
- Facilities which remove water, mercury, carbon dioxide (CO<sub>2</sub>), hydrogen sulfide (H<sub>2</sub>S), other sulfur compounds and heavy hydrocarbons from the natural gas feedstock; and
- Waste heat recovery systems for energy efficiency;

The liquefaction facility will be built on numerous foundation pilings to support the equipment and will include electrical cables and interconnections to control equipment required to operate the liquefaction facility such as pumps, motors, vessels, intra-plant piping, and valves in addition to the above described compressors, cold boxes, natural gas inlet treating, and waste heat recovery systems.

#### LNG Storage Facilities

The LNG storage facilities constitute one 160,000 cubic meter tank and ancillary equipment and systems.

### Supporting Infrastructure

The supporting infrastructure includes, but is not limited to, the following:

- Natural gas feedstock receipt facilities
- Nitrogen supply receipt facilities
- Electrical power supply lines and substation
- Water treatment and storage facilities
- Warehouse and maintenance buildings
- Boiloff gas compressors
- Plant and instrument air facilities
- Refrigerant storage tanks
- Turbine inlet air chilling plant
- Intra-plant electrical, utility, and piping systems
- Flares
- Firewater system
- Fire and gas detection system
- LNG spill containment facilities

### Feedstock Sources

- Train 4 will use natural gas delivered by pipeline as feedstock and fuel. This feedstock is available from multiple sources and will require sources of natural gas from states other than Texas.

### Proposed Output Capacity and Final Products

- Train 4 will have a design output capacity of approximately 4.5 million tonnes per annum of LNG

### Interconnections with Adjacent Facilities

- Like the other equipment described herein, the interconnection equipment discussed in this section is identical to that described in Application 1076. Applicants and the Comptroller had detailed discussions about the interconnection equipment in connection with the Comptroller's review and approval of Application 1076.

- An LNG transfer line or lines will interconnect the Considered Project with the Covered Project.
- The Considered Project intends to rely on the Covered Project's control room utilizing cable interconnections.
- Otherwise, due largely to the spatial separation of the Covered and Considered Projects, the preliminary design calls for no other significant interconnections and for the Considered Project to rely solely on its own supporting infrastructure.
- The Considered Project will export LNG produced via the Covered Project's marine terminal.

## TAB 7

### *Description of Qualified Investment*

Corpus Christi Liquefaction, LLC (“Corpus Christi Liquefaction”), Corpus Christi Liquefaction Stage III, LLC, and Cheniere Land Holdings, LLC (collectively the “Applicants”), all wholly owned subsidiaries of Cheniere Energy Inc. (“Cheniere”), are evaluating the development of a liquefied natural gas (“LNG”) liquefaction and storage facility (the “Considered Project”) within the 888.289-acre reinvestment zone in San Patricio County, Texas. Corpus Christi Liquefaction is currently constructing an LNG liquefaction, storage and marine terminal facility, including three LNG liquefaction trains, which are covered by Chapter 313 Agreement Nos. 296, 297 and 298 (the “Covered Project”) (A “train” is an integrated collection of manufacturing equipment that is designed to operate independently as a unit.) The Considered Project, which will include a single train (“Train 4”), will operate largely independent from the Covered Project, with its own utilities, buildings and other supporting infrastructure.

The estimated capital investment cost of the Considered Project, as reflected in this application, is approximately \$3 billion. In addition to the Chapter 313 economic development incentives being sought with this application through Gregory-Portland ISD and the State of Texas, the Applicants intend to seek economic development incentives from San Patricio County and several other local jurisdictions. Each individual train of a LNG liquefaction facility has to stand on its own in terms of technical viability, regulatory approvals, long-term customer commitments for the LNG produced, and project financing. Construction could start as early as 2019 with commencement of commercial operations as early as 2023 if, and **only** if, the following conditions are met for the Considered Project: the technical viability of the project is confirmed, all necessary regulatory approvals are obtained, adequate customer commitments are secured, supportive economic development incentives are provided, sufficient project financing is arranged, and corporate board approval is received.

The Considered Project would include LNG liquefaction facilities, LNG storage facilities and supporting infrastructure, as described further below.

#### LNG Liquefaction Facility

Subject to final technology and equipment selection, which has not been finalized as of the date of this application, the LNG liquefaction facility constitutes one

ConocoPhillips Optimized Cascade<sup>SM</sup> LNG liquefaction train, capable of processing up to approximately 700 million cubic feet per day of natural gas and with average liquefaction capacity of approximately 4.5 million tonnes per annum. This train includes, but is not limited to, the following:

- Six GE LM2500 aeroderivative natural gas turbines driving multiple compressors in order to cool the methane, ethylene and propane refrigerants;
- Two “cold boxes”, hundreds of induced draft air coolers and various other heat exchangers that enable the refrigerants to cool the natural gas feedstock to -270 degrees Fahrenheit in order to produce LNG;
- Facilities which remove water, mercury, carbon dioxide (CO<sub>2</sub>), hydrogen sulfide (H<sub>2</sub>S), other sulfur compounds and heavy hydrocarbons from the natural gas feedstock; and
- Waste heat recovery systems for energy efficiency;

The liquefaction facility will be built on numerous foundation pilings to support the equipment and will include electrical cables and interconnections to control equipment required to operate the liquefaction facility such as pumps, motors, vessels, intra-plant piping, and valves in addition to the above described compressors, cold boxes, natural gas inlet treating, and waste heat recovery systems.

#### LNG Storage Facilities

The LNG storage facilities constitute one 160,000 cubic meter tank and ancillary equipment and systems.

#### Supporting Infrastructure

The supporting infrastructure includes, but is not limited to, the following:

- Natural gas feedstock receipt facilities
- Nitrogen supply receipt facilities
- Electrical power supply lines and substation
- Water treatment and storage facilities
- Warehouse and maintenance buildings

- Boiloff gas compressors
- Plant and instrument air facilities
- Refrigerant storage tanks
- Turbine inlet air chilling plant
- Intra-plant electrical, utility, and piping systems
- Flares
- Firewater system
- Fire and gas detection system
- LNG spill containment facilities

#### Feedstock Sources

- Train 4 will use natural gas delivered by pipeline as feedstock and fuel. This feedstock is available from multiple sources and will require sources of natural gas from states other than Texas.

#### Proposed Output Capacity and Final Products

- Train 4 will have a design output capacity of approximately 4.5 million tonnes per annum of LNG

#### Interconnections with Adjacent Facilities

- Like the other equipment described herein, the interconnection equipment discussed in this section is identical to that described in Application 1076. Applicants and the Comptroller had detailed discussions about the interconnection equipment in connection with the Comptroller's review and approval of Application 1076.
- An LNG transfer line or lines will interconnect the Considered Project with the Covered Project.
- The Considered Project intends to rely on the Covered Project's control room utilizing cable interconnections.
- Otherwise, due largely to the spatial separation of the Covered and Considered Projects, the preliminary design calls for no other significant interconnections and for the Considered Project to rely solely on its own supporting infrastructure.
- The Considered Project will export LNG produced via the Covered Project's marine terminal.

## TAB 8

### *Description of Qualified Property*

Corpus Christi Liquefaction, LLC (“Corpus Christi Liquefaction”), Corpus Christi Liquefaction Stage III, LLC, and Cheniere Land Holdings, LLC (collectively the “Applicants”), all wholly owned subsidiaries of Cheniere Energy Inc. (“Cheniere”), are evaluating the development of a liquefied natural gas (“LNG”) liquefaction and storage facility (the “Considered Project”) within the 888.289-acre reinvestment zone in San Patricio County, Texas. Corpus Christi Liquefaction is currently constructing an LNG liquefaction, storage and marine terminal facility, including three LNG liquefaction trains, which are covered by Chapter 313 Agreement Nos. 296, 297 and 298 (the “Covered Project”) (A “train” is an integrated collection of manufacturing equipment that is designed to operate independently as a unit.) The Considered Project, which will include a single train (“Train 4”), will operate largely independent from the Covered Project, with its own utilities, buildings and other supporting infrastructure.

The estimated capital investment cost of the Considered Project, as reflected in this application, is approximately \$3 billion. In addition to the Chapter 313 economic development incentives being sought with this application through Gregory-Portland ISD and the State of Texas, the Applicants intend to seek economic development incentives from San Patricio County and several other local jurisdictions. Each individual train of a LNG liquefaction facility has to stand on its own in terms of technical viability, regulatory approvals, long-term customer commitments for the LNG produced, and project financing. Construction could start as early as 2019 with commencement of commercial operations as early as 2023 if, and **only** if, the following conditions are met for the Considered Project: the technical viability of the project is confirmed, all necessary regulatory approvals are obtained, adequate customer commitments are secured, supportive economic development incentives are provided, sufficient project financing is arranged, and corporate board approval is received.

The Considered Project would include LNG liquefaction facilities, LNG storage facilities and supporting infrastructure, as described further below.

### LNG Liquefaction Facility

Subject to final technology and equipment selection, which has not been finalized as of the date of this application, the LNG liquefaction facility constitutes one ConocoPhillips Optimized Cascade<sup>SM</sup> LNG liquefaction train, capable of processing up to approximately 700 million cubic feet per day of natural gas and with average liquefaction capacity of approximately 4.5 million tonnes per annum. This train includes, but is not limited to, the following:

- Six GE LM2500 aeroderivative natural gas turbines driving multiple compressors in order to cool the methane, ethylene and propane refrigerants;
- Two “cold boxes”, hundreds of induced draft air coolers and various other heat exchangers that enable the refrigerants to cool the natural gas feedstock to -270 degrees Fahrenheit in order to produce LNG;
- Facilities which remove water, mercury, carbon dioxide (CO<sub>2</sub>), hydrogen sulfide (H<sub>2</sub>S), other sulfur compounds and heavy hydrocarbons from the natural gas feedstock; and
- Waste heat recovery systems for energy efficiency;

The liquefaction facility will be built on numerous foundation pilings to support the equipment and will include electrical cables and interconnections to control equipment required to operate the liquefaction facility such as pumps, motors, vessels, intra-plant piping, and valves in addition to the above described compressors, cold boxes, natural gas inlet treating, and waste heat recovery systems.

### LNG Storage Facilities

The LNG storage facilities constitute one 160,000 cubic meter tank and ancillary equipment and systems.

### Supporting Infrastructure

The supporting infrastructure includes, but is not limited to, the following:

- Natural gas feedstock receipt facilities

- Nitrogen supply receipt facilities
- Electrical power supply lines and substation
- Water treatment and storage facilities
- Warehouse and maintenance buildings
- Boiloff gas compressors
- Plant and instrument air facilities
- Refrigerant storage tanks
- Turbine inlet air chilling plant
- Intra-plant electrical, utility, and piping systems
- Flares
- Firewater system
- Fire and gas detection system
- LNG spill containment facilities

#### Feedstock Sources

- Train 4 will use natural gas delivered by pipeline as feedstock and fuel. This feedstock is available from multiple sources and will require sources of natural gas from states other than Texas.

#### Proposed Output Capacity and Final Products

- Train 4 will have a design output capacity of approximately 4.5 million tonnes per annum of LNG

#### Interconnections with Adjacent Facilities

- Like the other equipment described herein, the interconnection equipment discussed in this section is identical to that described in Application 1076. Applicants and the Comptroller had detailed discussions about the interconnection equipment in connection with the Comptroller's review and approval of Application 1076.
- An LNG transfer line or lines will interconnect the Considered Project with the Covered Project.
- The Considered Project intends to rely on the Covered Project's control room utilizing cable interconnections.

- Otherwise, due largely to the spatial separation of the Covered and Considered Projects, the preliminary design calls for no other significant interconnections and for the Considered Project to rely solely on its own supporting infrastructure.
- The Considered Project will export LNG produced via the Covered Project's marine terminal.

**TAB 9**

*Description of Land*

Please see the attached legal description of the land for the proposed project. Applicants own Tract 1, Tract 2, and Tract 3.

As of January 1, 2016, (the most current available valuation which is under appeal), San Patricio County Appraisal District valued the land at an average of \$20,133 per acre. Based on the 888.289 acres in the proposed reinvestment zone, the land is valued at \$17,883,785 (rounded). The San Patricio County Appraisal District account numbers are 2139-0139-0001-007 and 2139-0139-001-003. Copies of the San Patricio County Appraisal District parcel descriptions and valuations are attached.

The proposed reinvestment zone will contain both this project and a separate LNG liquefaction train which is the subject of a separate application for limitation of appraised value. Half of the value of the reinvestment zone land (\$8,941,893) has been included as qualified property in this application (see Tab 14, Schedule B), and the other half has been included as qualified property in the separate application for the other train.



Application for Appraised Value Limitation on Qualified Property

SECTION 16: Authorized Signatures and Applicant Certification

After the application and schedules are complete, an authorized representative from the school district and the business should review the application documents and complete this authorization page. Attach the completed authorization page in Tab 17. NOTE: If you amend your application, you will need to obtain new signatures and resubmit this page, Section 16, with the amendment request.

1. Authorized School District Representative Signature

I am the authorized representative for the school district to which this application is being submitted. I understand that this application is a government record as defined in Chapter 37 of the Texas Penal Code.

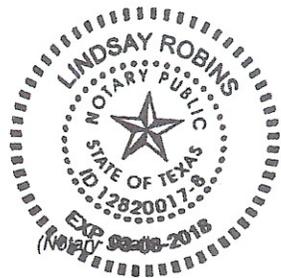
print here → Dr. Paul Clore Superintendent  
Print Name (Authorized School District Representative) Title  
sign here → Paul Clore 3-30-17  
Signature (Authorized School District Representative) Date

2. Authorized Company Representative (Applicant) Signature and Notarization

I am the authorized representative for the business entity for the purpose of filing this application. I understand that this application is a government record as defined in Chapter 37 of the Texas Penal Code. The information contained in this application and schedules is true and correct to the best of my knowledge and belief.

I hereby certify and affirm that the business entity I represent is in good standing under the laws of the state in which the business entity was organized and that no delinquent taxes are owed to the State of Texas.

print here → Keith Little Vice President, Business Development  
Print Name (Authorized Company Representative (Applicant)) Title  
sign here → Keith Little March 09, 2017  
Signature (Authorized Company Representative (Applicant)) Date



GIVEN under my hand and seal of office this, the  
09 day of March, 2017  
Lindsay Robins  
Notary Public in and for the State of Texas  
My Commission expires: March 8, 2018

If you make a false statement on this application, you could be found guilty of a Class A misdemeanor or a state jail felony under Texas Penal Code Section 37.10.