



**Federal Energy Regulatory Commission**  
 Office of Energy Projects  
 Washington, DC 20426

**Rio Grande LNG Project**  
*Final Environmental Impact Statement*  
*Volume III, Part 6*



**Rio Grande LNG, LLC and Rio Bravo Pipeline Company, LLC**

**April 2019**  
**Docket Nos. CP16-454-000, CP16-455-000**  
**FERC/EIS-0287F**

**Cooperating Agencies:**



U.S. Environmental Protection Agency



U.S. Department of Transportation



U.S. Coast Guard



U.S. Department of Energy



U.S. Army Corps of Engineers



U.S. Fish and Wildlife Service



Federal Aviation Administration



National Park Service



National Oceanic Atmospheric Administration -  
 National Marine Fisheries Service

Individuals (IND)

IND1 - John Young

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Re: Docket No CP16-454 Rio Grande LNG  
Docket No CP16-116 Texas LNG  
Docket No CP16-480 Annova LNG

Critique of Coast Guard's Rio Grande LNG, Texas LNG, and Annova LNG Waterway Suitability Assessments

**Note:** I consider this an incomplete but substantive comment on the inadequacies of the US Coast Guard's Waterway Suitability Assessments primarily on the proposed Rio Grande LNG project but also on the Texas LNG and Annova LNG projects.

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I completed this draft in July 2018 but had to set it aside due to other priorities. I'm submitting it now "as is" because FERC has scheduled Draft Environmental Statements on Rio Grande LNG and Texas LNG for this month (October 2018) and on Annova LNG for this December 2018.

The one substantive update I would add regards aircraft dangers posed to Rio Grande LNG's proposed facilities and operations relevant also to Texas LNG's and Annova LNG's proposed facilities and operations:

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On 07-16-2018, Rio Grande LNG submitted a response to FERC's 06-11-2018 request for information No. 20. The response addressed the safety issues related to the company's proposed LNG Terminal, stating that the safety issues related to the LNG tanker ships (transit routes and moorings at the Terminal, had already be addressed by a Waterway Suitability Assessment (WSA).

That WSA was submitted to the Coast Guard 12-17-2015 by Acutech, hired by Rio Grande LNG to help it get Coast Guard approval. Rio Grande LNG directs us to "RR13, Appendix 13 G.3 – Waterway Safety and Reliability Impact Studies" but provides no link to the relevant information.

So the aircraft dangers posed to the Terminal are available for public review. But the aircraft dangers posed to the LNG tanker ships (moored or in transit) are not.

To answer the questions regarding aircraft dangers to its proposed Terminal site, Rio Grande LNG cites a July 2018 Air Safety and Reliability Impact Study (ASRIS) of the present commercial, military, and general aviation air traffic in the area.

It's not clear that either the December 2015 WSA or July 2018 ASRIS take into consideration the planned expansion of the Port Isabel – Cameron County Airport.

See Rio Grande LNG's 07-16-2018 to FERC's 06-11-2018 Information Request No. 20 [20180716-5010(33002795)] at [http://elibrary.FERC.gov/idmws/file\\_list.asp?accession\\_num=20180716-5010](http://elibrary.FERC.gov/idmws/file_list.asp?accession_num=20180716-5010).

For information on the planned expansion of the Port Isabel – Cameron County Airport, see "Brownsville airport waiting on city to find contractor for new passenger terminal

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Section 4.12.1.7 has a recommendation that would require RG LNG to receive a FAA determination for LNG carrier operations within the channel. Section 4.12.1.3 lists the stakeholders that the Coast Guard consulted during its review. As noted by the commentor, under the guidance in NVIC 01-2011, the Coast Guard is encouraged to include other stakeholders. The Coast Guard extended invitations to: RG Developers, Brazos/Santiago Pilots Association, recreational boating users, area industry representatives (Citgo Petroleum, Vulcan Materials Company), BND, Port Isabel Navigation District, Signet Maritime (Towing) of Brownsville, Keppel Amfels, Texas Shrimp Association, Long Island Village, the State Office of Emergency Preparedness, and various fishing charter companies. Not all invitees attended the stakeholder meeting.

As described in section 4.12.1.6 of the EIS, RG LNG would need to prepare an ERP and a cost sharing plan through coordination with appropriate state and local agencies. If authorized, the ERP and cost sharing plan would need to be submitted for review and approval prior to any construction at the site. RG LNG would consult with local, state, and federal agencies in developing these plans. This consultation would determine rather coordination would be needed between the other LNG projects (as well as other industries) proposed or already located in Brownsville, TX.

In addition, FERC staff has updated recommendations in section 4.12.1.7 so that RG LNG must file procedures to conduct risk based assessments that would incorporate FAA's public guidance prior to a rocket launch. Since the risk assessments would incorporate the FAA's public guidance, the risk assessments would be based on the most up to date information about areas likely to be impacted by falling debris and would allow RG LNG to take any action such as reducing or stopping certain plant operations prior to a rocket launch. As stated in section 4.12.1.4 of the EIS and in NVIC 01-2011, the Coast Guard LOR is a recommendation to FERC as part of the permitting process. Furthermore, NVIC 01-2011 indicates that the Transit Management Plan for LNG carrier operations is optional, therefore RG LNG would develop this plan if required by Coast Guard. Regardless, RG LNG would develop a Facility Security Plan that must be approved by the Coast Guard.

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Section 4.13 has been updated to include applicable aviation projects. Section 4.12.1.7 of the EIS contains a recommendation for RG LNG to confirm FAA requirements for LNG marine vessels traversing the BSC.

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project," Stephen Sealey, 10-02-2018, KGBT Channel 4 ValleyCentral News, <https://valleycentral.com/news/local/brownsville-airport-waiting-on-city-to-find-contractor-for-new-passenger-terminal-project>.

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Also a brief update on the **SpaceX** Boca Chica Beach launch site project, relevant to rocket launch failure dangers posed to the LNG tanker ships as well as to the proposed LNG Terminals:

In July 2018, SpaceX moved a massive rocketry-related 100,000-gallon liquid oxygen tank to the launch site and in September 2018 announced that the Big Falcon Rocket will be taller than previously announced (387 feet rather than 348 feet) with "hopper tests" scheduled for 2019, "high-altitude high-velocity flights in 2020, and a flight around the moon as early as 2023. See:

"SpaceX Mars rocket test site receives first huge rocket propellant storage tank," Eric Ralph, 07-12-2018, TESLARATI, <https://www.teslarati.com/spacex-boca-chica-texas-launch-bfr-test-prep/>

"SpaceX will fly a Japanese Billionaire (and artists, too!) around the moon in 2023," Mike Wall, 09-17-2018, Space.com, [https://www.space.com/41854-spacex-unveils-1st-private-moon-flight-passenger.html#?utm\\_source=accuweather&utm\\_medium=syndication](https://www.space.com/41854-spacex-unveils-1st-private-moon-flight-passenger.html#?utm_source=accuweather&utm_medium=syndication)

And a brief update on the **Big River LEED-certified steel mill** now scheduled to be built at the Port of Brownsville: Announced as a possibility in May 2017, Big River now has a lease option on 800 acres approved by the Port on 04-24-2018, is presently conducting site studies there, plans to have the steel mill operational in four years, plans to provide about 500 full-time jobs there with an average salary of \$75,000 a year. See:

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"Steel mill still eyeing port," Steve Clark, 07-06-2018, Brownsville Herald, [https://www.brownsvilleherald.com/premium/steel-mill-still-eyeing-port/article\\_3a88d0f7-972e-53bb-a413-cf196dd9f7dd.html](https://www.brownsvilleherald.com/premium/steel-mill-still-eyeing-port/article_3a88d0f7-972e-53bb-a413-cf196dd9f7dd.html)

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**My Incomplete But Substantive Draft Comment:**

Based on the publicly available information I've been able to find to date, the US Coast Guard's 11-17-2017 "Letter of Recommendation" regarding the Waterway Suitability of Rio Grande LNG's project at the Port" does not adequately address the possible detrimental impacts of the expectable LNG tanker ship traffic it will bring to the Brownsville Ship Channel. It

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- 1) leaves out the concerns and interests of a number of important stakeholders;
- 2) leaves too much to be worked out after the Rio Grande LNG project is approved;
- 3) privileges the interests of a limited number of stakeholders favoring the Rio Grande

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Section 4.13 has been updated to include the proposed Project.

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LNG operation;

- 4) and unfairly limits the options available to other other important stakeholders to bargain or litigate for their legitimate and substantive interests.

**This is clearly an inadequate analysis that must be challenged.**

First I'll list my sources of information.

Then I'll discuss the inadequacies of the Coast Guard's Waterway Suitability for determining whether or not the proposed Rio Grande LNG project meets the minimal standards for FERC approval. I'll also be addressing the timing of the project's Emergency Manual development, completion, and approval.

I've also added two 2016 Public Comments I made to the Coast Guard regarding the Waterway Suitability as appendixes to this Public Comment, so my discussion here will be brief. For a deeper dive into the issues involved, check them out.

**SOURCES OF INFORMATION:**

All that appears publicly available to those diligent and determined enough to find it are:

- 1) The Coast Guard's 12-26-2017 cover note and 11-17-2017 "Letter of Recommendation" regarding the Waterway Suitability of Rio Grande LNG's project at the Port," both available at [http://elibrary.FERC.gov/idmws/file\\_list.asp?accession\\_num=20180118-3038](http://elibrary.FERC.gov/idmws/file_list.asp?accession_num=20180118-3038). Note: Attached to his Letter of Recommendation is a United States Coastguard "ANALYSIS SUPPORTING THE LETTER OF RECOMMENDATION ISSUED BY COTP SECTOR CORPUS CHRISTI ON NOVEMBER 17, 2017."
- 2) The Coast Guard's 03-17-2018 cover note and and 11-17-2017 "Letter of Recommendation" regarding the Waterway Suitability of Annova LNG's project at the Port," both available at [http://elibrary.FERC.gov/idmws/file\\_list.asp?accession\\_num=20180307-3058](http://elibrary.FERC.gov/idmws/file_list.asp?accession_num=20180307-3058). Note: Attached to his Letter of Recommendation is a United States Coastguard "ANALYSIS SUPPORTING THE LETTER OF RECOMMENDATION ISSUED BY COTP SECTOR CORPUS CHRISTI ON NOVEMBER 17, 2017."
- 3) Texas LNG's 02-26-2018 Cover letter and the Coast Guard's 1-17-2017 "Letter of Recommendation" regarding the Waterway Suitability of Texas LNG's project at the Port," both available at [http://elibrary.FERC.gov/idmws/file\\_list.asp?accession\\_num=20180226-5125](http://elibrary.FERC.gov/idmws/file_list.asp?accession_num=20180226-5125). Note: Attached to his Letter of Recommendation is a United States Coastguard "ANALYSIS SUPPORTING THE LETTER OF RECOMMENDATION ISSUED BY COTP SECTOR CORPUS CHRISTI ON NOVEMBER 17, 2017."

Also relevant, though not mentioned in the Cover Letters of Recommendation, are:

- 4) the "Texas LNG Oct 2015 Draft Resource Report 5 (Socioeconomic)" available at:

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[http://elibrary.ferc.gov/IDMWS/common/OpenNat.asp?fileID=14008625;](http://elibrary.ferc.gov/IDMWS/common/OpenNat.asp?fileID=14008625)

- 5) the "Texas LNG October 2015 Draft Resource Report 8 (Land Use, Recreation, and Aesthetics)" available at: [https://elibrary.ferc.gov/IDMWS/common/OpenNat.asp?fileID=14016509;](https://elibrary.ferc.gov/IDMWS/common/OpenNat.asp?fileID=14016509)
- 6) the "Rio Grande LNG, LLC, et. al. under CP16-454., et. al. submit for filing information supplementing their May 5, 2016 application" and are available at [http://elibrary.FERC.gov/idmws/file\\_list.asp?accession\\_num=20170321-5137.](http://elibrary.FERC.gov/idmws/file_list.asp?accession_num=20170321-5137)

Note 1: This document also includes the March 2017 ACTA Technical Report No. 17-1008/1-02 "Rio Grande LNG Facility Hazard Predictions Due to Launch Vehicle Failures at the SpaceX Boca Chica Texas Spaceport."

Note 2: My 06-11-2018 Public Comment on the 05-05-2016 Rio Grande LNG document is available at [http://elibrary.ferc.gov/idmws/file\\_list.asp?accession\\_num=20180611-5082;](http://elibrary.ferc.gov/idmws/file_list.asp?accession_num=20180611-5082)

- 7) "Waterway Suitability Assessment for Expansion of Liquefied Natural Gas Facility; Ingleside, TX," A Notice by the Coast Guard, 08-23-2016, Federal Register, <https://www.federalregister.gov/documents/2016/08/23/2016-20088/waterway-suitability-assessment-for-expansion-of-liquefied-natural-gas-facility-ingleside-tx>. The deadline for making comments was 09-22-2016.

Note: This document refers to four other documents relating to LNG Waterfront Facilities:

33 CFR 128.005, "Title 33 – Navigation and Navigable Waters, Definitions," <https://www.gpo.gov/fdsys/pkg/CFR-2017-title33-vol2/xml/CFR-2017-title33-vol2-sec127-005.xml>

33 CFR 128.007, "Title 33 – Navigation and Navigable Waters, Letter of intent and waterway suitability assessment," <https://www.gpo.gov/fdsys/pkg/CFR-2017-title33-vol2/xml/CFR-2017-title33-vol2-sec127-007.xml>

33 CFR 127.009 "Title 33 – Navigation and Navigable Waters, Letter of recommendation," at <https://www.gpo.gov/fdsys/pkg/CFR-2017-title33-vol2/xml/CFR-2017-title33-vol2-sec127-009.xml>

NVIC 01-2011 ["Guidance Related to Waterfront Liquefied Natural Gas (LNG) Facilities," Navigation and Vessel Inspection Circular (NVIC) No 01-2011, 01-24-2011, 62 pages], <http://www.uscg.mil/hq/cg5/nvic/2010s.asp> [a bad link, but available at <https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/5ps/NVIC/2011/NVIC%2001-2011%20Final.pdf>

- 8) "Rio Grande LNG Project and Marine Considerations," Rio Grande LNG, 08-24-2017, 56 slide PowerPoint, <http://www.mts-houston.org/pdfs/2017/2017augustnielsen.pdf>
- 9) I am attaching below a copy of the 10-22-2016 and 12-12-2016 Public Comments I

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submitted to the US Coast Guard on its "Waterway Suitability Assessment for Liquefied Natural Gas Facilities, Docket ID USCG-2016-0626" as Attachments 1 and 2 respectively.

#### DISCUSSION:

##### Topic 1: We need clarification of the Letter of Recommendation's parameters.

What is the meaning of the Coast Guard's Letters of Recommendation indicating that our Ship Channel is "Suitable" for LNG tanker ship traffic?

A cursory reading of the announcements about the Letters of Recommendation and the Letters themselves give the impression that the Coast Guard has considered and dismissed the possible problems involved with LNG tanker ships traversing our Brownsville Ship Channel to load and export LNG from the Rio Grande LNG, Annova LNG, and Texas LNG operational sites.

On the other hand, some locals say the Coast Guard's concerns end at the water's edge, with no real consideration of the risks to those on shore related to LNG tanker ship LNG spills etc.

A more detailed reading of the Letters themselves indicate that the Coast Guard undertook a Waterway Suitability Analysis (WSA) Process that a) included a wide range of stakeholder input and b) considered a range of issues related to safety, security, environmental, economics, public outreach and the physical characteristics of the ship channel. This seems substantial and reassuring. All the important issues seem to have been addressed and adequately resolved.

But an even deeper reading of a) the Letters of Recommendation and b) the Navigation and Vessel Inspection Circular (NVIC) No 01-2011 ("Guidance Related to Waterfront Liquefied Natural Gas [LNG] Facilities") again raises important questions about 1) the adequacy of the WSA Process used and 2) the adequacy of the resultant Letters of Recommendation in terms of important local concerns.

Note: NVIC No 01-2011 provides an invalid link to updates to the Circular. It includes a discussion of the FERC permitting process and of the Coast Guard's role in that process. It includes a sample Letter of Recommendation and a sample Analysis Supporting the Letter of Recommendation, both of which closely match the Coast Guard's Rio Grande LNG, Annova LNG, and Texas Letters Of Recommendation and Analyses Supporting the Letters of Recommendation. The public version of the Circular does not include the "Risk Management Quick-Reference Tool" and other information considered to be "Sensitive Security Information."

These questions arise for a number of reasons, including:

- 1) The list of those actually involved in the WSA Process is a) pretty small and b) weighted heavily in favor of the LNG projects.
- 2) The Letters of Recommendation are based on a number of questionable prospective assumptions including but not limited to the accuracy of the WSA's the

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LNG companies submitted to the Coast Guard.

3) As detailed in NVIC No 01-2011, the companies' Emergency Response Plans and Cost Sharing Plans are to be developed throughout the permitting process but need not be completed until **after** they receive FERC approval for their proposed LNG projects.

Note: This is not unique to the Rio Grande LNG, Annova LNG, and Texas LNG Waterway Suitability Analyses. For example, a 05-15-2018 report on the recent issuance of a Waterway Suitability Letter of Recommendation for the proposed Jordan Cove LNG project in Oregon states: "If the facility is permitted by FERC, Jordan Cove LNG will be required to submit an Emergency Response Plan and Transit Management plans that identify the resources necessary to support the Waterways Suitability Analysis and facility operation. See "USCG declares Jordan Cove LNG suitable for marine traffic," LNG World News, 05-15-2018, <https://www.lngworldnews.com/uscg-declares-jordan-cove-lng-suitable-for-marine-traffic/>

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4) The disruptions to the normal operations of the ship channel caused by the LNG tanker ships is to be resolved as the tanker ship traffic gradually increases "through a robust working group, similar to a Harbor Safety Committee" with the rosy reassurance that "this issue can be addressed and logistics can be worked out to all waterway users' satisfaction." But Transit Management Plans are "optional," and come **after** the LNG projects become operational.

So the Letters of Recommendation are good news for the LNG companies. But perhaps not for all the important stakeholders and stakeholder groups using the waterway, local residents and recreationers put at risk and inconvenienced by LNG tanker ship traffic, and other business operations such as SpaceX (which wouldn't want its number and types of rocket launches limited due the risks of failed launch debris impacting the tanker ships).

We need clarification as to what the Letters of Recommendations actually certify and confirm and what still needs further negotiation, determination, and certification.

Yes the Emergency Response Plans should already be under development. Yes FERC is pouring over the details of the proposed LNG projects in terms of spill containment and fire control measures etc. Yes there are to be annual WSA reviews and the Coast Guard will continue to have authority over the tanker ships within the ship channel.

But where does the Coast Sharing Plan fit in? And what about the optional Transit Management Plan?

Note: Both the Emergency Response Plan and the Cost Sharing Plan include each LNG project as a whole, including but beyond the Coast Guard's purview. Question: How are such plans for each company to be integrated and coordinated with each other and with other existent and emerging plans in the area?

At what point and how are stakeholders so far left out of the WSA process to be included? During the FERC public comment period and meeting following the publication of the Draft

Environmental Impact Studies and the comment period following the publication of the Final Environmental Impact Studies?

What Emergency Response Plan and Cost Sharing Plan information will be public, and what will be withheld from public view as "Sensitive Security Information" and/or as "Critical Energy Infrastructure Information"? When will we learn if the optional Transit Management Plans will be made, and how stakeholders can participate in the making of the plans?

**Topic 2: We need more, reliable information**

According to the Coast Guard's 08-23-2016 Public Notice, it would be considering two Letters of Intent (LOI), one submitted on behalf of both Annova LNG and Texas LNG by Rodino Inc and the other submitted by AcuTech on behalf of Rio Grande LNG by AcuTech. According to the Letters of Recommendation, the Coast Guard assumes the WSA's submitted by Rodino and AcuTech are accurate. The Coast Guard also assumes that the conditions at the Port have not substantially changed during the initial WSA Process on which the its Letters of Recommendation are based. We needed to see both Letters of Intent and the WSA's submitted by both Rodino and AcuTech a) at the time of the Coast Guard's 08-23-2016 Public Notice to make substantive comments by the 09-22-2016 deadline and b) now as well to see if we with their accuracy and to get a good idea of their possible cumulative impacts.

Note: In using Rodino Inc, Annova LNG and Texas LNG seem to have used a small, local company with a Coast Guard connection to help them get Waterway Suitability approval from the Coast Guard. In using AcuTech, Rio Grande seems to have used the shock and awe of a global corporation that boasts that "75% of our clients are leaders on the Fortune 500 list in petroleum, chemicals, and petrochemicals." And in the other corner, we have concerned locals who live and work on the south most tip of Texas – left pretty much in the dark about what the proposed LNG projects might really mean for their business interests, jobs, property values, insurance rates, and way of life.

Note: The AcuTech Waterway Suitability Analysis was submitted to the Coast Guard on 12-17-2015, eight months or so before the Coast Guard issued its 08-23-2016 Public Notice. The Rodino WSA was submitted to the Coast Guard on 05-24-2016. Did the conditions at the Port truly remain substantially unchanged between the times Rodino and AcuTech submitted their WSAs and the Coast Guard's 11-17-2017 Letters of Recommendation?

Note: There are apparently two versions of Letters of Recommendation, a public version and a SSI version (SSI being Department of Homeland Security speak for "Sensitive Security Information" which "may be" made available to those with a "need to know" and who have established appropriate document handling and non-disclosure protocols).

We needed and still need to see the public comments submitted to the Coast Guard in compliance with the 08-23-2016 Public Notice in order to a) get a more complete picture of the possible impacts of the proposed projects and the concerns about these possible impacts, b) establish working relationships among compatible stakeholders, and c) contribute constructively to planning that better accommodates the interests of all.

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As well as the information indicated in Discussion Topic 1 above.

#### **Topic 3: We needed / need more public input.**

The Coast Guard's Letters of Recommendation's claims of adequate public input don't seem supported by the facts.

In its Rio Grande LNG Letter of Recommendation, it bases these claims on the three public meetings conducted by Rio Grande LNG in August 2015 and a 10-14-2015 Brownsville workshop that seems to have included two discussion groups – one regarding the proposed Rio Grande LNG project and the other one regarding both the Annova LNG and Texas LNG proposed projects. The Coast Guard staff also “held several in house reviews” of the WSAs and worked with the LNG companies, their Consulting Groups (Rodino for Annova and Texas, AcuTech for Rio Grande), and “port partners” (unspecified) “through a series of ad-hoc meetings.”

The three Rio Grande LNG public meetings were actually drop-in Open Houses with displays promoting the company's proposed projects and company reps making sales pitches and infomercials to individual and small groups of visitors. FERC staff had a table where they answered questions and accepted individual written public comments and handed out forms for making public comments at a later time -- but the visitors mostly focused the company displays, reps, and freebies. There seemed to be no Coast Guard representatives at any of these meetings and ,as per NVIC 01-2011, they would have been observers and not participants if they had attended. There were no formal panel discussions representing differing points of view.

The small 10-14-2015 Coast Guard WSA Brownsville workshop was held prior to the Coast Guard's 10-13-2016 Public Notice requesting public comments on the proposed LNG projects. Therefore, the comments had not yet been received and sorted into the categories listed in the Coast Guard's Letters of Concern. Were the public comments submitted at or subsequent to the Open Houses considered at the Brownsville workshop?

The 10-14-2015 workshop appears to have been a select, by-invitation-only event. The discussion of Rio Grande LNG's WSA included only 27 individuals; the discussion of Annova LNG's and Texas LNG's, 25. According to the Analyses Supporting the Letters of Recommendation, “The workshop included a wide range of participants, including representatives from; AcuTech [for Rio Grande LNG]/Rodino [for Annova and Texas LNG]; the USCG, Brazos-Santiago Pilots Association; terminal operators; refinery operators; Port Authorities; shipping agents and law enforcement agencies.”

It's unclear who the refinery operators might have been, since there seem to be no refineries at or planned for the Port of Brownsville. It's also unclear who the shipping agents might have been. Law enforcement participation seemed limited to one Port of Brownsville Police Dept representative who attended only the Annova/Texas meeting but not the Rio Grande meeting.

Of the 27 attending the Rio Grande meeting, 4 were Coast Guard representatives, 4 were Rio Grande LNG representatives, and 2 were AcuTech representatives (ie, Rio Grande LNG

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consultants). Seven were Port of Brownsville representatives, strongly supportive of all three LNG companies. Two were Brazos-Santiago Pilots Association representatives, presumably interested in the increased business LNG tanker ships would bring their way. The other attendees included 2 representing Vulcan Construction Materials, 2 representing Keppel Amfels, and 1 each representing the Port Isabel Navigation District, Signet Maritime, CITGO, and a Local Charter Fishing enterprise.

Sixteen of those attending attended both the Rio Grande meeting and the Annona/Texas meeting. Add together the Rio Grande, AcuTech, Port, and Pilots Association representatives, and it would seem that at least 15 of the 27 were clear supporters of Rio Grande LNG's proposed operations at the port.

To adequately include public input, the Coast Guard's 08-23-2016 Public Notice request public comments should have been posted on FERC's eLibrary website under "Docket No CP16-454 Rio Grande LNG." Doing so would have spread the announcement to a large group of individuals and groups that had posted Public Comments there and/or had registered as Intervenors. In addition, the Brownsville workshop should have been conducted after the Coast Guard had received and categorized the requested comments and the comments should have been posted for public review. The Commentors and Intervenors should have been invited to the Brownsville workshop, a Public Notice should have been posted in the local Brownsville Herald newspaper.

Why weren't representatives from other major local interest groups and businesses with major stakes in this matter, as the cities of Port Isabel and South Padre Island, the Texas Shrimpers Association, SpaceX, Friends of the Laguna Madre, JupiterMLP, the Surfrider Foundation/South Texas, the Rio Grande Valley Coalition for Healthy Children, and local First Responders and medical facilities. After all, NVIC 01-2011 states that

. . .COTPs are encouraged to include other other port stakeholders in the WSA process who may not be represented by the AMSC, HSC or other established committees. This may include members of the general public, as appropriate. [COTP = Captain of the Port; AMSC = Area Maritime Security Committees; HSC = Harbor Safety Committees]

For certain, SpaceX should have been included in the WSA Process, even though NextDecade is on record belittling the SpaceX Boca Chica launch site under development 5 miles from its proposed Rio Grande LNG project site. SpaceX is presently approved for 12 rocket launches a year from its Boca Chica site but has plans that would include larger rockets (including the interplanetary FBR rocket) and an increasing number of launches. According to the The Commercial Space Launch Act of 1984, as amended, "directs the FAA to encourage, facilitate, and promote commercial space launches and reentries by the private sector, including those involving space flight participants."

See "Rio Grande LNG, LLC, et. al. under CP16-454., et. al. submit for filing information supplementing their May 5, 2016 application," [http://elibrary.FERC.gov/idmws/file\\_list.asp?accession\\_num=20170321-5137](http://elibrary.FERC.gov/idmws/file_list.asp?accession_num=20170321-5137).

See "Comment of John Young under CP16-454, Rio Grande LNG's 03-21-2017 inadequate response to FERC regarding SpaceX launch failure hazards," 06-11-2018,

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[http://elibrary.ferc.gov/idmws/file\\_list.asp?accession\\_num=20180611-5082](http://elibrary.ferc.gov/idmws/file_list.asp?accession_num=20180611-5082).

See the Federal Aviation Administration's Regulations web page, updated 06-01-2018, [https://www.faa.gov/about/office\\_org/headquarters\\_offices/ast/regulations/](https://www.faa.gov/about/office_org/headquarters_offices/ast/regulations/).

Regarding SpaceX's preparing its Boca Chica site for Mars rocket launches, see "SpaceX Mars rocket test site receives first huge rocket propellant storage tank," Eric Ralph, 07-12-2018, TESLARATI, <https://www.teslarati.com/spacex-boca-chica-texas-launch-bfr-test-prep/>.

For certain, Enbridge Inc (parent company of Valley Crossing Pipeline LLC) should have been included regarding its 42-inch 1/3 mile Blast Zone radius natural gas pipeline noted in the Analysis Supporting the LOR. Its pipeline now crosses under the Ship Channel. The Analysis states that "Due to the depth of the pipeline [48 feet below the channel], this will have no effect on ship channel traffic." The Valley Crossing Pipeline construction has been completed at the Port. Is it 48 feet below the channel? Would Enbridge agree that the pipeline and LNG tanker ships would be compatible? The Port wants to deepen the channel by ten feet, has all the permits it needs to do so, is working to fund the project. If the channel is deepened by ten feet, would the pipeline and LNG tanker ships still pose negligible risk to each other?

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The Waterway Suitability Assessment Process should be extended as part of the Coast Guards participation in the development of the draft Environmental Impact Study. It should also be opened up to more stakeholders representing the diverse interests at stake here and/or moving forward with significant projects at the Port. For example, JupiterMLP and Big River Steel.

#### **Topic 4: We want our public input taken seriously.**

The Coast Guard's 11-17-2017 "ANALYSIS SUPPORTING THE LETTER OF RECOMMENDATION" states that the public comments submitted in response to its 10-13-2016 Public Notice reflected five major themes: safety, security, environmental, economics, public outreach and physical characteristics of the ship channel. It devotes a paragraph or two to each and cites the regulations relevant to each.

Note: The FERC initial public comment period included a requirement for the LNG companies to provide written responses to the comments submitted, either responding to individual comments or to groups of shared concerns. Not so our WSA comments.

Was the Letter of Recommendation finalized before the Coast Guard made its 08-23-2016 request for public comments? NVIC 01-2011 discusses a "Follow-on WSA" that's to follow the WSA's submitted by the LNG companies but to precede their filing of a formal application with FERC. As part of the process of validating the Follow-on WSA, there is a 30 to 60 day period for members of the WSA working group to "submit any additional input, comments, or recommendations they wish the COTP to consider before finalizing and sending a Letter of Recommendation to FERC. Why weren't those submitting written comments as per the Coast Guard's 08-23-2016 Public Notice offered a similar second comment period?

Rio Grande LNG filed its request for entry into the Pre-Filing process on 05-05-2016. The

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Pre-Filing process was initiated 04-13-2015. The formal was made 05-05-2016, preceding which the Coast Guard's Letter of Recommendation was to be finalized (if I'm reading NVIC 01-2011 correctly). So the question arises: Did the Coast Guard's 08-23-2016 request for public comments follow the finalizing of the Letter of Recommendation?

If our public input were to really be taken seriously, our comments would be posted where we could all see them and the responses would be more intelligible to the general public.

A number of us locals want a number of issues addressed before the LNG projects are permitted, not put off until after the projects are permitted.

This is part of wanting our voices and concerns taken seriously, not treated as afterthought of no real importance.

Perhaps the strong bias towards moving the Rio Grande LNG project forward contributed to an assumption that any problems created for local residents, tourists, shrimpers, and others would work themselves out on their own. The "ANALYSIS SUPPORTING THE LETTER OF RECOMMENDATION" comment on economic concerns including the concerns of shrimpers is less than reassuring:

There will be a disruption to the normal operations of the ship channel, however through a robust working group, similar to a Harbor Safety Committee, this issue can be addressed and logistics can be worked out to all waterway users' satisfaction.

For the most part, the Texas LNG documents present a more sober and respectful appraisal of the broader socioeconomic impacts LNG operations will have along the ship channel. However, it's suggestions for minimizing the resulting problems for the shrimpers and others, though largely appropriate, seem inadequate. For example, from its Resource Report 8:

The impact to commercial boaters departing from the fishing harbor will require stronger coordination to minimize delays during LNG carrier transits. The proposed projects along the Brownsville Ship Channel are working with the various stakeholders to develop LNG carrier transit plans that minimize disruption while ensuring safety.

And, an exception to its respective appraisal of the impacts, it appears more dismissive regarding the disruption of "recreational" activities:

In assessing cumulative impacts to recreational boaters, due to the area's extensive waterways many suitable areas for fishing and boating-related activities are available, thus reducing any incremental disruption in existing recreational use patterns from the increased ship traffic. Also the incremental change in recreational use of the Brownsville Ship Channel may require recreational users to seek other waterways during the limited vessel transit period.

Beyond such speculative reassurances, a more detailed analysis is needed with input by those regularly engaging in such activities. For some, it's their best way of putting affordable food on the family table. Relocating to accommodate large LNG tanker ship traffic takes time and perhaps gas money while also reducing productivity.

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These are not just inconvenience or nuisance issues but problems that come with industrial projects targeting greenfield areas where a lot of people live, spend their days, visit. As Michael Hightower, the Sandia Laboratories guy cited above notes, LNG operations are best sited in more isolated areas: "as far away from populated areas as possible, like the Cheniere facility in Sabine Pass, Louisiana."

An hour or two taken out of a work day to accommodate LNG tanker ship traffic can add up to more than a nuisance amount of financial loss over a budget year. In South Bay as well as in the ship channel itself: The size of the LNG carrier and the displacement of water during an LNG carrier's passage will result in surge and suction effects that will make it unsafe for small vessels to be in proximity to the LNG carrier" (Texas LNG Draft Resource Report 5).

Also critically important: Realistic Emergency Response Plans must be worked out before rather than after the LNG operations are permitted. And they must be worked out with the first responders, communities, and people potentially impacted by adverse events such as spills and resulting fires etc. Warning systems must be specified (such as a system of sirens, evacuation plans, HAZMAT training and equipment for first responders, and community preparedness). The challenge of tourists must be addressed, folks who with no awareness of the dangers posed by LNG tanker ships passing by a half mile to a mile away and who don't know their way around the area in order to escape LNG related adverse events.

To date, Rio Grande LNG has done its utmost to downplay any risks or hazards its proposed operations would pose to any one or any thing in any way. For example, its representatives have poured small amounts of LNG into glasses of tea, spoken about how safe it is long enough for the LNG to evaporate into the air, and then drinking the glass of tea to emphasize how safe and harmless it is. Also, the company representatives continue to frame adverse events as unlikely / manageable / containable and to avoid any reference to or discussion of Worst Case Scenarios.

Timely public information on and discussion of the company's Facility Security Plan, Emergency Manual, and Operations Manual – even while complying with CEII restrictions – would wake a lot of people up and get their attention in time to for them to express and act on their concerns 1) presently (FERC still accepting comments on its eLibrary website), 2) at the final FERC public meeting, and/or 3) before the final FERC comment deadline.

#### **Topic 5: The 11-17-2017 Letter of Recommendation was decidedly premature.**

It would be better finalized at the point that FERC publishes Notices Of Schedule on the proposed LNG projects to be more up to date on relevant developments such as 1) the possible Big River LEED-certified steel mill eyeing the Port of Brownsville, 2) JupiterMLP's oil tanker plans for the Port, 3) increasing concerns about cyber attacks on shipping operations, and 4) the expansion of SpaceX's Boca Chica Beach rocket launching plans.

#### Big River Steel:

See "RGV Steel Mill? LEED-certified steel mill at Port would supply auto industry," Steve Clark, 05-02-2017, The Brownsville Herald, as announced on the Port of Brownsville web site at <http://www.portofbrownsville.com/leed-certified-steel-mill-facility-at-port-would-supply-auto-industry/>.

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See "Island endorses \$1.5 billion steel plant," Kevin Rich, 05-26-2017, Port Isabel South Padre Press, <https://www.portisabelsouthpadre.com/2017/05/26/island-endorses-1-5-billion-steel-plant/>

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JupiterMLP:

JupiterMLP recently announced big plans for the Port of Brownsville that could have a big impact on the Brownsville Ship Channel's level of maritime traffic. It reportedly has permission to load and unload Panamx sized vessels at the rate rate of 30,000 barrels per hour at its Jupiter Export Terminal at the Port, plans to build two private docks inside the Port, and plans to build a Jupiter Offshore Loading Terminal and Very Large Crude Carrier loading facility six mile off the coast of Texas (able to load the largest oil tankers with 2 million barrels of oil within 48 hours).

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See "Dallas company secures permits to expand crude export hub at Texas port," Jarrett Renshaw and Devika Krishna Kumar, 05-17-2018, Reuters, <https://www.reuters.com/article/usa-oil-permian/dallas-company-secures-permits-to-expand-crude-export-hub-at-texas-port-idUSL2N1SN1UB?feedType=RSS&feedName=companyNews>

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See "Midstream company has tanker-sized plans for Port of Brownsville," Sergio Chapa, 05-21-2018, San Antonio Business Journal, <https://www.bizjournals.com/sanantonio/news/2018/05/21/midstream-company-has-tanker-sized-plans-for-port.html>

See "JupiterMLP Reaches Major Permitting Milestones in Brownsville, Texas," BusinessWire, 06-17-2018, <https://www.businesswire.com/news/home/20180517005417/en/JupiterMLP-Reaches-Major-Permitting-Milestones-Brownsville-Texas>

SpaceX:

The available public information doesn't indicate that the Coast Guard took into account the March 2017 ACTA report on SpaceX launch failure hazards relevant to Rio Grande LNG's proposed operations. And the subsequent Millennium report on possible launch failure hazards is apparently not yet available. SpaceX may launch more and bigger rockets from its Boca Chica site sooner than than previously expected.

See my 06-11-2018 comment to FERC regarding Rio Grande LNG's SpaceX problem at [https://elibrary.ferc.gov/idmws/file\\_list.asp?accession\\_num=20180611-5082](https://elibrary.ferc.gov/idmws/file_list.asp?accession_num=20180611-5082)

Cyber Attacks On Maritime Operations:

The possibility of cyber attacks on maritime operations also seem an emergent concern that need to be included in Waterway Suitability determinations.

See "Crappy IoT on the high seas: Holes punched in hull of maritime security," John Leyden, 06-06-2018, The Register, [https://www.theregister.co.uk/2018/06/06/infosec\\_europe\\_maritime\\_security/](https://www.theregister.co.uk/2018/06/06/infosec_europe_maritime_security/)

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Section 4.13 has been updated to include the proposed Project.

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See "Maritime navigation hack has potential to wreak havoc in English channel," Charlie Osborne, 06-08-2018, ZDNet, <https://www.zdnet.com/article/maritime-navigation-hack-has-potential-to-wreak-havoc-in-english-channel/#tag=RSSbaffb68>

In dialogue with the Federal Energy Regulatory Commission and having money problems to boot, Rio Grande LNG has been making changes in its project configuration and proposing possible alternatives. Annova LNG and Texas LNG have been making some changes as well. All three are works in progress.

#### Concluding Remarks:

It's clear that the Coast Guard's Letter of Recommendation regarding the proposed Rio Grande LNG project contains discrepancies and deficiencies. It evidences a bias in favor of the project and its supporters. It's also clear that this is not a final permitting approval regarding the Waterway Suitability of the project but, rather, a permitting of the WSA Process to proceed towards and beyond a Federal Energy Regulatory Commission prepared Draft Environmental Impact Study, with annual WSA reviews and Coast Guard waterway oversight to continue even beyond any FERC final project approval.

It's also clear that the WSA process to date, in which only a limited number of stakeholders have been active participants, narrows the possible influence of other stakeholders to adequately protect their interests regarding such important matters as Transit Management, Emergency Response Planning, and the Cost Sharing Plan for the funding of Emergency Response readiness and enactment etc.

The individual filing of written comments does not constitute the kind of active participation as the group discussions and other exchanges between the Coast Guard and the limited number of stakeholders included in these discussions and exchanges.

The "ANALYSIS SUPPORTING THE LETTER OF RECOMMENDATION" comment on economic concerns including the concerns of shrimpers offers a false, empty, meaningless reassurance:

There will be a disruption to the normal operations of the ship channel, however through a robust working group, similar to a Harbor Safety Committee, this issue can be addressed and logistics can be worked out to all waterway users' satisfaction.

The suggestion seems to be that the concerns of the shrimpers, Big River, JupiterMLP, and other present and prospective ship channel stakeholders and the interest of other area stakeholders such as SpaceX (interested in launching more and bigger rockets) can be adequately met by a "robust working group" that doesn't yet exist. How is such a group to be created, by what authority, vested with what authority, in what kind of relationship to the Port Authority etc?

Moving forward, more stakeholders must be provided with the information and opportunity needed for interactive participation in the process as it moves forward – commiserate with the interactive participation of the LNG project supporters to date and affording them equal opportunities to protect their interests in such matters.

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**Attachment 1**

*The 10-22-2016 Public Comment I submitted to the US Coast Guard on its "Waterway Suitability Assessment for Liquefied Natural Gas Facilities," Docket ID USCG-2016-0626 (Tracking Number 1k0-8s21-5rbn):*

**Docket ID:** USCG-2016-0626

RE: Waterway Suitability Assessment for Liquefied Natural Gas Facilities

Proposed for the Port of Brownsville, TX,

By Annova LNG Common Infrastructure, LLC (Annova LNG), Texas LNG Brownsville LLC (Texas LNG), and Rio Grande LNG.

I am a resident of San Benito, TX, deeply concerned with the way these companies are deceptively portraying themselves and pushing their projects forwards to get them approved. They portray their projects as good, all good, no bad. All upside, no downside.

After they're approved, built, and put into operation, they won't be able to hide the bad. But it will be too late for us to do anything about it.

They seem to be using two different strategies to get the Waterway Suitability Assessments they want. On the one hand, Rio Grande LNG seems to be taking a shock and awe approach. It's retained a global company to get what it wants: the AcuTech Group, Inc, that claims "75% of our clients are leaders on the Fortune 500 list in petroleum, chemicals, and petrochemicals" (<https://acutech-consulting.com/>).

Annova LNG and Texas LNG, on the other hand, seem to be taking a good old boy approach. Hiring a smaller, local company (Rodino, Inc, out of Bayview, TX; a member of the South Padre Island Chamber of Commerce). Tom Rodino earned his bachelors in engineering at the US Coast Guard Academy in 1970 and served as a US Coast Guard Commanding Officer in the Maritime Safety Office 1994-97 (Linkedin, <https://www.linkedin.com/in/tom-rodino-22247022>). Who better to help them get them what they want from the US Coast Guard?

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These companies claim the shipping of LNG is safe and won't interfere with any of our Brownsville ship channel, bay, or Gulf local economies such as our shrimping industry and ecotourism (including dolphin watch boat businesses and recreational fishing). I'm suspicious of both claims but will here address only the first claim: safe.

The Port & LNG companies claim LNG is safer than it really is by referencing "LNG SAFETY AND SECURITY," Center for Energy Economics, UT Austin, June 2012, [http://www.beg.utexas.edu/energyecon/LNG\\_Safety\\_and\\_Security\\_Update\\_2012.pdf/](http://www.beg.utexas.edu/energyecon/LNG_Safety_and_Security_Update_2012.pdf/).

That study appears to one-sidedly fossil fuel friendly. If you go to the Center For Energy Economics (CEE) website you'll see that its "Partners" are primarily LNG and oil companies. The publication itself was authored Michelle Foss, PhD but "prepared" by four "CEE researchers" (no other credentials given) and was "supported by" a research consortium (Commercial Frameworks for LNG in North America).

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The sponsors of that consortium (Commercial Frameworks for LNG in North America) are listed as: BP Energy Company-Global LNG, BG LNG Services, ChevronTexaco Global LNG, Shell Gas & Power, ConocoPhillips Worldwide LNG, El Paso Global LNG, ExxonMobil Gas Marketing Company, Tractebel LNG North America/Distrigas of Massachusetts. In addition, the consortium receives "critical support" from the US Department of Energy's Office of Fossil Energy (which promotes fossil fuel development; <http://www.fe.doe.gov/>).

Given the heavy involvement of fossil fuel interests in the production of the publication, the statement that "Peer reviews were provided by university faculty colleagues and outside experts" doesn't lend it much credibility in terms of public protection and safety. It's main focus seems to be to make LNG publicly acceptable and commercially profitable.

Any coincidence that this report was issued the same month and year (June 2012) that the Panama Canal Stakeholders Working Group was formed within the Texas Department of Transportation? The vice-chair of the group was our then Cameron County Judge, present Texas Secretary of State Carlos Cascos. See the Working Group's November 2012 Final Report and word search it for "LNG": "Preparing Texas Land And Sea for the Panama Canal Expansion," [http://ftp.dot.state.tx.us/pub/txdot-info/panama/final\\_report.pdf](http://ftp.dot.state.tx.us/pub/txdot-info/panama/final_report.pdf).

Any coincidence that an important UT Austin income source is the fracking of the land that constitutes the Permanent University Fund? See "Ask UT Chancellor McRaven to cut methane pollution from UT fracking operations" at Ask UT Chancellor McRaven to cut methane pollution from UT fracking operations.

In contrast, an old 2004 Sandia report, "Guidance on Risk Analysis and Safety Implications of a Large Liquefied Natural Gas (LNG) Spill Over Water," 167 pages, includes a good discussion of possible insider and outsider attacks, the levels of damage possible, and possible protective measures. This report is available at: [http://www.energy.ca.gov/lng/documents/2004-12\\_SANDIA-DOE\\_RISK\\_ANALYSIS.PDF](http://www.energy.ca.gov/lng/documents/2004-12_SANDIA-DOE_RISK_ANALYSIS.PDF).

That 2004 study appears to have been updated in "Liquefied Natural Gas Safety Research

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Report to Congress May 2012," available at [http://energy.gov/sites/prod/files/2013/03/f0/DOE\\_LNG\\_Safety\\_Research\\_Report\\_To\\_Congre.pdf/](http://energy.gov/sites/prod/files/2013/03/f0/DOE_LNG_Safety_Research_Report_To_Congre.pdf/). Its aim seems to be reassurance, but if you read it carefully it's not really that comforting. At least, unlike the UT Austin 2012 report, it at least mentions terrorists attacks, though only in its preface. Let's question the little that's there:

Forty percent of the LNG should remain contained in the vessel = sixty percent gets out.

Cryogenic (freeze) damage and "pool fires" can damage the structure of the vessel and even sink it. Expected improvements in ship construction should reduce the distance of the danger from the vessel to the public by 2 to 7 percent. [2 to 7 percent of what? Doesn't say. What kind of danger? What's your guess?]

So "operational security measures" should be "enhanced." How?

Also, port operational contingency plans; emergency response coordination and procedures; and LNG vessel design, equipment, and operational protocols for improved fire protection should all be "reviewed." Reviewed using what criteria? Any process for moving beyond review to corrective action?

And what do the LNG export companies have to say concerning cyber security? As we move towards crewless ships where no one's on board to manually override a hacked vessel, will the LNG tanker ships be required to retain at least a crew of two? I see that the Port of Brownsville at least has a Security Improvement Manager concerned with cyber security ("Testimony of Mr. Jonathan Sawicki, Security Improvement Program Manager, The Ports of Harlingen and Brownsville, Texas, on cyber security in US ports before the House Committee on Homeland Security Border & Maritime Security Subcommittee, 8 October 2015, <http://docs.house.gov/meetings/HM/HM11/20151008/104007/HHRG-114-HM11-Wstate-SawickiJ-20151008.pdf/>.) Also that the US Coast Guard is concerned about the issue ("Law enforcement agencies attend cyber security training," Natalia Contreras, 01-21-2016, Caller Times, <http://www.caller.com/news/local/law-enforcement-agencies-attend-cyber-security-training-29c57d3d-f265-6d31-e053-0100007fde54-366141501.html/>):

"New technology continues to evolve and we want to show the agencies which issues are out there and what the best practices are to prevent these issues," symposium organizer and U.S. Coast Guard Lt. Brent Kenny said. "Any cyber hacks and cyber intrusions we want the agencies to be aware of and to know what to look for," he said.

Kenny said any time the agencies' security systems are compromised, the community's security becomes compromised as well.

The LNG companies might be more honest about LNG safety issues with you than they've been with us. Then again, they might not be. Ask them to show you their demonstrations of how safe LNG is, full of magic show tricks and misdirections.

Then take a look at "Natural Gas: Explosive LNG issues grab PHMSA's attention," Jenny Mandell, 06-07-2016, E&E Publishing LLC, <http://www.eenews.net/stories/1060038378/>. Note how the LNG company reps responded to a presentation by Graham Atkinson, a

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principal scientist in the Major Hazards Unit of the Health and Safety Lab in Buxton, England, at a PHMSA meeting focused on review of its LNG safety rules.

That will give you some idea of why many of us in Cameron County don't trust these companies and see them as uninvited, unwelcome invaders bring us much more bad than good. And some idea why Port Isabel, Laguna Vista, South Padre Island, and Long Island Village passed resolutions against LNG last year and filed FERC Motions to Intervene against the companies this year. And why the Port Isabel School District rejected Annova's request for a Chapter 313 school tax break last year and rejected a similar request from Rio Grande LNG this year (hefty legal bribes unique to the Texas school funding system; see "School district rejects tax abatement for Rio Grande LNG," Sergio Chapa, 09-22-2016, San Antonio Business Journal, <http://www.bizjournals.com/sanantonio/blog/eagle-ford-shale-insight/2016/09/school-district-rejects-tax-abatement-for-rio.html/>).

Visit saveRGVfromLNG on Facebook.

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**Attachment 2**

*The 12-12-2016 Public Comment I submitted to the US Coast Guard on its "Waterway Suitability Assessment for Liquefied Natural Gas Facilities," Docket ID USCG-2016-0626:*

**Docket ID:** USCG-2016-0626

RE: Waterway Suitability Assessment for Liquefied Natural Gas Facilities

Proposed for the Port of Brownsville, TX,

By Annova LNG Common Infrastructure, LLC (Annova LNG), Texas LNG Brownsville LLC (Texas LNG), and Rio Grande LNG.

I submitted a previous comment on this matter 10-22-2016 (Tracking Number 1k0-8s21-5rbn).

The more I look at and discover additional dimensions to the big ugly mess regarding which you've been asked to make a ruling, the more I wonder if you're permitted to make a ruling of

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"no ruling."

1) It looks like there's an inadequate basis for making a ruling of safety because the research on such dangers as LNG pool fires, vapor clouds, and cold explosions has been inadequate to date.

2) Also, the Port of Brownsville is not a reliable entity in terms of protecting the interests and safety of the communities most at risk from the proposed LNG projects.

3) Also, there's the question of various pipelines running along and/or passing under the Port's Ship Channel such the Valley Crossing Pipeline from which Texas LNG plans to get its feed gas and the one Annova LNG plans to build).

4) Also, there's the question of the ship channel's depth complicated by reported agreements of some kind between the Port and two of the three LNG companies regarding the proposed deepening of the channel. Plus questions about the propriety of the process by which the proposed Brazos Island Harbor Channel Improvement Project has been moved forward.

5) And the issue of the continued expansion of Port based operations that involve hazardous materials and activities and conflicts regarding waterway usage and right-of-way between different existent and planned operations. Especially the build up and expansion of oil export operations.

Regarding Issue / Concern # 1: Safety

It seems not enough controlled experiments have been run on a number of LNG safety issues to warrant any real conclusions regarding risk or safety, certainly not enough to risk the lives of whole communities. Using Google Search, I can find only one controlled LNG pool fire experiment, only a bit about one controlled experiment involving LNG Rapid Phase Transitions (aka "physical explosions" and "cold explosions"), and noting on LNG vapor clouds. Otherwise, just random video clips of this and that.

What I've come up with so far:

**LNG Pool Fires:** In terms of controlled experiments, I can only find the one run by the Sandia National Laboratories for the Department of Energy. See the "Phoenix Series LNG Pool Fire Presentation Clips" available at <https://vimeo.com/105661775>. Also see the video discussion of the experiment: "Phoenix Series Liquefied Natural Gas Pool Fire Experiments," Sandia Energy & Climate, 09-09-2014, <https://vimeo.com/105661774>. Also see the slide presentation: "DOE/Sandia National Laboratories Coordinated Approach for LNG Safety and Security Research Briefing to NARUC Staff Subcommittee on Gas July 15, 2007 Tom," 04-02-2015, <http://documents.mx/documents/doesandia-national-laboratories-coordinated-approach-for-lng-safety-and-security-research-briefing-to-naruc-staff-subcommittee-on-gas-july-15-2007-tom.html/>.

There's also an industry produced discussion disguised as an evenhanded discussion of this Sandia experiment: "Floating Disaster? – LNG Tankers and the Reality of Risk (Higher Ground – E25)," Higher Ground, 01-26-2015, <https://www.youtube.com/watch?v=xTbfjz61wpl>. It features an interview with one of the Sandia researchers who downplays the safety risks of

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pool fires, cold explosions, vapor clouds, and terrorist attacks on LNG tanker ships.

In contrast, see the transparently environmentalist fright cautionary video "LNG and Public Safety Issues: Summarizing current knowledge about potential worst-case consequences of LNG spills onto water," Jerry Havens, Fall 2005, ??? US Coast Guard Public Safety Issues ???, [http://citizensagainstlng.com/wp/wp-content/uploads/2014/11/U.S.Coast-Guard\\_Public\\_Safety\\_Issues\\_Havens\\_2005.pdf](http://citizensagainstlng.com/wp/wp-content/uploads/2014/11/U.S.Coast-Guard_Public_Safety_Issues_Havens_2005.pdf)

**Cold Explosions:** See "Physical Explosion: LNG Rapid Phase Transitions (RPT)" Uploaded on Jul 1, 2010, <https://www.youtube.com/watch?v=h-EY82cVKuA>. From France. "LNG spilled onto water sometime undergoes a rapid phase transition (RPT) or physical explosion creating localized overpressure. Such physical explosions are also observed when water contacts molten metal or hot lava (steam explosions)."

**Vapor Clouds:** I could only find two little training videos:

Instructor lights an LNG vapor cloud over a pit of LNG at Brayton Fire Training Field, Texas A&M, Uploaded 05-09-2008, [https://www.youtube.com/watch?v=0cuz0A\\_q35s](https://www.youtube.com/watch?v=0cuz0A_q35s).

"LNG CFI FIRE / VAPOR CLOUD IGNITION," Michael Moore, uploaded 02-18-2009, [https://www.youtube.com/watch?v=dR4I3P31M\\_8](https://www.youtube.com/watch?v=dR4I3P31M_8): "Large vapor cloud ignition showing how slow an lng ignition really is. This is exclusive footage as we gauged how instruction was going to occur in fire training, so the fires tend to be larger than what is demonstrated during school."

**A LNG Tanker Truck Explosion:** Brief video, "Must See - Power of Liquid Natural Gas Explosion Accident - Incredible Footage - China," Published 10-10-2012 in Chinese (Skip the first 30 seconds), <https://www.youtube.com/watch?v=UI0QWm4TxZU>

**Miscellaneous:** See Dec 2008 Environmental Impact Statement on Sparrows Point LNG Terminal: [https://books.google.com/books?id=d\\_Y0AQAAAMAJ&pg=PA219&lpg=PA219&dq=Sandia+LNG&source=bl&ots=3wuML-a59A&sig=X2XvkYsipzucfbZqH\\_KLTBfQts&hl=en&sa=X&ved=0ahUKEwjEocWU293PAhVGyT4KHXMocr84ChDoAQguMAM#v=onepage&q=Sandia%20LNG&f=false](https://books.google.com/books?id=d_Y0AQAAAMAJ&pg=PA219&lpg=PA219&dq=Sandia+LNG&source=bl&ots=3wuML-a59A&sig=X2XvkYsipzucfbZqH_KLTBfQts&hl=en&sa=X&ved=0ahUKEwjEocWU293PAhVGyT4KHXMocr84ChDoAQguMAM#v=onepage&q=Sandia%20LNG&f=false)

Also, regarding a floating LNG storage and regasification unit: "According to the newest Sandia Report, based upon the worst credible intentional or accidental event release of 53 million gallons(200,000m3) from two tanks of LNG, it was determined that a winds peed of 2m/s(4.5 mph)resulted in the 'worstcase' in which the flammable vapor cloud extended about 7.3miles(6.3Nautical Milesor11.7km) downwind from the proposed offshore LNG Floating Storage and Regasification Unit." See a 2006 story on the report at <http://www.comitati-cittadini.org/wp-content/uploads/2011/02/380147new-sandia-malibu.pdf>

Regarding Issue / Concern # 2: Port of Brownsville Unreliability

The Port of Brownsville was established by the State of Texas in 1929 and opened for business in 1936. The boundaries of the Brownsville Navigation District (BND; doing business as the Port of Brownsville) limits who can run for Port Commissioner Positions and who can vote on the Port Commissioner Positions. At present, it's allowing operations to

IND1-1

## Individuals (IND)

### IND1 - John Young

20181012-5010 FERC PDF (Unofficial) 10/11/2018 7:36:51 PM

locate at the port that threaten the health, safety, and local economies of communities that have no say in the matter. For example, the Port continues to ignore the resolutions against LNG passed by Port Isabel, South Padre Island, and Long Island Village (none of which lie within the boundaries of the Brownsville Navigation District. For example, it's leased land to the Centurion Midstream Group that plans to run two trains a day full of condensate through a number of our local communities that lie outside the BND boundaries. And so on.

The Port wants the LNG companies because two of them have offered to help the Port deepen the ship channel to 52 feet in exchange for unspecified "concessions" over the next several decades. See "Lease option fees generated \$4.4 million last year," Steve Clark, 03-30-2016, The Brownsville Herald, [http://www.brownsvilleherald.com/premium/article\\_db39be78-f6ee-11e5-8825-ch6b8741c8d2.html/](http://www.brownsvilleherald.com/premium/article_db39be78-f6ee-11e5-8825-ch6b8741c8d2.html/).

The best way to judge the competency of the Port to responsibly oversee such industrial developments is to take a look at its patchwork quilt, unsearchable Board Policies posted at <http://www.portofbrownsville.com/wp-content/uploads/2013/01/board-policy.pdf>

#### Regarding Issue / Concern # 3: Pipelines

We really have no idea about the number and nature of all the pipeline operations at the Port but need to know to judge the risks they pose to the safety of the Port and ship channel (not to forget the dangers they pose all along their routes). BUT we do know that the Valley Crossing Pipeline that's being built by TransCanada in partnership with Spectra for Mexico is planned to go under the ship channel before going underwater in South Bay and across Brazos Island on its way to Veracruz, Mexico. AND we know that Annova LNG plans to build a "not less than 36 inch" pipeline across the ship channel for its feed gas. The possible risks associated with these pipelines should be factored into your Waterways Suitability Assessment regarding the LNG tanker ship channel traffic.

Regarding the Valley Crossing Pipeline, see [http://elibrary.ferc.gov/idmws/File\\_list.asp?document\\_id=14514098](http://elibrary.ferc.gov/idmws/File_list.asp?document_id=14514098).

Regarding Annova's pipeline, see Pipeline's Hall Of Fame News Number 44, August 2016, pages 12-13, <https://pipelinejobs.com/wp-content/uploads/2016/07/August-2016-Issue.pdf/>

#### Regarding Issue / Concern # 4: Channel Depth

Perhaps your final Waterways Suitability Assessment finding, wait until the ship channel has been deepened to 45' (which seems to be the minimum for LNG tanker ships) or to 52' (which would make both the Port and LNG companies happy and as called for in the Brazos Island Harbor Channel Improvement Project). Then you can actually see what's being assessed rather than just envisioning it.

A good place to start researching the problems with the Brazos Island Harbor Improvement Project is the US Army Corps of Engineers "Galveston District" page at [https://search.usa.gov/search?affiliate=galveston\\_district&query=BIH](https://search.usa.gov/search?affiliate=galveston_district&query=BIH)

Of particular concern, considering the determination that no EIS is needed for the project, are

IND1-1

## Individuals (IND)

### IND1 - John Young

20181012-5010 FERC PDF (Unofficial) 10/11/2018 7:36:51 PM

the The July 2014 208 page "ENDANGERED SPECIES ACT COORDINATION BRAZOS ISLAND HARBOR CHANNEL IMPROVEMENT PROJECT CAMERON COUNTY, TEXAS" and the July 2014 36 page <http://www.swg.usace.army.mil/Portals/26/docs/BIH/Biological.pdf> and 36 page "U.S. FISH AND WILDLIFE COORDINATION ACT REPORT BRAZOS ISLAND HARBOR CHANNEL IMPROVEMENT PROJECT CAMERON COUNTY, TEXAS," <http://www.swg.usace.army.mil/Portals/26/docs/BIH/USFWL.pdf>. The first highlights the rich biological diversity of the area. The second concludes with the statement that: "The [Fish and Wildlife] Service was advised by the POB [Port of Brownsville] in a meeting on July 11, 2013, that several years could elapse before funding is in place to construct the BIH Project. As information regarding federally listed species and their habitat requirements changes over time, the USACE and the POB should coordinate with the Service to review and update information regarding federal trust resources within and adjacent to the project area."

**Concerns:** LNG was not even on the table or mentioned during the 2007 Scoping Meeting.

Was the 12-06-2013 to 01-07-2014 public comment period adequately publicized?

Did the Port adequately share the information about possible LNG operations at the Port in an even handed manner?

Given that it looks like the Chanel Improvement Project is dependent on funding from at least two of the three proposed LNG export companies seeking FERC approval to build and operate at our Port, shouldn't there be a second Public Scoping Meeting that 1) includes the LNG issues and 2) revisits the decision that an Environmental Impact Statement is not required for the Project?

Has the Port continued to coordinate with the Fish and Wildlife Service regarding changes in "federally listed species and their habitat requirements" over time?

And how should the Coast Guard and the US Army Corps of Engineers coordinate the LNG related issues involved in the Chanel Improvement Project and the LNG companies' request for a Waterway Suitability Assessment for their proposed operations?

Not to forget possible impacts on South Padre Island's Erosion Response Plans and updated local economic development plans emphasizing ecotourism and active tourism nor the Port's interests in oil and condensate export operations.

Regarding Issue / Concern # 5: Continued Port Developments

How should the Waterway Suitability Assessment take into account other existent, planned, and proposed operations at the port that could impact waterway traffic and safety? For example, the Port is building a new oil dock and repairing an old one scheduled to be operational by Summer 2017. Will this add more oil tanker ships, oil tanker rail cars, and pipelines to the mix.

I'm out of time, so I'll just mention one more development that's just emerged here: "Historic offshore lease near U.S./Mexico border to benefit South Texas," Sergio Chapa, 12-05-2016, San Antonio Business Journal, <http://www.bizjournals.com/sanantonio/news/2016/12/05/historic-offshore-lease-near-u-s-mexico-border-to.html> [Also see "Australia's BHP Billiton Wins Bidding for

IND1-1

**Individuals (IND)**

**IND1 - John Young**

20181012-5010 FERC PDF (Unofficial) 10/11/2018 7:36:51 PM

Stake in Mexico's Trion Oil Field," Robbie Whelan and Anthony Harrup, 12-05-2016, Wall Street Journal, <http://www.wsj.com/articles/australias-bhp-billiton-wins-bidding-for-stake-in-mexicos-trion-oil-field-1480957642>. So once it gets its oil docks up and running, the Port can expect some oil export business from both Shell's Perdido well 135 miles due east of Brownsville in the gulf but also from this newly leased area 120 miles southeast of Brownsville. Etc.

IND1-1

In Sum:

Please take these five issues / concerns into account and consider a determination of no determination or of no determination until the channel is been deepened to a suitable depth for LNG tanker ships (which are expected to only get bigger and bigger).

Thank you for your consideration of these important matters,

John Young, LPC, LMFT, LCSW  
24986 Rice Tract Rd  
San Benito, TX 78586  
956-371-4401  
[ForJohnAndBarbara@gmail.com](mailto:ForJohnAndBarbara@gmail.com)  
12-12-2016

**Individuals (IND)**

**IND2 - Michael Smith**

20181022-5000 FERC PDF (Unofficial) 10/20/2018 4:51:04 PM

Michael Smith, Arlington, TX.

I am writing to oppose this project. I do not believe that mitigation efforts or references to working with agencies such as FWS prior to implementation, are sufficient to protect wildlife (including ocelots, plovers, etc.) and the remnants of natural habitat that have already been squeezed into small and sometimes fragmented areas. There is too much risk of losing species and places that, once lost, we cannot get back.

IND2-1

IND2-1

As identified in section 1.2 of the EIS, FERC is the lead federal agency for the Project, which entails coordination with multiple other entities that have jurisdiction or special expertise with respect to the Project. In the case of impacts on wildlife, the FWS is responsible for ensuring compliance with the ESA (as is the NMFS, as applicable) and provides input on Projects as required under the Fish and Wildlife Coordination Act; therefore, coordination with the FWS is appropriate and required as part of the NEPA process.

**Individuals (IND)**

**IND3 - John E. Keller**

20181023-5017 FERC PDF (Unofficial) 10/23/2018 10:11:57 AM

John E. Keller, Los Fresnos, TX.

As the only professional archaeologist living within 20 miles of the proposed LNG facility I have some pertinent comments.

1. It has been extremely difficult to obtain the survey documents on cultural resources that are noted in the draft EIS. My requests seem to have been ignored, which would never have happened had the LNG developers hired local firm.

2. If the LNG facility is 1000 acres a total of 144 shovel tests is grossly inadequate. It may be that there is a lot of fill on top of the location but there are still likely to be deposits beneath that fill, which cannot be accessed by shovel testing. The survey should have utilized mechanical equipment (back hoes, track hoes or the like) to access those deposits. Without that information the entire premise that "there are no significant cultural resources" cannot be demonstrated.

3. The pipeline surveys are similarly inadequate as they also relied on shovel testing and even attempt to examine deeper subsurface deposits.

4. In short it is impossible to determine if anthropogenic deposits exist or not and without that information a determination of No Adverse Effect is invalid.

IND3-1

IND3-2

IND3-1

Per our Guidelines for Reporting on Cultural Resources Investigations for Natural Gas Projects (available online at <https://www.ferc.gov/industries/gas/enviro/guidelines/cultural-guidelines-final.pdf>) and to protect the location, character, and ownership information for sensitive cultural resources pursuant to the NHPA, cultural resources survey reports and results are maintained as privileged and filed as privileged confidential unclassified information (PRIV//CUI). With certain exceptions, the applicant is not authorized to release privileged cultural resources information to the public.

IND3-2

As described in section 4.10.1 of the EIS, the SHPO concurred with the survey results at the LNG Terminal site. We also concur. RB Pipeline has not yet completed cultural resources surveys along the entire Pipeline System. We recommend that RG Developers file outstanding survey report(s) and any SHPO and NPS comments on the reports prior to construction.

**Individuals (IND)**

**IND4 - Kathryn Thomas**

20181029-5067 FERC PDF (Unofficial) 10/29/2018 12:35:56 PM

Kathryn Thomas, Galveston, TX.

I support the proposed Rio Grande LNG project for the following reasons:

Rio Grande LNG and the associated Rio Bravo Pipeline projects have been thoroughly reviewed by a dozen federal, state and local agencies. In addition, the stakeholders and the public have had numerous opportunities to provide their input. This comprehensive process has resulted in the draft Environmental Impact Statement, which found that environmental impacts would be reduced to less than significant levels.

The Rio Grande LNG terminal is located in an area zoned for commercial and industrial use, along an existing, man-made ship channel, making it a preferred location.

During construction, the developers will follow project-specific plans to mitigate any environmental impacts.

The TCEQ and Coast Guard have reviewed and made positive recommendations regarding the project.

The project will have a huge positive impact for the Rio Grande Valley and the state of Texas.

IND4-1

IND4-1

Comment noted.

**Individuals (IND)**

**IND5 - Deborah Lee Duke**

20181109-5036 FERC PDF (Unofficial) 11/9/2018 11:00:44 AM

Deborah Lee Duke, Brownsville, TX.

I want to express my complete support for the Rio Grande LNG and the Rio Bravo Pipeline projects. Both of these projects bring needed industry to the Rio Grande Valley, where jobs are desperately needed.

This company has come into our community and is already making itself a part of our lives, and we look forward to having them approved to start construction and to get into production. We see their dedication to this project and our special environmental concerns and their attention to the rules and regulations that we expect will follow them into their activities here in the Port of Brownsville/Port Isabel local.

IND5-1

IND5-1

Comment noted.

**Individuals (IND)**

**IND6 - Mike Appling**

20181113-5007 FERC PDF (Unofficial) 11/11/2018 4:33:08 PM

Mike Appling, Houston, TX.  
My name is Mike Appling and I am the CEO of TNT Crane & Rigging, Inc. I am in favor of the LNG project in Brownsville. Natural gas is one of the cleanest burning fuels that can be used. Exporting LNG provides gas to places like India and China and displaces dirty coal consumption. You could say that as CEO of a crane company of course I am in favor of a project like this. But we have never worked on a big construction project like this. Our fleet is more geared to maintenance in refineries, petrochemical plants and we work on wind mills another clean source of energy. Please take this letter as support to move the project forward.

IND6-1

IND6-1

Comment noted.

**Individuals (IND)**

**IND7 - Rita B. Hernandez**

20181113-5018 FERC PDF (Unofficial) 11/12/2018 5:19:26 PM

Rita B. Hernandez, Brownsville, TX.

Thriving communities look for "balance".

I am confident the regulatory agencies will do their best and work with LNG to eliminate/and or mitigate negative impacts to the area.

I am mostly optimistic that this project will bring with it opportunities for families in our area to receive career skills training and enter careers that will pay living wages.

We are the poorest community in the country- we need jobs, skills development and living wages. If this project brings apprenticeship opportunities that is even BETTER for the families and industry of South Texas.

The indirect and direct economic impact is too great to ignore. The jobs, business spending, goods and services (hotel, restaurant, real estate, lumber, etc) as well as the tax revenues (payroll, sales, employee) will create a much needed economic boost in our community.

It's about balance...if we are to THRIVE as a community, if our families are going to THRIVE--then we must aggressively seek opportunities such as these. I applaud our leaders for recruiting this project to South Texas. I also applaud those concerned with the environmental impact--- and ask the regulatory agencies to conduct the studies and ease our concerns.

To me, it's about balance...and the hope that we someday lose the title of "poorest community in the country."

IND7-1

IND7-1

Comment noted.

**Individuals (IND)**

**IND8 - Rita B. Hernandez**

20181113-5019 FERC PDF (Unofficial) 11/12/2018 5:22:52 PM

Rita B. Hernandez, Brownsville, TX.  
Thriving communities look for "balance".

I am confident the regulatory agencies will do their best and work with LNG to eliminate/and or mitigate negative impacts to the area.

I am mostly optimistic that this project will bring with it opportunities for families in our area to receive career skills training and enter careers that will pay living wages.

We are the poorest community in the country- we need jobs, skills development and living wages. If this project brings apprenticeship opportunities that is even BETTER for the families and industry of South Texas.

The indirect and direct economic impact is too great to ignore. The jobs, business spending, goods and services (hotel, restaurant, real estate, lumber, etc) as well as the tax revenues (payroll, sales, employee) will create a much needed economic boost in our community.

It's about balance...if we are to THRIVE as a community, if our families are going to THRIVE--then we must aggressively seek opportunities such as these. I applaud our leaders for recruiting this project to South Texas.

To me, it's about balance...and the hope that we someday lose the title of "poorest community in the country."

IND8-1

IND8-1

The comment is a duplicate of comment IND7.

**Individuals (IND)**

**IND9 - Sergio O. Anguiano**

20181113-5020 FERC PDF (Unofficial) 11/12/2018 8:11:21 PM

Sergio O. Anguiano, Rio Hondo, TX.  
As a resident and small business owner in the Rio Grande Valley I feel that the LNG and Rio Bravo Pipeline will benefit our community economically. This projects will not only produce additional jobs directly connected to the LNG and pipeline, but also other areas line housing, restaurants, and others. The Rio Grande Valley is in need of a great opportunity like this one, so we can prove that our work force is ready for this challenge. Of course some adjustments will have to be made by our community, but the benefit outweighs any adjustments. I firmly believe that our leaders will make sure that this projects will lead us on a positive direction in the near future. As a Civil Engineer graduate and natural gas contractor I am ready and willing to do my part to bring this projects to the Rio Grande Valley.

IND9-1

IND9-1

Comment noted.

Individuals (IND)

IND10 - Lisa Kay Adam

20181113-5021 FERC PDF (Unofficial) 11/12/2018 9:59:33 PM

Lisa Kay Adam, Edinburg, TX.

I am a native South Texan, and a Texas Master Naturalist, but I am writing today with comments stemming from an experience with my work at the Museum of South Texas History. Over the last four years, I was privileged to participate in an annual educational program for schoolchildren across the Rio Grande Valley, which took place on a pristine coastal ranch in South Texas. I helped develop the historical part of the program based on the history of that ranch, the people whom came before us in South Texas, Native Americans and early Spanish colonists. At the end of our interactive skit, the children shout out the message they have learned from history, to "Take Care of the Land."

Our activity, in which kids could ring cowbells, beat on a Native American drum, and learn about the legacy of their ancestors—was hugely popular. But not as popular as Clyde the ocelot, who came down from the Victoria Zoo to be part of the same event. I saw the way the children responded to him. They looked at him like he was a miracle, and they were amazed to think that there were more like him, not in a cage and not in a movie or not on Youtube, but real animals like him living on the land right around them.

I agree with those children. I believe every species in a miracle. And now I read, in the bland jargon of the Rio Grande LNG Project Impact report, that the project is "llkely to adversely affect" the ocelot, the aplmado falcon, and the piping plover and its habitat, as well as to affect other threatened species. So, I will say again what I have said with thousands of children the last few years, "Take care of the land"—and the miraculous species that live there, whose value is incalculable. I say "no" to this project. I read further in the report that if this project is not undertaken, "the need could potentially be met by other LNG export projects developed elsewhere." Very well, let each area take up the fight, one by one. But for my homeland, my South Texas, I say "NO" to Rio Grande LNG. Destroying habitat, causing harm to threatened species—that is not taking care of the land, and the land is the most precious legacy we have.

IND10-1

IND10-2

IND10-3

IND10-1 Comment noted.

IND10-2 As stated in section 3.1 of the EIS, the No-Action Alternative could lead to other LNG export projects being developed elsewhere, or in the Project area, both resulting in environmental impacts.

IND10-3 Impacts on wildlife habitat, threatened and endangered species, and land uses are discussed in sections 4.6, 4.7, and 4.8, respectively.

**Individuals (IND)**

**IND11 - Carlos Zamora**

20181113-5211 FERC PDF (Unofficial) 11/13/2018 1:56:45 PM

Carlos Zamora, Brownsville, TX.

I Carlos Zamora support both the Rio Bravo Pipeline Company LLC and Rio Grande LNG, since it's going to help the RGV community by providing attracting working opportunities.

LNG development will help with workforce development and environmental funding for our community.

LNG will also develop relationships with local Universities to create new technical and Engineering programs for our future workforce. In addition, Natural Gas is safe and reliable service that we can benefit as a community. This will create US jobs, economic growth and will improve environmental conditions by adding extra funding.

IND11-1

IND11-2

IND11-3

IND11-1      Comment noted.

IND11-2      Comment noted.

IND11-3      Comment noted.

**Individuals (IND)**

**IND12 - Alfredo Alvarado**

20181113-5239 FERC PDF (Unofficial) 11/13/2018 2:50:33 PM

Alfredo Alvarado, Brownsville, TX.

In my opinion, I firmly believe that the Rio Grande LNG project is a great investment that will directly have a very positive impact in our community at the Rio Grande Valley. This type of investments creates jobs opportunities and adds a lot of value to the current infrastructure in the Rio Grande Valley. Moreover, investing in local businesses stimulates economic growth in the area. Knowing that new businesses pay significant taxes amounts, this fact can help to boost our local economy in so many ways, like getting more repair roads, more schools and in general, improve public services.

My hope is that the people in our community realize all the great benefits that this business' proposal is offering to us. I invite all of you to think for a moment about how this type of businesses can help our families and future generations to stay, invest and live in the Rio Grande Valley area. So, I invite everybody in the community to spend a little time, share your thoughts and support this great project.

IND12-1

IND12-1

Comment noted.

Individuals (IND)

IND13 - Kenneth Teague

**From:** Kenneth Teague  
**Sent:** Monday, November 12, 2018 8:39 AM  
**To:** swg\_public\_notice@usace.army.mil; 401certs@tceq.texas.gov; Kaspar.Paul@epa.gov; martinez.maria@epa.gov; david\_hoth@fws.gov; Rusty.Swafford@noaa.gov; Rebecca Hensley; leslie.savage@rrc.texas.gov ; brandtshnfbt@juno.com  
**Subject:** Comments on PN SWG-2015-00114

Dear Sir/Ms: I have reviewed the subject PN and have the following comments:

- The PN includes less information than is necessary to properly review such a large and complex project, with very significant impacts to aquatic resources. No detailed information is provided regarding alternatives considered, avoidance and minimization of impacts to aquatic habitats, impacts of the proposed project on aquatic habitats (including seagrasses), suitability of dredged material for disposal in the aquatic environment, whether water quality criteria would be met at the point of effluent discharge from upland confined disposal facilities, whether opportunities to avoid pipeline impacts were actually considered, assumptions regarding pipeline impacts, pipeline impacts to streams, impacts to threatened or endangered species, or details of proposed mitigation. Given the size and complexity of the proposed project, and the scale of the impacts to waters of the U.S., this is unacceptable. Do not issue the permit unless and until the public is provided the opportunity to review and comment on all of this information, as part of a Clean Water Act Section 404 public review process.
- The applicant must provide a clear statement of the purpose of the project, and must demonstrate clearly that the 404(b)(1) Guidelines have been met. Currently, the PN clearly does not demonstrate that the applicant has met the requirements of the Guidelines.
- The proposed project will fill a significant area of shallow water habitat, part of the Vadia ancha system. This represents a significant impact but is not even mentioned in the PN. Detailed information regarding these impacts, and proposed mitigation, must be provided.
- The applicant has not demonstrated that they have properly evaluated whether water quality criteria would be met at the effluent discharge from proposed upland confined disposal facilities. The Upland Testing Manual explains how to do this properly.
- While the PN provides fewer details than even typical small proposed projects, it is likely that the applicant has seriously underestimated the impacts of the proposed pipeline on aquatic habitats. The PN makes the following outrageous assertion: *Construction and maintenance of the gas supply pipeline would result in no permanent loss of waters of the U.S.* Typical assumptions for pipeline impacts significantly underestimate the actual impacts, assuming that unassisted natural restoration will fully restore complex aquatic ecosystems. In addition, it is typical to assume that maintaining pipeline rights of way by mowing and herbicides results in no impact to wetlands in the right of way. This is clearly unsupportable. Temporal loss of aquatic habitat and their functions is never considered a loss of environmental functions, while it should be, and it should be mitigated. Finally, it is implausible that the proposed pipeline would have no impacts to the numerous streams it will cross.
- No details are provided regarding proposed mitigation. Preservation is proposed. However, the Mitigation Rule clearly states that preservation is usually the least desirable form of mitigation. The PN must provide the public with a detailed discussion regarding why preservation is appropriate mitigation in this case. There are likely to be a number of restoration opportunities in the project area, which may result in less net loss of aquatic habitat function, than would preservation. The proposal to mitigate by preservation should be

IND13-1

IND13-2

IND13-3

IND13-4

IND13-5

IND13-6

- IND13-1 Comment noted. The comment pertains to the Public Notice associated with the proposed Project’s Section 404 permit; therefore, FERC cannot respond to comments on a document that we did not prepare.
- IND13-2 See Comment Response IND13-1.
- IND13-3 See Comment Response IND13-1.
- IND13-4 As stated in section 4.3.2.2 of the EIS, RG LNG would be required to comply with state water quality requirements under Section 401 of the CWA for any return water from dredged material placement.
- IND13-5 See Comment Response IND13-1. In accordance with sections 5.4.2 and 6.4.2 of RG Developers’ Procedures, herbicides would not be used within 100 feet of wetlands or waterbodies without state or federal agency permission. Within wetlands, RB Pipeline would permanently maintain only a 10-foot-wide corridor and selectively remove trees within 15 feet of the pipeline, in compliance with DOT pipeline operation safety regulations. These maintenance activities would permanently convert shrub/forested wetlands to an emergent or scrub-shrub state over the designated strip. Compensatory mitigation could be required for these wetland impacts as part of the CWA Section 404 permitting process.

**Individuals (IND)**

**IND13 - Kenneth Teague**

rigorously supported. The PN includes no proposal for mitigation for pipeline impacts to wetlands or to stream or other aquatic habitat. The proposed project will fill a large area of shallow open water. However, the mitigation proposal does not even mention what types of habitats are included in the proposed preservation area. It is highly likely that little or no open water habitat is included in the proposed preservation area. In addition, is it possible to preserve open water habitat, and what does it mean to do so? Likely, the applicant is proposing to mitigate for filling of shallow open water, out of kind. This is not consistent with the Mitigation Rule. I consider it unacceptable.

- Do not permit the proposed project unless and until detailed information on the above are provided to the public for review and comment.

Sincerely,  
Kenneth G. Teague, PWS, Certified Senior Ecologist  
Austin, TX

Sent from [Mail](#) for Windows 10

IND13-6

IND13-6

See Comment Response IND13-1. RG LNG's final wetland mitigation plans would be developed and submitted to the COE, and would be implemented in addition to the construction mitigation measures outlined in RGLNG's Procedures and the measures described in the EIS.

**Individuals (IND)**

**IND14 - Santiago Gaaajrdo**

20181113-5291 FERC PDF (Unofficial) 11/13/2018 4:05:26 PM

Santiago Gaaajrdo, San Benito, TX.  
I support LNG cause it will create more higher paying jobs to the area.  
It will bring more industries to the RGV area.

IND14-1

IND14-1

Comment noted.

Individuals (IND)

IND15 - Doris Meinerding

20181116-5000 FERC PDF (Unofficial) 11/15/2018 9:54:38 PM

Doris Meinerding, Port Isabel, TX.  
To: The Federal Energy Regulatory Commission (FERC)  
Subject: Rio Grande LNG (CP16-454-000)

The "Gulf of Mexico coastal wetlands make up 37% of the total coastal wetland bordering the United States. These wetlands provide ecosystem services that are vital to the health and well-being of our nation. They serve as buffers, protecting coastal areas from storm damage and sea level rise. They support commercial and recreational fisheries, providing essential fish and shellfish habitat. Wetlands serve as nesting and foraging habitat for birds and other wildlife, improve water quality by removing pollutants, nutrients, and sediments. Wetlands minimize erosion of uplands, protect property and infrastructure and support tourism, hunting, and fishing."

"A report, funded in part by EPA entitled "Status and Trends of Wetlands in the Coastal Watersheds of the Conterminous United States 2004 to 2009," tracked wetland loss on the Pacific, Atlantic, and Gulf coasts, as well as the Great Lakes shorelines. It concludes that more than 80,000 acres of coastal wetlands are being lost on average each year, up from 60,000 acres lost per year during the previous study."

This information cited above stresses a hands off policy of Gulf wetlands and comes from <https://www.epa.gov/gulfofmexico/why-habitat-restoration-near-gulf-mexico-essential>

Rio Grande LNG has applied to completely destroy 182 acres of wetlands along Hwy 48 and impact 105 more acres of wetlands (plus more than 480 acres of forest, shrub & open land). Under the Clean Water Act, a permit is required to dredge or fill wetlands, and any wetlands destroyed have to be "mitigated." There is a policy of "no net loss" of wetlands. Rio Grande LNG says it will mitigate "by preserving wetlands at the Loma Ecological Preserve." That is all it says. It does not say where, or how many acres, or what kind of wetlands, or how this will be "no net loss" and it doesn't mention that the Loma Ecological Preserve is already under protection and management by U.S. Fish & Wildlife Service!

The DEIS does state that 3655 acres would be "disturbed" during construction. Think of that statement in these terms: 3655 acres is the size of South Padre Island and Laguna Vista combined plus about 11.5% of Port Isabel. These are the three communities that will be most adversely affected by the construction of an LNG facility, and all three of these communities have passed resolutions against the construction of LNG facilities. Would our government actually allow Rio Grande LNG to destroy such a large parcel of land, including wetlands, when this company has no binding contracts to sell their product?

Furthermore, if they did receive a binding contract, please consider this: Natural gas is a relatively clean-burning fuel; however, when it is fracked, piped, purified, liquefied, transported overseas, and re-gasified, the emissions picture is starkly different. Recently the U.S. Department of Energy (DOE) released a preliminary environmental report

IND15-1

IND15-2

IND15-3

IND15-4

IND15-1

As described in section 4.4.2 of the EIS, wetland mitigation plans are part of the permitting process associated with Section 404 of the CWA. RG LNG's final wetland mitigation plans would be developed and submitted to the COE, and would be implemented in addition to the construction mitigation measures outlined in RG LNG's Procedures and the measures described in the EIS. Construction of the LNG Terminal would not be authorized to commence prior to finalization of the wetland mitigation plans and issuance of the COE's CWA Section 404/Section 10 permit.

IND15-2

The reported 3,633.2 acres that would be temporarily impacted by the Project would occur throughout the Project area, which includes Cameron, Willacy, Kenedy, Kleberg, and Jim Wells Counties. The referenced communities are in Cameron County, where a total of 35.4 miles of the 135.5-mile-long pipeline and the LNG Terminal would be constructed. RB Pipeline has selected a route for the Pipeline System that would result in 66.0 percent of the route being within, or adjacent to, existing disturbance, while RG LNG selected a site for the LNG Terminal that is 4 or more miles from these communities.

IND15-3

As described in section 1.1 of the EIS, the DOE granted an authorization to RG LNG for export to countries having an FTA with the United States that includes national treatment for trade in natural gas. RB Pipeline executed a precedent agreement for the total capacity of the Rio Bravo Pipeline for the 20-year life of the Project. FERC considers the public interest of LNG projects under Section 3 of the NGA and the public convenience and necessity of pipeline projects under Section 7 of the NGA prior to making its decision on whether or not to approve it. Assessment of the proposed Project has included coordination with multiple federal and state agencies (including the DOE who authorizes the exportation of the commodity) and requires permits or authorizations from additional entities (see section 1.5).

IND15-4

As described in section 1.3.1 of the EIS, the development of natural gas in shale plays by hydraulic fracturing is not the subject of this EIS nor is the issue directly related to the proposed Project. Further, review of the Project is limited to the economic and environmental impacts of the proposal before the Commission; therefore, the effects of LNG combustion in end-use/importing markets are outside of the scope of this EIS. However, we revised section 4.13.2.9 to acknowledge that the construction and operation of the Project, as well as downstream emissions, would contribute incrementally to future climate change impacts.

**Individuals (IND)**

**IND15 - Doris Meinerding**

20181116-5000 FERC PDF (Unofficial) 11/15/2018 9:54:38 PM

analyzing life-cycle greenhouse gas emissions resulting from LNG exports. In regards to climate change, DOE's results show that LNG exports would do nearly as much harm as coal when exported to Europe, and would have a carbon footprint much worse than local coal when exported to Asia.

IND15-4

For my grandchildren and yours, please deny this permit.

Sincerely, Doris Meinerding

**Individuals (IND)**

**IND16 - Oscar Garcia**

20181116-5030 FERC PDF (Unofficial) 11/16/2018 9:30:37 AM

Oscar Garcia, Weslaco, TX.  
This is great news. Rio Grande LNG will bring much needed jobs to out local economy, graduate students will not have to leave the valley for these types of jobs. The whole Rio Grande Valley will benefit from Rio Grande LNG being here at the Port of Brownsville.

IND16-1

IND16-1

Comment noted.

**Individuals (IND)**

**IND17 - Dr. D. Dolezal**

20181119-5010 FERC PDF (Unofficial) 11/18/2018 8:06:18 AM

Dr d dolezal dc, fabda, South padre island, TX.  
LNG is good for Texans and good for Texas. I support LNG in the rio grande valley. In the past, there have been too few jobs in the valley to keep our children near home. After they get their college degrees, they have been forced to move north for jobs. LNG will create good paying jobs here in the valley and that in turn will create even more jobs valley wide to support the industry. That is good for families, and that is good for Texans. The valley has room to grow and we as Texans are excited and grateful to be chosen as a site for LNG.

IND17-1

We have heard from some island residents that they are against LNG. A good majority of them aren't even from Texas. They are seasonal retirees with either primary or second retirement homes in the valley and have no interest in the future of our area. They are not from south Texas and don't care about south Texas. It is my opinion that there complaints should be taken with a grain of salt.

I proudly support LNG and am thankful for your time and consideration,

Dr Dolezal dc, fabda

IND17-1

Comment noted.

Individuals (IND)

IND18 - James C. Winters

20181120-0029 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM  
RIO GRANDE PROJECT (DOCKET NOS. CP16-454-000, CP16-455-000)

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Please send one copy referenced to Docket Nos. CP16-454-000 and CP16-455-000 to the address below.

ORIGINAL

For Official Filing:  
Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

All for the Rio Grande Project, for creation of new jobs and  
best of employment and the economy of Brownsville, Texas

IND18-1

Commentor's Name and Mailing Address (Please Print)

JAMES C. WINTERS  
WINTERS  
914 WINTERS DR  
CAROL SPRING, TEXAS 78422

*[Signature]*

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COMMISSION  
NOV 20 3 46  
FEDERAL ENERGY  
REGULATORY COMMISSION

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IND18-1

Comment noted.

Individuals (IND)

IND19 - Itohan Agbonkina

20181120-0030 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM  
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Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

ORIGINAL

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

As a Natural Gas Engineering Undergraduate in the area, this project is something that interests me. Natural Gas is a very useful source of energy which every community should know about.

Concerning environmental impact, this project is definitely something of concern for the community with regards things like air pollution, noise pollution and others. However, I hope that these things have been looked into, but most importantly, the community should be educated on the benefits of this project e.g. Jobs. Proper awareness will play a huge role.

IND19-1

IND19-2

Commentor's Name and Mailing Address (Please Print)

ITOHAN AGBONKINA

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IND19-1

Air quality and noise are addressed in sections 4.11.1 and 4.11.2 of the EIS, respectively.

IND19-2

Comment noted. Opportunities for the public to learn more about the Project and FERC's process are discussed in section 1.3.

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For Official Filing:

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street, NE, Room 1A
Washington, DC 20426

ORIGINAL

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

My Name is Black Schroeder I am a
Business Agent for Pipeliners 798. We have
jurisdiction in 42 states we are based in
Tulsa, Ok. We have a membership of over
8,000 & we strongly support the Rio
Grande LNG Project. If this project is built with
skilled well trained craftsman, its a no brainer.
Its good for the environment, and also the economy.
Pipelines are the ~~best~~ safest way to transport
any liquid by far. Thank you

IND20-1

IND20-2

Commentor's Name and Mailing Address (Please Print)

Black Schroeder
PMB 35148 S. Dowlen
Beaumont, TX, 77707

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IND20-1 Comment noted.

IND20-2 Comment noted.

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM
RIO GRANDE PROJECT (DOCKET NOS. CP16-454-000, CP16-455-000)

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ORIGINAL

For Official Filing:
Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street, NE, Room 1A
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

Liquefied Natural Gas needs to be kept in the ground. Fracking is a poisonous and seismically destructive process and burning LNG is contributing to the catastrophic warming of our planet. Continuing to build pipeline and export infrastructure only compounds our climate problems. This is moving us in the opposite direction from the solutions we need, and for what? Profit. Short sighted Profit. If you want your future generations to have a livable environment, STOP THESE LNG PIPELINE PROJECTS!!

IND 21-1

Commentor's Name and Mailing Address (Please Print)

Christopher Huron
6301 Alameda Rd. #643
Houston, Tx 77021

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IND21-1

As described in section 1.3.1 of the EIS, the development of natural gas in shale plays by hydraulic fracturing is not the subject of this EIS nor is the issue directly related to the proposed Project. Further, review of the Project is limited to the economic and environmental impacts of the proposal before the Commission; therefore, the effects of LNG combustion in end-use/importing markets are outside of the scope of this EIS. However, we revised section 4.13.2.9 to acknowledge that the construction and operation of the Project, as well as downstream emissions, would contribute incrementally to future climate change impacts.

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

RIO GRANDE PROJECT (DOCKET NOS. CP16-454-000, CP16-455-000)

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For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

ORIGINAL

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

My name is Monica M. Mark. I was born in the Rio Grande Valley  
& my family has been here for generations. Some of my family has  
been here since time immemorial. I am categorically opposed to  
the senseless destruction of our sacred villages, burial grounds  
& centers of worship for the construction of the LNG plants.  
Our nation is rapidly moving away from dependence on fossil  
fuels, & in the name of my grand children, I humbly request  
~~the~~ Rio Grande LNG, ANADVA LNG, & TEXAS LNG invest in  
clean, sustainable energy sources.

IND 22-1

Commentor's Name and Mailing Address (Please Print)

Monica M. Mark  
2426 River Drive  
Harlingen TX  
78552

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NOV 20 2 34 PM  
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COMMISSION  
FEDERAL ENERGY  
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Individuals (IND)

IND23 - Cemy Ruiz

20181120-0034 FERC PDF (Unofficial) 11/20/2018

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RIO GRANDE PROJECT (DOCKET NOS. CP16-454-000, CP16-455-000)

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For Official Filing:

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street, NE, Room 1A
Washington, DC 20426

ORIGINAL

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

I am firmly opposed to any LNG facility being built anywhere in our area.

- The LNG companies have proven to be wholesale polluters of the areas they overtake.

- There is no financial gain except for those on top.

- They are destroying the future of our community if they are allowed to build.

- NO LNG in the RGV!

Commentor's Name and Mailing Address (Please Print)

Cemy Ruiz
100 E. St. Charles St.
Brownsville, TX
78520

IND 23-1

IND 23-2

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IND23-1

Comment noted. As described in section 4.11.1 of the EIS, the emission of airborne pollutants to the environment from the Project are subject to state and federal regulation.

IND23-2

The proposed pipelines are not likely to result in destruction of the community values, rural quality of life, or sense of place. Once construction is completed, the right-of-way would be restored and visual effects would be confined to areas where vegetation has been removed within the Project route. The buried pipeline would not otherwise visibly intrude on communities. As described throughout the EIS, the LNG Terminal would be on undeveloped land owned by BND, outside of city boundaries, and the closest residences are over 2.2 miles from the site. Further, the LNG Terminal site is in an area that is characterized, in part, as industrial with the movement of domestic and foreign products within the BSC and associated with the Port of Brownsville. In addition to the public outreach described in sections 1.3 and 4.9.10 of the EIS, RG Developers have been coordinating additional outreach focused on job opportunities for local workers (see section 4.9.2) and have committed to donations that will fund community projects (see section 4.9.5). We conclude that the Project, as modified by our recommendations in section 4 of the EIS, would not destroy community values, rural quality of life, or sense of place.

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

RIO GRANDE PROJECT (DOCKET NOS. CP16-454-000, CP16-455-000)

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ORIGINAL

For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

We have 12 years left to completely cease industrial carbon emissions according to the latest report from the U.N. Climate Panel. We need to be moving away from fossil fuels not continuing to build more extraction infrastructure. Building this Pipeline is the exact opposite of what we should be doing. This will only exacerbate our impending catastrophe, for short sighted profits for billions. If you care about your future generations having a livable planet, you will not build this Pipeline.

IND 24-1

Commentor's Name and Mailing Address (Please Print)

Christopher Heron  
16301 Alameda rd. #643  
Houston, Tx 77021

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IND24-1

Comment noted. Climate change is addressed in section 4.13.2 of the EIS.

**FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM**  
**RIO GRANDE PROJECT (DOCKET NOS. CP16-454-000, CP16-455-000)**

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Please send one copy referenced to Docket Nos. CP16-454-000 and CP16-455-000 to the address below.

**ORIGINAL**

**For Official Filing:**  
Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

**COMMENTS: (PLEASE PRINT)** [attach an additional sheet if necessary]

*It'll bring much needed business to our community while construction is going on. While construction is going on it will create high paying jobs.*

IND 25-1

Commentor's Name and Mailing Address (Please Print)

*Rosalinda Gonzales*  
*645 S. 10th*  
*Raymondville, TX*  
*78580*

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NOV 20 10 34 AM '18  
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For Official Filing:

ORIGINAL

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street, NE, Room 1A
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

I believe it'll bring much needed business to our community for the length of the construction. Besides business, it'll create high paying jobs while construction is going on. Thank you.

IND 26-1

Commentor's Name and Mailing Address (Please Print)

Gilbert Gonzalez
645 S. 10th St.
Raymondville, Tx 78582

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Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

ORIGINAL

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

I as a nearby education department I do approve to continue with the program since here in the Rio Grande valley area they are not enough good pay jobs we have to go at least 3 hours or more just to get a decent wage increase we have no full coverage insurance so I believe if they can build this unit it will help all of us in this area

IND 27-1

Commentor's Name and Mailing Address (Please Print)

Sergio A. Salinas  
32431 N Hwy 281  
Edinburg Texas 78542

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IND27-1

Comment noted.

Individuals (IND)

IND28 - Christopher Basaldu

20181120-0039 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

RIO GRANDE PROJECT (DOCKET NOS. CP16-454-000, CP16-455-000)

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For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

ORIGINAL

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

I am opposed to Petrochemical development in south Texas  
I strongly oppose Liquid Natural Gas development in South Texas  
and the Rio Grande Valley and in Willacy and Cameron Counties.  
Gas pipelines will destroy natural wildlife habitats and pollute &  
contaminate the land and the water. When the pipelines break, they  
will damage land, water, plants, animals and could poison communities  
and neighborhoods. Pump stations, terminals, and refineries will  
destroy historic sites, archeological sites, sacred Native American  
sites, and contaminate the environment. All fossil fuel development  
contributes to carbon emissions, climate change & will lead to global  
climate catastrophe. Please do not approve Rio Bravo. Don't approve LNG.

Commentor's Name and Mailing Address (Please Print)

Christopher Basaldu  
3230 Creekswood  
Brownsville TX 78526

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IND28-1

Comment noted.

IND28-2

Impacts on wildlife and water resources are discussed in sections 4.6.1 and 4.3, respectively.

IND28-3

Impacts on cultural resources are addressed in section 4.10 of the EIS.

IND28-4

Climate change is addressed in section 4.13.2 of the EIS.

IND28-1

IND28-2

IND28-3

IND28-4

Individuals (IND)

IND29 - Joan Walker

20181120-0040 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM
RIO GRANDE PROJECT (DOCKET NOS. CP16-454-000, CP16-455-000)

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

Please send one copy referenced to Docket Nos. CP16-454-000 and CP16-455-000 to the address below.

ORIGINAL

For Official Filing:

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street, NE, Room 1A
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

I am extremely concerned about how these pipelines + LNG facilities are not being considered in coordination for cumulative environmental + social impact. Please fulfill your duties under the Natural Gas Act and consider all up + downstream impacts of all of these facilities in unison.

IND 29-1

Commentor's Name and Mailing Address (Please Print)

Joan Walker
63 Washington Ave
Asheville NC 28804

FILED
SECRETARY OF THE
COMMISSION
2018 NOV 20 P 3 44
FEDERAL ENERGY
REGULATORY COMMISSION

1 The Commission strongly encourages electronic filing of any comments or interventions or protests to this proceeding. Comments may be filed via the FERC's website, www.ferc.gov, by using "eFiling" under the link "Documents and Filings." Before you can file comments you will need to create an account by clicking on "eRegister." The FERC has expert eFiling staff for assistance at 1-866-208-3676 (TTY contact 202-502-8659) or eFiling@ferc.gov.

IND29-1

As described in section 1.3.1 of the EIS, production and gathering activities, and the pipelines and facilities used for these activities, are not regulated by FERC, but are overseen by the affected region's state and local agencies with jurisdiction over the management and extraction of the shale gas resource. Determining the well and gathering line locations and their environmental impact is not feasible because the market and gas availability at any given time would determine the source of the natural gas. While past, present, and reasonably foreseeable future oil and gas infrastructure within the geographic scope of the cumulative impacts assessment are addressed in section 4.13, the specific locations for infrastructure associated with induced production are not reasonably foreseeable. Further, review of the Project is limited to the economic and environmental impacts of the proposal before the Commission; therefore, the effects of LNG combustion in end-use/importing markets are outside of the scope of this EIS.

Individuals (IND)

IND30 - Juan B. Mancias

20181120-0041 FERC PDF (Unofficial) 11/20/2018

We have always been part of Texas since before the coming of the Spaniard in the 1500's. The problems of not acknowledging the presence of Native Original People in Texas is insane and only follows the madmaning policies of The Republic of Tx. and its STATE wide Racist attitude to ethnic cleansing.

Desecration of these ancestral tribal trails and sacred sites is abomination and substandard to dehumanize a people who never left the sacred areas of Coastal and RG Valleys.

IND 30-1

The policy should hold accountable the LNGs and Pipelines to different standards and higher penalties for abusing and misusing the looting and sell of sacred items by them and their employees. Corporations need to deal the humanity aspects of grave robbing even if it is just an arrowhead. You make it hard enough for the local residents to lose their lands they have held for years, then you should make it hard for those who stole it.

IND30-1

The Section 106 process to identify, evaluate, assess, and mitigate adverse effects to historic properties is ongoing, and would be completed prior to construction of the Project, if authorized. In addition, RG Developers provided a plan addressing the unanticipated discovery of cultural resources or human remains during construction (see section 4.10.2).

Individuals (IND)

IND31 - Ava Germaine

20181120-0042 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

RIO GRANDE PROJECT (DOCKET NOS. CP16-454-000, CP16-455-000)

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

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For Official Filing:

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street, NE, Room 1A
Washington, DC 20426

ORIGINAL

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

This project will heavily impact different aspects of life in the RGV. First, it will disproportionately impact the majority population which is comprised mainly of people of color who have historically suffered much environmental racism through the RGV's development. The health issues facing the Latinx community with inadequate access to healthcare is the primary, but not sole, concern. Also, this region, historically and

IND31-1

IND31-2

Commentor's Name and Mailing Address (Please Print)

Ava Germaine Leal
2911 N 42nd Ln
McAllen, TX
78501

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COMMISSION
NOV 20 3 45
KIMBERLY D. BOSE
FEDERAL ENERGY REGULATORY COMMISSION

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IND31-1

Impacts on public services in the Project area and the potential for disproportionately high and adverse health or environmental effects of the Project on minority and low-income populations are addressed in sections 4.9.7 and 4.9.10, respectively.

Individuals (IND)

IND31 - Ava Germaine

Currently occupied by the Carrizo /Comencudo, is flush with human remains and villages which will be unearthed and damaged in this process. The tribe is concerned, because the removal of these remains is the same as murdering those ancestors over again. We would ask that these sites remain undisturbed out of respect.

IND31-2

Further, the environmental damage would be obscene. Covering almost two and a half thousand acres of land (some seized by eminent domain), this pipeline would displace, restrict, and endanger much of our region's precious and sacred wildlife, which is already likewise facing danger from the approved border wall to the south. The yearly damage to the air by emissions would equal that of over 60 coal plants. With the recent UN report, giving us barely twelve years to stop climate change, this project is an immediate threat to that goal. We need to support Texas as the leader in alternative, clean energy it already is.

IND31-3

IND31-4

IND31-5

This project does the state, and the world as a whole, a disservice. Please save the RGV.

IND31-2

Comment noted. RG Developers provided a plan addressing the unanticipated discovery of cultural resources or human remains during construction (see section 4.10.2).

IND31-3

Impacts on wildlife habitat is discussed in section 4.6. The total acreage of land that would be affected by the Project, if approved, is presented in table 4.8.1-1. Although the disturbed acreages are similar to that identified in the comment, much of the operational impacts would occur within the footprint of the Pipeline System permanent right-of-way, which would be revegetated once construction has been completed. Most wildlife species or individuals are not adversely impacted by the presence of a pipeline right-of-way, although exact species composition may change somewhat.

IND31-4

As described in section 4.11.1 of the EIS, pollution emissions from the LNG Terminal site, when considered with background concentrations, would be below the NAAQS, which are designated to protect public health including sensitive populations such as children, the elderly, and asthmatics.

IND31-5

Commented noted.

Individuals (IND)

IND32 - Josette A. Cruz

20181120-0043 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM  
RIO GRANDE PROJECT (DOCKET NOS. CP16-454-000, CP16-455-000)

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

Please send one copy referenced to Docket Nos. CP16-454-000 and CP16-455-000 to the address below.

For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

ORIGINAL

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

As an indigenous woman, who's family has been in this area we call home for generations, this project violates all that is sacred. There are human remains out there off of Hwy 48 where these companies have already illegally put down a pipeline. Morally, the project is wrong and would further our current situation with global warming and environmental degradation. Our children should not have to inherit the mess and irresponsible choices of those in the

IND 32-1

IND 32-2

Commentor's Name and Mailing Address (Please Print)

Josette A. Cruz  
1225 W. Washington St  
Brownsville, TX 78520

IND13  
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IND32-1

Comment noted. RG Developers provided a plan addressing the unanticipated discovery of cultural resources or human remains during construction (see section 4.10.2). The Project has not been issued all necessary environmental permits (see section 1.5 of the EIS) and construction has not begun.

IND32-2

Comment noted. Climate change is addressed in section 4.13.2 of the EIS.

Individuals (IND)

IND32 - Josette A. Cruz

oil and gas industry. The safety of my  
 Community is at risk. There is a ~~one~~ half a mile  
~~impact~~ ~~burst~~ radius when this pipeline  
 bursts. ~~It is~~ All man made things are  
 fallable, we know its not a matter of **IF** it  
 will burst, its when it will burst. There  
 are port businesses that run along Hwy 48  
 that are also in direct risk of the ~~one~~  
 half mile ~~burst~~ impact radius of these  
 were ever a burst in the pipeline.  
 It is a 140 mile long ticking time bomb  
 essentially because all pipelines are not  
 100% guaranteed safe. The risks to  
 our Community are not worth the short  
 term profits. We reject this pipeline  
 along with any other proposed projects  
~~the~~ the greedy, unethical, and morally  
 corrupt Oil and Gas industry of Texas want  
 to bring to our lands.

IND 32-2

IND 32-3

IND 32-4

IND32-3

A discussion of pipeline safety is provided in section 4.12.2.

IND32-4

Comment noted.

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM  
RIO GRANDE PROJECT (DOCKET NOS. CP16-454-000, CP16-455-000)

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For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

ORIGINAL

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

The significant known fact of Texas was to eradicate the Native Presence to take the land, the killing of Native People. By not doing due diligence we will be continue to be eradicated, which is Ethnic Cleansing of NATIVE ORIGINAL People of Tx. The whole area under proposed consideration is a conglomorate of Historical Evidence of Texas Original People. We are not extinct and our Ancestors need to protected. Hwy 277 is ~~the~~ a trail that was used by ~~the~~ the Carrizo/Comacruco People.

IND33-1

Commentor's Name and Mailing Address (Please Print)

Juan B Mancias  
1250 Roemer Ln  
Floresville, Tx 78114

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NOV 20 P 3 45  
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OVER

IND33-1

U.S. Highway 277 terminates in Carrizo Springs, Texas more than 140 miles from the Project, and would not be affected by Project construction. As stated in section 4.10.1.2 of the EIS, cultural resources surveys would be conducted for the approximately 30 miles of the RB Pipeline that crosses the King Ranch National Historic Landmark. The Section 106 process to identify, evaluate, assess, and mitigate adverse effects to historic properties is ongoing, and would be completed prior to construction of the Project, if authorized. Completion of the Section 106 process would include completion of field surveys, which may not be possible prior to issuance of a FERC Certificate due to restricted access to construction workspaces.

The Carrizo/Comcrudo Have been here since time immemorial (Indians of the Rio Grande Delta by Martin Salinas). The number of family and clan groups still remain in South Tex. Many of Esto'k Cona or Carrizo/Comcrudo went to work for the King's Ranch because their Original villages were the King Ranch. Their lands stolen and illegally surveyed created the Racist attitudes toward the annihilation and relocation, and elimination of all Native Original People of Tex.

IND33-1

The history of this area is horrendous with the stealing of land by killing and incarceration of the local natives original people of Tex. Through 1940 their were still taking land. Strong IES with due diligence and affidavit from the Construction Companies to not pillage and not are sacred site or burial site.

Individuals (IND)

IND34 - Xandra Leal

20181120-0053 FERC PDF (Unofficial) 11/20/2018

Xandra Leal

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

ORIGINAL

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000



Texas LNG Project Docket No. CP16-116-000

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

Please send one copy referenced to the appropriate docket number (as noted above) to the address below.

For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

My name is Xandra Leal and I'm from McAllen and I'm an elementary student at christa McAuliffe elementary. If this pipeline is built 3655 acres will be ~~disturbed~~ disturbed during construction. The DEIS says "the greatest cumulative impact" would be on soils, water quality, vegetation, wildlife, threatened and endangered species.

IND34-1

The reported 3,633.2 acres are those that would be temporarily impacted if the Pipeline System and LNG Terminal are both built. As discussed further in section 4.8.1, a total of 2,495.9 and 1,330.17 acres would be impacted during construction and operation of the Pipeline System, respectively. RB Pipeline has selected a route for the Pipeline System that would result in 66.0 percent of the route being within, or adjacent to, existing disturbance.

IND34-2

Comment noted.

Commentor's Name and Mailing Address (Please Print)

Xandra Leal  
2911 N 42nd Ln  
McAllen, TX  
78501

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Individuals (IND)

IND34 - Xandra Leal

20181120-0053 FERC PDF (Unofficial) 11/20/2018

air quality, and noise. This high-voltage <sup>age</sup> powerline would cause significant visual and wildlife impacts, particularly birds, including protected and endangered species. In addition to that the question ~~isn't~~ isn't "will it leak?" its "when will it leak? Will it be a major leak or a minor leak? Who protects the people? IF this pipeline is built it will hurt and even kill millions to trillions of people. All I ask is that this permit is denied to these arrogant people who want to hurt and pollute this planet, its people, and its animals.

IND34-2

IND34-3

IND34-4

IND34-3

Cumulative impacts of the electric transmission line are addressed in section 4.13.2, including the potential for impacts on migratory birds, threatened and endangered species, and visual resources.

IND34-4

A discussion of pipeline safety, including the risk of pipeline leaks, is provided in section 4.12.2.

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

- Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000
- Texas LNG Project Docket No. CP16-116-000

ORIGINAL

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For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

Texas LNG should not be allowed a permit due to their poor due diligence of EIS and Historical Data of the area. Neither the LNG's Rio Grande or Texas have quantifiable data as the the Historical presence of Rio Grande Delta Railroad Commission of Tx has in their archives evidence of the consistent ~~area~~ habitation and

IND35-1

Commentor's Name and Mailing Address (Please Print)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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IND35-1

We disagree. The EIS discloses the potential impacts on environmental resources resulting from construction and operation of the Project. The EIS was prepared in accordance with NEPA, CEQ guidelines, and other applicable requirements. The draft EIS included sufficient detail to enable the reader to understand and consider the issues raised by the Project and addresses a range of alternatives. The final EIS provides substantive updates, where available. This EIS is consistent with FERC style, formatting, and policy regarding NEPA evaluation of alternatives and different impact types, including cumulative impacts. The EIS is comprehensive and thorough in its identification and evaluation of feasible mitigation measures to reduce those effects whenever possible.

Individuals (IND)

IND35 - Individual

Migration of Native Original People of Tx.  
Much of the information has been covered up to  
promote the ongoing apartheid of Native  
Original People of Tx.

For the LNGs to continue to lie and  
promise a better tomorrow is only to repeat history  
once again of Native Genocide. The Oil, Gas, and  
Coal Industries have gotten away with many  
deaths and the Federal Energy Regulatory Commission  
she hold the accountable for deaths of their employees  
if not, hold them to higher standard.

IND35-2

The dangers of Lung Disease and other chronic  
Cancerous disease are not being mentioned you cannot  
disconnected the statistics from one LNG to those who  
have already proven to be a threat since their  
construction.

IND35-3

Stop Ethnic Cleansing  
no more digging up Sacred Sites

IND35-2

Federal safety standards and applicable regulations are identified in section 4.12 of the EIS. Specifically, section 4.12.1.6 discusses LNG facilities historical records and how any lessons learned would be incorporated into the Project. In addition, section 4.12.1.3 lists major LNG carrier operation incidents.

IND35-3

As described in section 4.11.1 of the EIS, the State of Texas requires a State Health Effects air quality analysis. The results of RG LNG's State Health Effects modeling evaluation indicate that the Project emissions are below applicable effects screening levels, and therefore adverse health effects are not expected. The TCEQ is the agency responsible for the review of the State Health Effects analysis, and on December 17, 2018, the TCEQ issued an order granting air quality permits to RG LNG. Further, pollution emissions from the LNG Terminal site, when considered with background concentrations, would be below the NAAQS, which are designated to protect public health including sensitive populations such as children, the elderly, and asthmatics.

Individuals (IND)

IND36 - Josette A. Cruz

20181120-0055 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

ORIGINAL

Please check the box(es) of the project(s) on which you are commenting:

- Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000
- Texas LNG Project Docket No. CP16-116-000

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Please send one copy referenced to the appropriate docket number (as noted above) to the address below.

For Official Filing:  
 Kimberly D. Bose, Secretary  
 Federal Energy Regulatory Commission  
 888 First Street, NE, Room 1A  
 Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

The Draft Environmental Impact Statement itself is incomplete due to Rio Grande LNG lacking all of the information that FERC is requesting to be submitted before the comment period. This leaves the public in the dark about information that is ~~not~~ and should be available to them. The City of Port Isabel

IND36-1

IND36-2

Commentor's Name and Mailing Address (Please Print)

Josette A. Cruz  
 1225 W. Washington St.  
 Brownsville TX 78520

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IND36-1

The EIS was prepared in accordance with NEPA, CEQ guidelines, and the Commission's regulations and policy. The EIS is consistent with FERC style, formatting, and policy regarding NEPA evaluation of alternatives and different impact types. The EIS is comprehensive and thorough in its identification and evaluation of feasible mitigation measures to reduce those effects whenever possible. While some information was still pending at the time of issuance of the draft EIS, the lack of this final information does not deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such effect. The draft EIS included sufficient detail to enable the reader to understand and consider the issues raised by the proposed projects and addresses a reasonable range of alternatives. The final EIS includes additional information provided by RG Developers, cooperating agencies, and new or revised information based on substantive comments on the draft EIS.

IND36-2

Impacts on recreation and tourism, including nature-based or eco-tourism, are addressed in section 4.9.3. As discussed further in section 4.9.5, the estimated tax benefits presented within assume the Project would receive tax abatements comparable to those recently granted for other LNG and major refining and petrochemical facilities along the Texas Gulf Coast. Further, RG LNG has committed to annual payments of \$2.7 million during the first ten years of operation to offset a portion of the forgone taxes associated with the abatement.

Individuals (IND)

IND36 - Josette A. Cruz

20181120-0055 FERC PDF (Unofficial) 11/20/2018

and proposed LNG sites are all areas that thrive on ecotourism. ~~There~~ The DFEIS (Rio Grande) states that there would be \$92.9 million in property taxes paid over 22 years which "would result in a moderate, permanent and positive economic impact." Tax payers will likely be paying more than \$4.2 million per year. This is unacceptable considering these companies have already requested tax abatements from one of the "poorest" ~~areas~~ areas. There are demands for Rio Grande LNG to complete its cultural resources survey and complete necessary consultation before the EIS is finalized, NOT "prior to construction." To add insult to injury pipeline construction was already done illegally and without the proper permits! The Valley Crossing Pipeline is already under the Rio Grande terminal site which in the peoples eyes is not safe considering that all man made things are fallable and not 100% safe. It is not a matter of if the pipeline will rupture but instead when. The Draft EIS statement for Texas LNG is not in Spanish which is the predominant language spoken in the RGV. Our wildlife ~~is~~ will be impacted as well. They are native to here and the plan according to the Draft EIS statement is ~~to~~ to physically move these animals. ~~Some of these~~ Some of these animals such as the ocelots are endangered species and thrive in this area in particular. These animals are protected as is much of the land. These projects are not welcome here. This is furthering our contribution ~~to~~ to climate change and putting the future of the human race at risk.

IND36-2

IND36-3

IND36-4

IND36-5

IND36-6

IND36-7

IND36-8

IND36-3

While some information was still pending at the time of issuance of the draft EIS, the lack of this final information does not deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such effect. The draft EIS included sufficient detail to enable the reader to understand and consider the issues raised by the proposed projects and addresses a reasonable range of alternatives. The final EIS provides substantive updates, where available. The Section 106 process to identify, evaluate, assess, and mitigate adverse effects to historic properties is ongoing, and would be complete prior to construction of the Project, if authorized. Completion of the Section 106 process would include completion of field surveys, which may not be possible prior to issuance of a FERC Certificate due to restricted access to construction workspaces.

IND36-4

The Project has not been issued all necessary environmental permits (see section 1.5 of the EIS) and construction has not begun.

IND36-5

Section 4.12.1.6 of the EIS addresses the potential impact on the Project from external events, including the VCP.

IND36-6

We received two comments during the scoping period requesting that Project materials be translated into Spanish. Executive Order No. 12898, which informs the federal government's approach to issues of environmental justice, is not binding on the Commission.

However, it is current Commission practice to address environmental justice in its NEPA documents when raised as an issue or otherwise warranted. Therefore, we have included this discussion in the final EIS in section 4.9.10. Further, in an effort to include Spanish language speakers in the NEPA process, Spanish language Project materials were made available to the public during the scoping meeting and public comment meeting held in Port Isabel as described in section 1.3.1 of the final EIS. In addition, a translator was available to assist Spanish language speakers. During the public scoping meeting, very few of the Spanish language materials that were made available were utilized by attendees. As such, we determined that translation of the draft EIS into Spanish was not necessary.

IND36-7

As discussed in section 4.6.1, wildlife hazing may occur within the footprint of the LNG Terminal to encourage wildlife to move out of the operational footprint, such that they would not be trapped within the facility fence line. No physical removal of species by RG Developers' employees is proposed for general wildlife. Impacts on threatened and endangered species are discussed in section 4.7; any physical relocation of these species by personnel would be determined through consultation with the applicable agency(ies). Further, the Project would not be able to move forward until FERC has completed consultation with the FWS for species listed under the ESA.

IND36-8

We have updated section 4.13.2.9 to include a discussion regarding climate change.

Individuals (IND)

IND37 - Individual

20181120-0056 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

ORIGINAL

Please check the box(es) of the project(s) on which you are commenting:

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

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For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

As a teacher at Port Isabel and a local resident I oppose both the Rio Grande Project and the Texas LNG project. Why would something that harms our RGV wildlife and people be allowed. I work less than 20,000 Feet away from the Texas LNG project. The children at my school should be protected

IND37-1

IND37-2

Commentor's Name and Mailing Address (Please Print)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

FILED  
SECRETARY OF THE  
COMMISSION  
NOV 20 3 49  
FEDERAL ENERGY  
REGULATORY COMMISSION

<sup>1</sup> The Commission strongly encourages electronic filing of any comments or interventions or protests to this proceeding. Comments may be filed via the FERC's website, [www.ferc.gov](http://www.ferc.gov), by using "eFiling" under the link "Documents and Filings." Before you can file comments you will need to create an account by clicking on "eRegister." The FERC has expert eFiling staff for assistance at 1-866-208-3676 (TTY contact 202-502-8659) or [efiling@ferc.gov](mailto:efiling@ferc.gov).

IND37-1

Comment noted.

IND37-2

The EIS is not a decision document; rather, it is a tool to ensure that the potential environmental impacts that would occur as a result of a federal action are fully analyzed and presented, in compliance with NEPA. Under NEPA, the determination that an impact is significant necessitates the preparation of an EIS (as opposed to an EA). In accordance with NEPA, we have prepared this EIS to present the environmental impacts that would occur as a result of the Project. The decision of whether to authorize the Project is determined by the FERC Commissioners.

FERC considers the public interest of LNG projects under Section 3 of the NGA and the public convenience and necessity of pipeline projects under Section 7 of the NGA prior to making its decision on whether or not to approve it. Assessment of the proposed Project has included coordination with multiple federal and state agencies (including the DOE who authorizes the exportation of the commodity) and requires permits or authorizations from additional entities (see section 1.5).

Facility safety is discussed in section 4.12. Specifically, section 4.12.1.2 details DOT's siting regulations in 49 CFR 193 as well as its LOD process for 49 CFR 193, Subpart B. We also clarify that this EIS is for the Rio Grande LNG Project that would be located to the west of the Texas LNG Project.

Individuals (IND)

IND37 - Individual

at all cost, when the oil pipelines leak our beautiful environment, people, and wildlife will be negatively affected. Our local fishers won't be able to fish and eat their catch. The ocelot, who is already an endangered animal, will have even more of its home taken away for people's greed of money. We must not let Texas LNG or Rio Grande LNG destroy our beautiful Port Isabel. Earth and its natural habitat should be saved from both of these money hungry projects that will only harm my beautiful hispanic community. When the pipe line leaks it will destroy the Earth for the future of my students at PIIISD. They won't be able to enjoy Port Isabel's real beauty with the oil destroying their homes, and animals, wildlife and the future of our planet should not be put at risk because a person who does not live in the RGU wants more money, money comes and goes. The Earth is the only place we can call home.

SAVE RGU FROM LNG 666

IND37-2

IND37-3

IND37-4

IND37-5

IND37-6

IND37-7

IND37-3

Impacts on aquatic resources are addressed in sections 4.6.2 and 4.6.3 of the EIS.

IND37-4

FERC has determined that the Project is likely to adversely affect the ocelot and jaguarundi; therefore, the FWS will further assess impacts on these species to determine if the Project would result in jeopardy of either species. Further, as discussed in section 4.7.1.4, the FWS and RG Developers are coordinating regarding mitigation for the loss of potential ocelot habitat. Final mitigation plans would be determined through completion of the ESA consultation process.

IND37-5

As discussed further in section 4.8.2, while it would be possible to see the LNG Terminal from some vantage points in Port Isabel, in particular elevated sites, the distance to the LNG Terminal site limits its visibility and as such it would not be a prominent feature in the viewshed.

IND37-6

The proposed pipelines are not likely to result in destruction of the community values, rural quality of life, or sense of place. Once construction is completed, the right-of-way would be restored and visual effects would be confined to areas where vegetation has been removed within the Project route. The buried pipeline would not otherwise visibly intrude on communities. As described throughout the EIS, the LNG Terminal would be on undeveloped land owned by BND, outside of city boundaries, and the closest residences are over 2.2 miles from the site. Further, the LNG Terminal site is in an area that is characterized, in part, as industrial with the movement of domestic and foreign products within the BSC and associated with the Port of Brownsville. In addition to the public outreach described in sections 1.3 and 4.9.10 of the EIS, RG Developers have been coordinating additional outreach focused on job opportunities for local workers (see section 4.9.2) and have committed to donations that will fund community projects (see section 4.9.5). We conclude that the Project, as modified by our recommendations in section 4 of the EIS, would not destroy community values, rural quality of life, or sense of place.

IND37-7

A discussion of pipeline safety, including the risk of pipeline leaks, is provided in section 4.12.2. The Project would be an LNG facility with a pipeline system transporting natural gas.

Individuals (IND)

IND38 - Rebekah Gomez Herrera

20181120-0057 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

ORIGINAL

Please check the box(es) of the project(s) on which you are commenting:

- Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000
- Texas LNG Project Docket No. CP16-116-000

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

Please send one copy referenced to the appropriate docket number (as noted above) to the address below.

For Official Filing:  
 Kimberly D. Bose, Secretary  
 Federal Energy Regulatory Commission  
 888 First Street, NE, Room 1A  
 Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

LNG will damage the homes of endangered animals like the ocelot. It'll degrade the tourism and commercial fishing industries that people come from all around the world to enjoy take part of our South Texas culture. We have birds, monarch butterflies that migrate through this land.

IND38-1

IND38-2

IND38-3

Commentor's Name and Mailing Address (Please Print)

Rebekah Gomez Herrera  
 3072 3rd St.  
 Los Fresnos, TX 78506



<sup>1</sup> The Commission strongly encourages electronic filing of any comments or interventions or protests to this proceeding. Comments may be filed via the FERC's website, [www.ferc.gov](http://www.ferc.gov), by using "eFiling" under the link "Documents and Filings." Before you can file comments you will need to create an account by clicking on "eRegister." The FERC has expert eFiling staff for assistance at 1-866-208-3676 (TTY contact 202-502-8659) or [efiling@ferc.gov](mailto:efiling@ferc.gov).

IND38-1

FERC has determined that the Project is likely to adversely affect the ocelot and jaguarundi; therefore, the FWS will further assess impacts on these species to determine if the Project would result in jeopardy of either species. Further, as discussed in section 4.7.1.4, the FWS and RG Developers are coordinating regarding mitigation for the loss of potential ocelot habitat. Final mitigation plans would be determined through completion of the ESA consultation process.

IND38-2

Impacts on recreation and tourism are addressed in section 4.9.3.

IND38-3

Impacts on wildlife are discussed in section 4.6.

Individuals (IND)

IND38 - Rebekah Gomez Herrera

20181120-0057 FERC PDF (Unofficial) 11/20/2018

We live in a hurricane zone, its not a matter of how, its a matter of when the ~~gas~~ pipes will leak.

IND38-4

LNG will increase cancer and mortality rates in a predominately poor Mexican-American community

IND38-5

Pregnant women, school children will be exposed to deadly chemicals.

IND38-6

I've been going to South Padre Island since I was a baby, I would have to pass this site, exposing myself to deadly chemicals on my way to work, ~~and my business~~

South Padre Island is one of the best and beautiful places in Texas and LNG will destroy that.

IND38-7

IND38-4

A discussion of pipeline safety, including the risk of pipeline leaks, is provided in section 4.12.2. RB Pipeline must operate and maintain its facilities in compliance with the DOT regulations at 49 CFR 192 to minimize the potential for pipeline damage and accidents. These requirements include specifications for the depth of soil cover over the pipeline, which would protect the pipe from damage or exposure during flood events.

IND38-5

As described in section 4.11.1 of the EIS, the State of Texas requires a State Health Effects air quality analysis. The results of RG LNG's State Health Effects modeling evaluation indicate that the Project emissions are below applicable effects screening levels, and therefore adverse health effects are not expected. The TCEQ is the agency responsible for the review of the State Health Effects analysis, and on December 17, 2018, the TCEQ issued an order granting air quality permits to RG LNG. Further, pollution emissions from the LNG Terminal site, when considered with background concentrations, would be below the NAAQS, which are designated to protect public health including sensitive populations such as children, the elderly, and asthmatics. We address the potential for disproportionately high and adverse health or environmental effects of the Project on minority and low-income populations in section 4.9.10.

IND38-6

See Comment Response IND38-5.

IND38-7

Potential impacts on South Padre Island viewshed and tourism industry are addressed in sections 4.8.2 and 4.9.3, respectively.

Individuals (IND)

IND39 - Rich Cruz

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

ORIGINAL

- Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000
- Texas LNG Project Docket No. CP16-116-000

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

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 Kimberly D. Bose, Secretary  
 Federal Energy Regulatory Commission  
 888 First Street, NE, Room 1A  
 Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

Much of the vegetation the project would destroy is upland loma, which is ecologically unique and immensely valuable to wild life, and includes five rare plant communities. Missing in the DEIS is how much "temporary increase noise turbidity and sedimentation within the BSC" will affect fish (including eggs + juveniles), crustaceans and sea grasses in Bahia Grande and South Bay. ~~I don't~~ I don't want my name to be destroyed for profit.

IND39-1

IND39-2

Commentor's Name and Mailing Address (Please Print)

Rich Cruz  
 1225 W Washington  
 Brownsville, TX, 78520

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 COMMISSION  
 NOV 20 10 34 AM  
 FEDERAL ENERGY REGULATORY COMMISSION

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IND39-1

Upland habitats, including lomas, in the Project area are not protected; therefore, mitigation of these habitat is not required. However, we acknowledge that lomas are important habitat for ocelots. Any mitigation for habitat loss for the ocelot would be determined through completion of the ESA consultation process.

IND39-2

As stated in section 4.6.2 of the EIS, impacts on aquatic resources (including fish eggs and juveniles and benthic organisms) due to increased turbidity and suspended solid levels would vary by species; however, the aquatic resources present within the Project area are likely accustomed to regular fluctuations in noise and turbidity levels from regular maintenance dredging within the BSC. Therefore, impacts would be short-term and minor. As stated in section 4.6.2 of the EIS, impacts on seagrasses are not anticipated.

Individuals (IND)

IND39 - Rich Cruz

20181120-0058 FERC PDF (Unofficial) 11/20/2018

It's not a matter of will it break, it's when. When it  
does, who will be able to fix the catastrophe that will  
surely come with it. Almost every other pipeline ~~has~~ burst  
and leaked pollution into the surrounding environments making  
them uninhabitable.

IND39-3

IND39-3

A discussion of pipeline safety, including the risk of pipeline leaks, is provided in section 4.12.2. The Project would be an LNG facility with a pipeline system transporting natural gas.

Individuals (IND)

IND40 - Michael Baguio

20181120-0059 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

ORIGINAL

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

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For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

My biggest concern is the impact on the environment this project will produce. Dredging to the Bahia Grande and South Bay could dramatically affect the health and welfare of the sea grass and oyster beds the other sea animals rely on. The use of wetlands for work space and roads is totally

IND40-1

As described in section 4.6.2, South Bay connects to the BSC more than 2.5 miles from the LNG Terminal site; therefore, impacts of dredging and dredged materials on seagrass beds and oyster beds in South Bay are not anticipated. Dredging is not proposed in the Bahia Grande or South Bay; dredging would occur within the BSC and the LNG Terminal site (see section 4.3.2.2).

IND40-2

Section 6.3 of RG Developers' Procedures describes wetland restoration requirements, which includes, but is not limited to, consultation with appropriate federal or state agencies to develop a project-specific wetland restoration plan, and ensuring that all disturbed areas successfully revegetate with wetland herbaceous and/or woody plant species and that the company control the invasion and spread of invasive species and noxious weeds. Section 6.4.5 of RG Developers' Procedures describes the criteria for determining successful wetland restoration, including that vegetation is at least 80 percent of either the cover documented for the wetland prior to construction, or at least 80 percent of the cover in adjacent wetland areas that were not disturbed by construction. If natural rather than active revegetation was used, the plant species composition must be consistent with early successional wetland plant communities in the affected ecoregion. The COE may require additional monitoring parameters during its permitting process.

IND40-1

IND40-2

Commentor's Name and Mailing Address (Please Print)

Michael Baguio  
502 Palm Blvd.  
Laguna Vista, TX 78578

FILED  
SECRETARY OF THE  
COMMISSION  
NOV 20 3 49  
REGISTRATION & COMPLIANCE

<sup>1</sup> The Commission strongly encourages electronic filing of any comments or interventions or protests to this proceeding. Comments may be filed via the FERC's website, [www.ferc.gov](http://www.ferc.gov), by using "eFiling" under the link "Documents and Filings." Before you can file comments you will need to create an account by clicking on "eRegister." The FERC has expert eFiling staff for assistance at 1-866-208-3676 (TTY contact 202-502-8659) or [efiling@ferc.gov](mailto:efiling@ferc.gov).

Individuals (IND)

IND40 - Michael Baguio

20181120-0059 FERC PDF (Unofficial) 11/20/2018

unacceptable because once the wildlife  
environment is destroyed, there is no adequate  
plans to restore it to its existing state.  
The people of this ~~area~~ community enjoys the  
economical benefits tourism brings to this area.  
They don't want their beautiful community  
ruined by some people who stand to make  
a ~~lot~~ lot of money at the expense of those  
who just want to enjoy life without having  
to worry about their health.

IND40-2

IND40-3

IND40-3

Impacts on recreation and tourism are addressed in section 4.9.3. Impacts on air quality and human health are addressed in section 4.11.1.

Individuals (IND)

IND41 - Laura Baguio

20181120-0060 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

ORIGINAL

Please check the box(es) of the project(s) on which you are commenting:

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

Please send one copy referenced to the appropriate docket number (as noted above) to the address below.

For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

These projects are not wanted or needed here! There is more than enough capacity elsewhere at the Gulf coast for LNG projects. The environmental plans are inadequate for the restoration of the areas after construction and the harm to the wild life through habitat devastation and light pollution will be irreparable to many endangered and vulnerable species such as the ocelot and the sharp-shinned falcon, not to mention the many migrating birds that pass through the area. The wetlands that will be destroyed should be protected as well as the seagrass beds

IND41-1

IND41-2

IND41-3

IND41-4

Commentor's Name and Mailing Address (Please Print)

Laura Baguio  
502 Palm Blvd  
Laguna Vista TX 78578

FILED  
SECRETARY OF THE  
COMMISSION  
2018 NOV 20 P 3 49  
FEDERAL ENERGY  
REGULATORY COMMISSION

<sup>1</sup> The Commission strongly encourages electronic filing of any comments or interventions or protests to this proceeding. Comments may be filed via the FERC's website, [www.ferc.gov](http://www.ferc.gov), by using "eFiling" under the link "Documents and Filings." Before you can file comments you will need to create an account by clicking on "eRegister." The FERC has expert eFiling staff for assistance at 1-866-208-3878 (TTY: contact 202-502-8659) or [efiling@ferc.gov](mailto:efiling@ferc.gov).

IND41-1

As discussed in section 3.2 of the EIS, existing LNG export facilities do not have the capacity to export the volume of gas proposed by RG Developers.

IND41-2

Section 6.3 of RG Developers' Procedures describes wetland restoration requirements, which includes, but is not limited to, consultation with appropriate federal or state agencies to develop a project-specific wetland restoration plan, and ensuring that all disturbed areas successfully revegetate with wetland herbaceous and/or woody plant species and that the company control the invasion and spread of invasive species and noxious weeds. Section 6.4.5 of RG Developers' Procedures describes the criteria for determining successful wetland restoration, including that vegetation is at least 80 percent of either the cover documented for the wetland prior to construction, or at least 80 percent of the cover in adjacent wetland areas that were not disturbed by construction. If natural rather than active revegetation was used, the plant species composition must be consistent with early successional wetland plant communities in the affected ecoregion. The COE may require additional monitoring parameters during its permitting process. Upland habitats, including lomas, in the Project area are not protected; therefore, mitigation of these habitat is not required. However, any mitigation for habitat loss for the ocelot would be determined through completion of the ESA consultation process (see section 4.7.1). Further, as described in section 2.4, FERC would continue to monitor construction areas during operations to verify successful restoration.

IND41-3

Impacts on wildlife and threatened and endangered species from Project lighting are discussed in sections 4.6.1 and 4.7.1, respectively.

IND41-4

Comment noted. No seagrass beds are present within the Project area nor would any be affected by the Project. As described in section 4.6.2, South Bay connects to the BSC more than 2.5 miles from the LNG Terminal site; therefore, impacts of dredging and dredged materials on seagrass beds and oyster beds in South Bay are not anticipated.

Individuals (IND)

IND41 - Laura Baguio

20181120-0060 FERC PDF (Unofficial) 11/20/2018

that will be destroyed by dredging planned. This entire area is too environmentally pristine and sensitive to be sacrificed for such useless greed. Once these places and species are gone, they will not return. The air pollution caused by the plant will be unacceptable to this area. People are already at risk for poor health care in this economically disadvantaged area. I do not think the general public has been adequately informed about the possible impact of these projects. No information has been disseminated in Spanish which is what most of them read and speak. ~~The projects will be~~ The plans submitted are not sufficient in addressing the full impact of these projects on the environment and how any impacts from construction will be mitigated. There is no adequate plan to restore the wetlands and flats to previous conditions once construction is completed. A vague promise to do so is totally unacceptable!  
This is a travesty! Do not approve these.

IND41-4

IND41-5

IND41-6

IND41-7

IND41-5

As described in section 4.11.1 of the EIS, the State of Texas requires a State Health Effects air quality analysis. The results of RG LNG's State Health Effects modeling evaluation indicate that the Project emissions are below applicable effects screening levels, and therefore adverse health effects are not expected. The TCEQ is the agency responsible for the review of the State Health Effects analysis, and on December 17, 2018, the TCEQ issued an order granting air quality permits to RG LNG. Further, pollution emissions from the LNG Terminal site, when considered with background concentrations, would be below the NAAQS, which are designated to protect public health including sensitive populations such as children, the elderly, and asthmatics. We address the potential for disproportionately high and adverse health or environmental effects of the Project on minority and low-income populations in section 4.9.10.

IND41-6

We received two comments during the scoping period requesting that Project materials be translated into Spanish. Executive Order No. 12898, which informs the federal government's approach to issues of environmental justice, is not binding on the Commission.

However, it is current Commission practice to address environmental justice in its NEPA documents when raised as an issue or otherwise warranted. Therefore, we have included this discussion in the final EIS in section 4.9.10. Further, in an effort to include Spanish language speakers in the NEPA process, Spanish language Project materials were made available to the public during the scoping meeting and public comment meeting held in Port Isabel as described in section 1.3.1 of the final EIS. In addition, a translator was available to assist Spanish language speakers. During the public scoping meeting, very few of the Spanish language materials that were made available were utilized by attendees. As such, we determined that translation of the draft EIS into Spanish was not necessary.

IND41-7

See Comment Response IND41-2.

Individuals (IND)

IND42 - Christopher Huron

20181120-0061 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

ORIGINAL

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

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For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

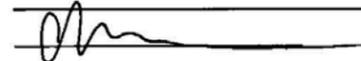
Liquefied Natural Gas needs to stay in the ground. Fracking is an environmentally devastating process that poisons the ground water and increases seismic activity exponentially. Building more pipeline and export terminal infrastructure only encourages more destruction. We need to be DRASTICALLY reducing our use of fossil fuels if we want our future generations to have livable environments and →

IND42-1

IND42-2

Commentor's Name and Mailing Address (Please Print)

Christopher Huron  
6301 Alameda Rd. #443  
Houston, Tx 77021



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SECRETARY OF THE  
COMMISSION  
NOV 20 2 34 PM  
FEDERAL ENERGY  
REGULATORY COMMISSION

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IND42-1

The Project would not involve gas extraction activities. Section 1.3 of the final EIS addresses comments that we received recommending that environmental impacts associated with natural gas production, including the practice of hydraulic fracturing ("fracking"), be evaluated in our review.

IND42-2

Comment noted. Climate change is addressed in section 4.13.2 of the EIS. The purpose of the final EIS is to evaluate and disclose the potential impacts of the proposed Project. Therefore, this topic is outside the scope of the EIS.

Pipeline projects like these are moves in the exact opposite direction. The executives of these companies are fully aware of the environmental destruction these projects cause. They are cynically trading the future of their children and grand children to make money. How short sighted. Invest the money used to build these projects, instead, into finding solutions to the impending climate catastrophes we are already seeing occur. Stop trading our future for short term profits and luxurious lifestyles for the few billionaire elites.

ies

IND42-2

Individuals (IND)

IND43 - Javier Gonzalez

20181120-0062 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

ORIGINAL

Please check the box(es) of the project(s) on which you are commenting:

- Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000
- Texas LNG Project Docket No. CP16-116-000

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

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For Official Filing:  
 Kimberly D. Bose, Secretary  
 Federal Energy Regulatory Commission  
 888 First Street, NE, Room 1A  
 Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

As a Local naturalist educator and tour guide, I believe these projects will be catastrophic to our local nature tourism economy, the wetlands that the projects are set to be built on are extremely valuable to countless species of wildlife, some of which are threatened or endangered. Nature tourism is a common livelihood in the area, and our wetlands are what we depend on for our tours. These projects will create polluting jobs while destroying healthy eco-tourism jobs that educate our community about our special wildlife. People come from all over the world

IND43-1

IND43-2

IND43-3

Commenter's Name and Mailing Address (Please Print)  
 Javier Gonzalez  
 120 E. Polaris Dr. Unit # West  
 South Padre Island, TX 78597

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 COMMISSION  
 2018 NOV 20 P 3 50  
 FEDERAL ENERGY REGULATORY COMMISSION

- IND43-1 Impacts on recreation and tourism, including nature tourism, are addressed in section 4.9.3.
- IND43-2 Comment noted. Impacts on wildlife habitat and threatened and endangered species are addressed in sections 4.6 and 4.7 of the EIS.
- IND43-3 Impacts on recreation and tourism, including nature tourism, are addressed in section 4.9.3.

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Individuals (IND)

IND43 - Javier Gonzalez

20181120-0062 FERC PDF (Unofficial) 11/20/2018

To enjoy the last pristine beaches and coastal habitats  
in the state. These projects will surely deter the tourists  
that our community deeply depends on. | IND43-3

Individuals (IND)

IND44 - Doug Faircloth

20191120-0063 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

ORIGINAL

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

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Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

The IPCC continues to issue dire warnings about the severity of climate change. We can no longer ignore these warnings. The future of our children depend on us taking action now and moving away from fossil fuels to renewable energy is the only way we are going to ensure this planet remains habitable in 200 years. We can no longer put the profits of industry above human health and the health of the environment. A few jobs are nice but jobs can't cure cancer caused by toxic pollutants released from →

IND44-1

IND44-2

Commentor's Name and Mailing Address (Please Print)

Doug Faircloth  
102 E Adams St.  
Port Isabel 78578

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COMMISSION  
NOV 20 P 3 50  
REGULATORY COMMISSION

<sup>1</sup> The Commission strongly encourages electronic filing of any comments or interventions or protests to this proceeding. Comments may be filed via the FERC's website, [www.ferc.gov](http://www.ferc.gov), by using "eFiling" under the link "Documents and Filings." Before you can file comments you will need to create an account by clicking on "eRegister." The FERC has expert eFiling staff for assistance at 1-888-208-3676 (TTY contact 202-502-8659) or [efiling@ferc.gov](mailto:efiling@ferc.gov).

IND44-1

We have updated section 4.13.2.12 to include a discussion regarding climate change.

IND44-2

As described in section 4.11.1 of the EIS, the State of Texas requires a State Health Effects air quality analysis. The results of RG LNG's State Health Effects modeling evaluation indicate that the Project emissions are below applicable effects screening levels, and therefore adverse health effects are not expected. The TCEQ is the agency responsible for the review of the State Health Effects analysis, and on December 17, 2018, the TCEQ issued an order granting air quality permits to RG LNG. Further, pollution emissions from the LNG Terminal site, when considered with background concentrations, would be below the NAAQS, which are designated to protect public health including sensitive populations such as children, the elderly, and asthmatics. We address the potential for disproportionately high and adverse health or environmental effects of the Project on minority and low-income populations in section 4.9.10.

Individuals (IND)

IND44 - Doug Faircloth

20181120-0063 FERC PDF (Unofficial) 11/20/2018

These plants. If we really care about creating jobs and preserving this planet, we will invest in a green new deal, that will create jobs and energy that will no longer destroy our planet. The people of Port Isabel and South Padre Island have made it clear we DO NOT want these plants in our backyard. How about listen to the people for once.

IND44-2

IND44-3

IND44-3

Comment noted. The EIS is not a decision document; rather, it is a tool to ensure that the potential environmental impacts that would occur as a result of a federal action are fully analyzed and presented, in compliance with NEPA. Under NEPA, the determination that an impact is significant necessitates the preparation of an EIS (as opposed to an EA). In accordance with NEPA, we have prepared this EIS to present the environmental impacts that would occur as a result of the Project. The decision of whether to authorize the Project is determined by the FERC Commissioners.

Individuals (IND)

IND45 - Mary Helen Flores

20181120-0064 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

ORIGINAL

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

Please send one copy referenced to the appropriate docket number (as noted above) to the address below.

For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

I am absolutely opposed to the establishment of any LNG export terminals in the Port of Brownsville. Cameron county has the last bit of Texas coastline that is not industrialized. We have a thriving tourist industry which revolves around our clean air, clean waters, and beautiful

IND45-1

IND45-2

Commentor's Name and Mailing Address (Please Print)

Mary Helen Flores  
185 Laura Lane  
Brownsville, Texas  
78521

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REGULATORY COMMISSION

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IND45-1 Comment noted.

IND45-2 Impacts on recreation and tourism are addressed in section 4.9.3 and impacts on commercial fishing are addressed in section 4.9.4. Impacts on water quality, wildlife, vegetation, and air quality are assessed in sections 4.3.2, 4.5, 4.6, and 4.11.1, respectively.

Individuals (IND)

IND45 - Mary Helen Flores

20181120-0064 FERC PDF (Unofficial) 11/20/2018

unique flora and fauna. Our Laguna Madre is one of the only hypersaline bays in the world and supports our shrimping and fishing industries. These things will be destroyed by LNG export terminal emissions and effluents.

I was born and raised here. Generations of my family are buried here. My home has a healthy property value now. Our property values will plummet along with our air and water quality. It's likely that our graves will be abandoned here when our properties are sold at below market prices. My home, our home, is NOT a sacrifice zone for an industry that has no market in China or Russia, it is costing us everything.

Our children deserve the clean air, clean waters and plentiful green spaces with thriving wildlife that we enjoy now. Our local endangered species must be protected from potential destruction.

Your EIS is full of inconsistencies and lies. You can not mitigate this kind of destruction. NO LNG.

IND45-2

IND45-3

IND45-4

IND45-5

IND45-6

IND45-3

Impacts on property values are discussed in section 4.9.9.

IND45-4

Under Section 3 of the NGA, oversight for LNG export is divided between the Commission and the DOE. FERC is responsible for approving the safe and sound siting and operation of LNG facilities, given that DOE has approved the export of the commodity. It is the DOE, not the Commission, which retains the exclusive authority over the export of the natural gas as a commodity, including the responsibility to consider whether the exportation of that gas is consistent with the public interest. As described in section 1.1 of the EIS, the DOE granted an authorization to RG LNG for export to countries having a FTA with the United States that includes national treatment for trade in natural gas. In accordance with the NGA and Energy Policy Act of 1992, export to a country with which there is an FTA requiring national treatment for trade in natural gas, is deemed consistent with the public interest. Further, RB Pipeline executed a precedent agreement for the total capacity of the Rio Bravo Pipeline for the 20-year life of the Project, which establishes a basis for a finding by the Commission that the pipeline will be in the public convenience and necessity under Section 7.

IND45-5

Comment noted. Impacts on air quality and threatened and endangered species are addressed in sections 4.11.1 and 4.7 of the EIS.

IND45-6

We disagree. The EIS discloses the potential impacts on environmental resources resulting from construction and operation of the Project. The EIS was prepared in accordance with NEPA, CEQ guidelines, and other applicable requirements. The draft EIS included sufficient detail to enable the reader to understand and consider the issues raised by the Project and addresses a range of alternatives. The final EIS provides substantive updates, where available. This EIS is consistent with FERC style, formatting, and policy regarding NEPA evaluation of alternatives and different impact types, including cumulative impacts. The EIS is comprehensive and thorough in its identification and evaluation of feasible mitigation measures to reduce those effects whenever possible.

Individuals (IND)

IND46 - Brittney Marutan

20181120-0065 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

ORIGINAL

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

Please send one copy referenced to the appropriate docket number (as noted above) to the address below.

For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

LNG would have detrimental effects on our local environment ~~as~~ as well as our industry. While it may create jobs, it will also be destroying habitats that support so much of our local economy. Ecotourism is one of the main draws for people to come visit the Rio Grande Valley. So many people work as fisherman, snappers, tour guides and rely on this

IND46-1

Commentor's Name and Mailing Address (Please Print)

BRITNEY MARUTAN  
1407 BROADWAY BLVD  
LAGUNA VISTA, TX 78578

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COMMISSION  
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IND46-1

The EIS recognizes the Project's impacts on tourism in section 4.9.3, including an increase in noise, changes in the visual landscape, and heavier traffic along SH-48. Recreation and special use areas, including birding trails, that are in proximity to the Project are also addressed in section 4.8.1.5, while impacts on visual receptors at recreation and special use areas are addressed in section 4.8.2.

We find that impacts on tourism, including nature-based and eco-tourism, would generally be greatest during construction of the Project. Following construction, the LNG Terminal would be the primary source of permanent impacts on tourism, as the pipelines would be buried and the associated aboveground facilities would be in remote areas, offering limited visibility and mitigating noise impacts. To mitigate impacts on visual receptors and operational noise from the LNG Terminal, RG LNG would use ground flares, grey tank coloring, horticultural plantings, and the construction of a levee that would obstruct most construction activities and low-to-ground operational facilities from view. Overall, we anticipate that visitation patterns may change but the number of visits to the Project area would likely not. We further conclude that employment in the tourism industry is not likely to be adversely affected.

Individuals (IND)

IND46 - Brittney Marutan

20181120-0065 FERC PDF (Unofficial) 11/20/2018

wildlife to have for generations. These will be colluding jobs; honestly I cannot see any BENEFITS of WGT. Our ecosystem is a precious thing, and as humans it is our DUTY to be ethical in our decision making. The Bahia Grande has been under restoration for years, and this is going to be built directly across the street? Seems so backwards. Not to mention directly destroying habitats to build on top of. It is disgusting that this is even up for debate but I guess there will always be greed. As a community it is our duty to stand up for what we know is right. I hope as a people we are able to stop this threat to our incredibly diverse & special area that provides us with so much.

IND46-1

IND46-2

IND46-2

Comment noted; impacts on the Bahia Grande are addressed in section 4.3.2.2 of the EIS.

Individuals (IND)

IND47 - Ivy Hinson

20181120-0066 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

- Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000
- Texas LNG Project Docket No. CP16-116-000

ORIGINAL

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

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Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

- Switching from coal to natural gas does not significantly decrease greenhouse gas emissions → invest in renewable energy IND47-1
- Port Isabel's economy depends on tourism & fisheries → what will habitat destruction and pollution do to these industries? Is it worth the risk? IND47-2
- Only a small number of permanent jobs IND47-3

to back)

Commentor's Name and Mailing Address (Please Print)

Ivy Hinson  
520 Acacia Lake Drive  
Brownsville, TX 78521

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IND47-1 Comment noted.

IND47-2 Impacts on recreation and tourism are addressed in section 4.9.3 and impacts on commercial fishing are addressed in section 4.9.4.

IND47-3 As discussed in section 4.9.2, a total of 290 staff would be required to operate the Project. RG Developers have been coordinating with local training organizations and school districts to provide seminars and career talks to discuss future career opportunities for the Project and anticipate hiring a number of unskilled or semi-skilled workers that would be trained on the job through the National Center for Construction Education and Research System.

Individuals (IND)

IND47 - Ivy Hinson

will be created. These jobs will require expertise and will likely have to be filled by non-residents.

IND47-3

• What about the Compensatory Mitigation Plan violating the national policy of no net loss of wetlands

IND47-4

\* • Fossil fuel energy generation will become antiquated in the near future. Why not lead the way (and provide jobs) with clean energy generation? Texas is currently known ~~as~~ as an oil state. Let South Texas ~~bring~~ ~~to~~ ~~set~~ set a precedent.

IND47-4

As described in section 4.4.2 of the EIS, wetland mitigation plans are part of the permitting process associated with Section 404 of the CWA. RG LNG's final wetland mitigation plans would be developed and submitted to the COE, and would be implemented in addition to the construction mitigation measures outlined in RG LNG's Procedures and the measures described in the EIS. Construction of the LNG Terminal would not be authorized to commence prior to finalization of the wetland mitigation plans and issuance of the COE's CWA Section 404/Section 10 permit.

Individuals (IND)

IND48 - Ava Leal

20181120-0067 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

ORIGINAL

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

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For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

This permit should ~~not~~ be denied for many reasons. Not only noise pollution and an impact on air and water quality, but the inevitable unearthing of our ancestral remains from the ground along the route of the pipeline. We should not take more from the earth than we need. Honour the earth, our mother. Leave it in the ground! Honour our animal relatives. Leave their home undisturbed.

IND48-1

IND48-2

Commentor's Name and Mailing Address (Please Print)

Ava Leal  
2911 N 42nd Ln  
McAllen, TX  
78501

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<sup>1</sup> The Commission strongly encourages electronic filing of any comments or interventions or protests to this proceeding. Comments may be filed via the FERC's website, [www.ferc.gov](http://www.ferc.gov), by using "eFiling" under the link "Documents and Filings." Before you can file comments you will need to create an account by clicking on "eRegister." The FERC has expert eFiling staff for assistance at 1-866-208-3676 (TTY contact 202-502-8659) or [efiling@ferc.gov](mailto:efiling@ferc.gov).

IND48-1

Comment noted. The EIS is not a decision document; rather, it is a tool to ensure that the potential environmental impacts that would occur as a result of a federal action are fully analyzed and presented, in compliance with NEPA. Under NEPA, the determination that an impact is significant necessitates the preparation of an EIS (as opposed to an EA). In accordance with NEPA, we have prepared this EIS to present the environmental impacts that would occur as a result of the Project. The decision of whether to authorize the Project is determined by the FERC Commissioners. Noise, air quality, and water quality are addressed in sections 4.11.2, 4.11.1, and 4.3.2 of the EIS, respectively.

IND48-2

RG Developers provided a plan addressing the unanticipated discovery of cultural resources or human remains during construction (see section 4.10.2).

Individuals (IND)

IND49 - Individual

20181120-0068 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

ORIGINAL

Please check the box(es) of the project(s) on which you are commenting:

[X] Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

[X] Texas LNG Project Docket No. CP16-116-000

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

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For Official Filing:

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street, NE, Room 1A
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

We need to STOP LNG because
it can make people sick
and the animals sick. think of
the dolphins & the sea turtles

IND49-1

IND49-2

Commentor's Name and Mailing Address (Please Print)

[Blank lines for name and address]

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IND49-1

As described in section 4.11.1 of the EIS, the State of Texas requires a State Health Effects air quality analysis. The results of RG LNG's State Health Effects modeling evaluation indicate that the Project emissions are below applicable effects screening levels, and therefore adverse health effects are not expected. The TCEQ is the agency responsible for the review of the State Health Effects analysis, and on December 17, 2018, the TCEQ issued an order granting air quality permits to RG LNG. Further, pollution emissions from the LNG Terminal site, when considered with background concentrations, would be below the NAAQS, which are designated to protect public health including sensitive populations such as children, the elderly, and asthmatics.

IND49-2

Potential impacts on sea turtles and marine mammals are discussed in section 4.7.1.1 (sea turtles), and sections 4.7.1.2 and 4.7.3 (marine mammals). These species are protected under the ESA and the Marine Mammal Protection Act, and consultation under these acts are ongoing.

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

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ORIGINAL

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

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Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

I do not feel that there will be a negative impact due to the LNG Project. Enough safeguards are in place to prevent problems & the local economy needs as much stimulation as possible.

IND50-1

Commentor's Name and Mailing Address (Please Print)

Donna Mehaffey  
4521 Hummingbird Lane South  
Harlingen Tx 78552

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IND50-1

Comment noted.

Individuals (IND)

IND51 - Peter Owen

1016128-0070 Form FERC (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

ORIGINAL

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Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

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REGULATORY COMMISSION

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

PETER OWEN - NODD ANDREWS IS MY NAME MY FATHER HAS  
WELSH I KNOW NOTHING OF HIM, MY MOTHERS ANCESTORS OWNED  
THE SE LANDS FROM SAN ANTONIO TO SAN ANTONIO COUNTY. MOST  
OUR DNA IS IN THESE LANDS, THEY ARE SACRED TO US AS ESTER-  
GNA (ORIGINAL NATIVE PEOPLE AT THIS STATE WE DO NOT WANT OUR  
SACRED SITES, HUNTING & GATHERING GROUNDS BURIED UNDER  
DISTURBED, DUE DILIGENCE HAS NOT BEEN DONE

Fracking seems to be a panacea to many, but the process  
FROM DRILLING, TRANSPORTATION  
PROCESSING, AND DISTRIBUTION ARE  
UNSAFE AND DANGEROUS AND ALREADY  
DANGER TO HEALTH AND  
TO THE ENVIRONMENT. USE OF LNG  
AND GAS CONTINUES TO EMIT CARBON  
INTO AN OVER LOADED ENVIRONMENT  
THE ONLY ONES WHO BENEFIT ARE THE

IND51-1

IND51-2

<sup>1</sup> The Commission strongly encourages electronic filing of any comments or interventions or protests to this proceeding. Comments may be filed via the FERC's website, [www.ferc.gov](http://www.ferc.gov), by using "eFiling" under the link "Documents and Filings." Before you can file comments you will need to create an account by clicking on "eRegister." The FERC has expert eFiling staff for assistance at 1-888-208-3676 (TTY: contact 202-502-8669) or [efiling@ferc.gov](mailto:efiling@ferc.gov).

CORPORATIONS,  
IT IS MY RESPONSIBILITY TO DEMAND  
DUE DILIGENCE IN STOPPING THIS MARRIAGE'S

IND51-1

The Project would not involve gas extraction activities. Section 1.3 of the final EIS addresses comments that we received recommending that environmental impacts associated with natural gas production, including the practice of hydraulic fracturing ("fracking"), be evaluated in our review.

IND51-2

We have updated section 4.13.2.12 to include a discussion regarding climate change.

Individuals (IND)

IND52 - Otilia Castro

20181120-0071 FERC FDP (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>

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For Official Filing:  
Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

I am a native of this city I am  
against this project. I don't want my  
children grandchildren breathing this pollution.  
It's a lie that you bringing jobs we can't be  
fished and I also own a shrimp boat and  
know the damage this will do to our industry-  
also will face taxes highs and ~~low~~ property value-  
I say no to LNG this land belongs to my  
ancestors the Indian you  
can't come and whatever  
you want!!

Commentor's Name and Mailing Address (Please Print)

Otilia Castro  
PO BOX 1915  
Port Isabel TX 78578

IND52-1

IND52-2

IND52-3

<sup>1</sup> The Commission strongly encourages electronic filing of any comments or interventions or protests to this proceeding. Comments may be filed via the FERC's website, www.ferc.gov, by using "eFiling" under the link "Documents and Filings." Before you can file comments you will need to create an account by clicking on "eRegister." The FERC has expert eFiling staff for assistance at 1-866-208-3676 (TTY contact 202-502-8859) or efile@ferc.gov.

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NOV 20 2018  
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IND52-1

Comment noted.

IND52-2

As discussed in section 4.9.2, a total of 290 staff would be required to operate the Project. RG Developers have been coordinating with local training organizations and school districts to provide seminars and career talks to discuss future career opportunities for the Project and anticipate hiring a number of unskilled or semi-skilled workers that would be trained on the job through the National Center for Construction Education and Research System. While we find that the Project would result in temporary, minor impacts on EFH, including for shrimp, (see section 4.6.3), we find in sections 4.9.4 and 4.9.5, respectively, that impacts on recreational and commercial fishing would be associated with navigational delays and exclusion zones, and not associated with changes in fish populations.

IND52-3

Impacts on local taxes and property values are discussed in sections 4.9.5 and 4.9.9, respectively.

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

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- Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000
- Texas LNG Project Docket No. CP16-116-000

ORIGINAL

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Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

On behalf of the City of Port Isabel, I register my opposition to the granting of these permits. The City of Port Isabel has adopted a resolution outlining its objection to these projects. I will extend a newsletter in writing via submission to the Commission Secretary.

IND53-1

Commentor's Name and Mailing Address (Please Print)

Jared Haclama City of Port Isabel  
305 E. Maxam St  
Port Isabel TX 78574

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<sup>1</sup> The Commission strongly encourages electronic filing of any comments or interventions or protests to this proceeding. Comments may be filed via the FERC's website, [www.ferc.gov](http://www.ferc.gov), by using "eFiling" under the link "Documents and Filings." Before you can file comments you will need to create an account by clicking on "eRegister." The FERC has expert eFiling staff for assistance at 1-866-208-3676 (TTY contact 202-502-8659) or [efiling@ferc.gov](mailto:efiling@ferc.gov).

IND53-1

The resolutions regarding opposition to the Project are noted.

Individuals (IND)

IND54 - Mary K. Bruner

20181120-0073 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

ORIGINAL

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

Please send one copy referenced to the appropriate docket number (as noted above) to the address below.

For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

I purchased a home at LIV AS I HAVE  
pulmonary Fibrosis. The Fresh Salt AIR  
helps my Lungs. I cant be around  
pollutants & smoke.

IND54-1

I Feel LNG IS DANGEROUS TO THE AIR &  
we would have NO WAY TO ESCAPE IF there WAS  
an incident. 100 IS our only way

IND54-2

Commentor's Name and Mailing Address (Please Print)

MARY K BRUNER  
33840 So Garcia St # 598  
Port Isabel, TX  
78578

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IND54-1

As described in section 4.11.1 of the EIS, the State of Texas requires a State Health Effects air quality analysis. The results of RG LNG's State Health Effects modeling evaluation indicate that the Project emissions are below applicable effects screening levels, and therefore adverse health effects are not expected. The TCEQ is the agency responsible for the review of the State Health Effects analysis, and on December 17, 2018, the TCEQ issued an order granting air quality permits to RG LNG. Further, pollution emissions from the LNG Terminal site, when considered with background concentrations, would be below the NAAQS, which are designated to protect public health including sensitive populations such as children, the elderly, and asthmatics.

IND54-2

As described in section 4.12.1.6 of the EIS, RG LNG would need to prepare an ERP that would include provisions for evacuation of the public, including cost sharing plans and coordination with appropriate state and local agencies. If authorized, the ERP and cost sharing plan would need to be submitted for review and approval prior to any construction at the site.

Individuals (IND)

IND55 - Tommy J. Saenz

20181120-0074 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

ORIGINAL

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

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For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

I am against LNG in the RGV. LNG will destroy our pristine lands and waterways. We thrive on tourism. This LNG will destroy the last pristine port area in Texas. Lets not destroy the last frontier. Keep LNG out of the RGV.

IND55-1

IND55-2

Commentor's Name and Mailing Address (Please Print)

Tommy J. Saenz  
PO Box 3705  
South Padre Island 78597-3705

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IND55-1 Comment noted. Impacts on land use, vegetation, and surface water are addressed in sections 4.8.1, 4.5.2, and 4.3.2.2 of the EIS.

IND55-2 Impacts on the Port of Brownsville are addressed in section 4.9.4.2.

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

ORIGINAL

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

Please send one copy referenced to the appropriate docket number (as noted above) to the address below.

For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

I fully support Both LNG projects proposed for the Brownsville Ship Channel and surrounding area. I believe the economic benefit would greatly help our community thrive and prosper.

IND56-1

Commentor's Name and Mailing Address (Please Print)

Daniel S. Griffen  
43794 Palmito Hill Road  
Brownsville TX 78521

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COMMISSION  
NOV 20 2018  
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<sup>1</sup> The Commission strongly encourages electronic filing of any comments or interventions or protests to this proceeding. Comments may be filed via the FERC's website, [www.ferc.gov](http://www.ferc.gov), by using "eFiling" under the link "Documents and Filings." Before you can file comments you will need to create an account by clicking on "eRegister." The FERC has expert eFiling staff for assistance at 1-866-208-3676 (TTY contact 202-502-8659) or [efiling@ferc.gov](mailto:efiling@ferc.gov).

IND56-1

Comment noted.

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

ORIGINAL

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Please send one copy referenced to the appropriate docket number (as noted above) to the address below.

For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

I support the development of Both LNG projects and the economic ~~development~~ benefit to my community. I believe LNG is a safe and clean fuel source which is better for the environment

IND57-1

Commentor's Name and Mailing Address (Please Print)

Ellen M. Tyma  
43794 Palmto Hill Rd  
Brownsville, TX 78521

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IND57-1

Comment noted.

Individuals (IND)

IND58 - Marcos Munoz

20181120-0077 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

ORIGINAL

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

Please send one copy referenced to the appropriate docket number (as noted above) to the address below.

For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

I am very much opposed to the establishment of liquid Nat. <sup>GA3</sup> facilities in the Rio Grande Valley of Texas. I do not want pollution of the environment on any level. This project will impact ~~the~~ negatively the delicate eco-system of that area. More pollution at any level whether deemed safe or not is unacceptable. The eco-tourism the valley now enjoys will also suffer both ~~the~~ <sup>attentively</sup> and in real terms (pollution, etc)

IND58-1  
IND58-2  
IND58-3

Commentor's Name and Mailing Address (Please Print)

Marcos Munoz  
1023 S. Texas Blvd  
Weslaco TX 78596

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<sup>1</sup> The Commission strongly encourages electronic filing of any comments or interventions or protests to this proceeding. Comments may be filed via the FERC's website, [www.ferc.gov](http://www.ferc.gov), by using "eFiling" under the link "Documents and Filings." Before you can file comments you will need to create an account by clicking on "eRegister." The FERC has expert eFiling staff for assistance at 1-866-208-3676 (TTY contact 202-502-8659) or [efiling@ferc.gov](mailto:efiling@ferc.gov).

IND58-1

Comment noted. The EIS is not a decision document; rather, it is a tool to ensure that the potential environmental impacts that would occur as a result of a federal action are fully analyzed and presented, in compliance with NEPA. Under NEPA, the determination that an impact is significant necessitates the preparation of an EIS (as opposed to an EA). In accordance with NEPA, we have prepared this EIS to present the environmental impacts that would occur as a result of the Project. The decision of whether to authorize the Project is determined by the FERC Commissioners.

IND58-2

Comment noted.

IND58-3

Impacts on recreation and tourism, including nature tourism, are addressed in section 4.9.3.

Individuals (IND)

IND59 - Deborah Curtin

20181120-0078 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

ORIGINAL

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

Please send one copy referenced to the appropriate docket number (as noted above) to the address below.

For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

This project is not to be compared to different Natural gas facilities. My desire is for those who presume to STOP + get educated

IND59-1

Commentor's Name and Mailing Address (Please Print)

Deborah Curtin  
801 Beach Blvd. 10313  
Laguna Vista, Tx 78578

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IND59-1

Comment noted.

Individuals (IND)

IND60 - Rafael Salazar, III

20181120-0079 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

ORIGINAL

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

Please send one copy referenced to the appropriate docket number (as noted above) to the address below.

For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

AS a small business owner I find this project to be a major negative impact upon the community. The danger that these facilities pose is not just to the environment but also is a concern of national security. The proximity to the Mexican border is too close for an operation of this size

IND60-1

Commentor's Name and Mailing Address (Please Print)

Rafael Salazar III  
418 E. Queen Isabella Blvd  
Port Isabel TX, 78578

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<sup>1</sup> The Commission strongly encourages electronic filing of any comments or interventions or protests to this proceeding. Comments may be filed via the FERC's website, [www.ferc.gov](http://www.ferc.gov), by using "eFiling" under the link "Documents and Filings." Before you can file comments you will need to create an account by clicking on "eRegister." The FERC has expert eFiling staff for assistance at 1-866-208-3676 (TTY contact 202-502-8659) or [efiling@ferc.gov](mailto:efiling@ferc.gov).

IND60-1

Comment noted. LNG Facility security is assessed in section 4.12.1.5 of the EIS.

Individuals (IND)

IND61 - Beverly Ray

20181120-0080 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

ORIGINAL

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

Please send one copy referenced to the appropriate docket number (as noted above) to the address below.

For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

I strongly oppose LNG in my "backyard". The petro-chemical industry in a pristine area seems like folly for environment and the little guy. A few BIG GUYS will make a lot of money; my fear is money will talk. This area's wonderful life will be ~~greatly~~ sadly altered for the benefit of the few. The media implies these projects are at the port of Brownsville. They are on land the port owns in the backyard of Port Isabel and LIV. Put these projects in areas where the petro-chemical industry already exists!

IND61-1

IND62-1

Commentor's Name and Mailing Address (Please Print)

Beverly Ray  
33840 S. Garcia St. #284  
Port Isabel, TX 78578

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IND61-1

Comment noted.

IND61-2

Alternative locations along the Texas Gulf Coast, including locations with extensive petro-chemical developments, were analyzed in section 3.0 of the EIS.

Individuals (IND)

IND62 - Ken Orgera

20181120-0081 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM ORIGINAL

Please check the box(es) of the project(s) on which you are commenting:

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

Please send one copy referenced to the appropriate docket number (as noted above) to the address below.

For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

The only possible winners are LNG + RGP  
for the community net loss of jobs &  
businesses. Ecological disaster! And these  
companies have corrupted certain local  
politicians that have put pressure on shrimpers  
not to protest. We should have a FBI  
investigation to see if money changed hands.

IND62-1

IND62-2

IND62-3

Commentor's Name and Mailing Address (Please Print)

Ken Orgera  
2401 Gulf Blvd.  
SPL. TX 78597

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IND62-1

Comment noted. The EIS is not a decision document; rather, it is a tool to ensure that the potential environmental impacts that would occur as a result of a federal action are fully analyzed and presented, in compliance with NEPA. Under NEPA, the determination that an impact is significant necessitates the preparation of an EIS (as opposed to an EA). In accordance with NEPA, we have prepared this EIS to present the environmental impacts that would occur as a result of the Project. The decision of whether to authorize the Project is determined by the FERC Commissioners.

IND62-2

Comment noted.

IND62-3

This comment is outside of the scope of the EIS.

Individuals (IND)

IND63 - Javier Ibarra

20181120-0082 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

ORIGINAL

Please check the box(es) of the project(s) on which you are commenting:

- Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000
- Texas LNG Project Docket No. CP16-116-000

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

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For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

CONCERN ON Air Quality. Winds in our AREA are blow  
S/SW. COVERING Port Isabel / Laguna Vista AREA  
Question:

IND63-1

What effects on Air Quality

What SAFETY PARAMETERS ARE IN PLACE

IND63-2

CAN WE BE EDUCATED ON SAID TOPIC

Commentor's Name and Mailing Address (Please Print)

JAVIER IBARRA  
1000 Hibiscus Dr  
Laguna Vista TX 78578

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IND63-1 Air quality is addressed in section 4.11.1 of the EIS.

IND63-2 Reliability and safety of the proposed LNG Terminal and pipeline facilities are addressed in section 4.12 of the EIS.

Individuals (IND)

IND64 - Joyce Hamilton

ORIGINAL

CP16-454/455

Comment regarding the Rio Grande LNG Draft Environmental Impact Study

Having followed the Rio Grande LNG permit request process since July, 2015, I have the following concerns regarding Next Decade's proposed Rio Grande LNG facility:

**Irreversible damage to the sensitive wetlands ecosystem** of the 1,000 acre area where this facility would be constructed, that ecosystem including many endangered and threatened wildlife species and rare coastal vegetation. Among threatened and endangered bird species are the Aplomado Falcon, Red Knot, and Piping Plover. Among mammals, there is the critically endangered Texas Ocelot, and among endangered and rare plants is the Lily de las Lomas. Another disturbing concern is danger to dolphins and sea turtles, both of which will see their shrinking habitat threatened by this massive facility and the expected daily traffic of enormous LNG transport ships through the Brownsville Ship channel.

IND64-1

**Destructive impact on the shrimping industry and recreational fishing spots** along the Brownsville Ship Channel and highway 48.

IND64-2

**Damage to ecotourism** (dolphin watches, birding, sea turtle releases, etc.) and to **beach tourism** at South Padre Island. These industries employ many people and bring in enormous revenue to the area.

IND64-3

**Health and Safety issues for the communities** downwind of the facility, due to reduced air quality. TCEQ has NOT thoroughly addressed the concerns raised by the people of Laguna Vista, Laguna Heights, and Port Isabel who submitted comments to the TCEQ about this issue.

IND64-4

**Problems with the DEIS:**

Regarding the DEIS, it is **incomplete** due to a lack of response from Rio Grande LNG to a long list of requests by the FERC. These responses are not present at this time, yet public hearings are being held with this glaring gap in the communication between FERC and Rio Grande LNG.

IND64-5

**The mitigation plan is grossly inadequate**, most specifically with regard to the upland loma and brush habitat that will be completely destroyed. To propose mitigation via "preservation" of an area that is already under the care of USFWS seems pointless and absurd.

IND64-6

**There is no demonstrated need for this project.** There are no buyers for the LNG product, and no binding contracts. It seems that an unequivocal economic need must be provided to FERC and to the public for building a project with so many negative impacts to the region.

IND64-7

**Cultural resource surveys have not been done**, disallowing any input from local communities such as the Carrizo Comecrudo indigenous tribe. The potential for destruction of important historic and prehistoric artifacts is great without necessary archeological study.

IND64-8

Too much has been **left unanswered and unaddressed** in this DEIS. Left unanswered are **health, safety, ecological and even economic integrity concerns**. I am one of **many** large community of Rio Grande Valley residents/citizens who are strongly opposed to this project going forward.

IND64-9

Joyce Hamilton, Harlingen, Texas

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IND64-1

Special status species identified in the Project area are discussed in section 4.7, including the potential impact of LNG vessels on marine species. The Project would not result in the loss of aquatic habitat within the BSC.

IND64-2

Impacts on recreational and commercial fishing are addressed in section 4.9.3 and 4.9.4, respectively.

IND64-3

Potential impacts on tourism, including eco-tourism and recreational fishing, are addressed in section 4.9.3.

IND64-4

The comment pertains to the TCEQ's review of air quality permits for the Project, which is not under FERC's jurisdiction. As described in section 4.11.1 of the EIS, the State of Texas requires a State Health Effects air quality analysis. The results of RG LNG's State Health Effects modeling evaluation indicate that the Project emissions are below applicable effects screening levels, and therefore adverse health effects are not expected. The TCEQ is the agency responsible for the review of the State Health Effects analysis, and on December 17, 2018, the TCEQ issued an order granting air quality permits to RG LNG. Further, pollution emissions from the LNG Terminal site, when considered with background concentrations, would be below the NAAQS, which are designated to protect public health including sensitive populations such as children, the elderly, and asthmatics.

IND64-5

The EIS was prepared in accordance with NEPA, CEQ guidelines, and the Commission's regulations and policy. The EIS is consistent with FERC style, formatting, and policy regarding NEPA evaluation of alternatives and different impact types. The EIS is comprehensive and thorough in its identification and evaluation of feasible mitigation measures to reduce those effects whenever possible. While some information was still pending at the time of issuance of the draft EIS, the lack of this final information does not deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such effect. The draft EIS included sufficient detail to enable the reader to understand and consider the issues raised by the proposed projects and addresses a reasonable range of alternatives. The final EIS includes additional information provided by RG Developers, cooperating agencies, and new or revised information based on substantive comments on the draft EIS.

IND64-6

As described in section 4.4.2 of the EIS, RG LNG is consulting with the COE, EPA, and FWS regarding wetland mitigation plans as part of the permitting process associated with Section 404 of the CWA. RG LNG's final wetland mitigation plans would be developed and submitted to the COE, and would be implemented in addition to the construction mitigation measures outlined in RG LNG's Procedures and the measures described in the EIS. Construction of the LNG Terminal would not be authorized to commence prior to finalization of the wetland mitigation plans and issuance of the COE's CWA Section 404/Section 10 permit.

**Individuals (IND)**

**IND64 - Joyce Hamilton**

- IND64-7 Under Section 3 of the NGA, oversight for LNG export is divided between the Commission and the DOE. FERC is responsible for approving the safe and sound siting and operation of LNG facilities, given that DOE has approved the export of the commodity. It is the DOE, not the Commission, which retains the exclusive authority over the export of the natural gas as a commodity, including the responsibility to consider whether the exportation of that gas is consistent with the public interest. As described in section 1.1 of the EIS, the DOE granted an authorization to RG LNG for export to countries having a FTA with the United States that includes national treatment for trade in natural gas. In accordance with the NGA and Energy Policy Act of 1992, export to a country with which there is an FTA requiring national treatment for trade in natural gas, is deemed consistent with the public interest. Further, RB Pipeline executed a precedent agreement for the total capacity of the Rio Bravo Pipeline for the 20-year life of the Project, which establishes a basis for a finding by the Commission that the pipeline will be in the public convenience and necessity under Section 7.
- IND64-8 The status of cultural resources surveys is described in section 4.10.1 of the EIS. While some information is pending, sufficient information has been provided to enable the reader to understand and consider the issues, and afford the public a meaningful opportunity to comment. Surveys have been completed and the SHPO concurred with the survey results at the LNG Terminal site. We also concur. RB Pipeline has not yet completed cultural resources surveys along the entire Pipeline System. We recommend that RG Developers file outstanding survey report(s) and any SHPO and National Park Service (NPS) comments on those reports prior to construction.
- IND64-9 See Comment Response IND64-5. Potential impacts on health, Project safety, and socioeconomics are addressed in sections 4.11.1, 4.12, and 4.9 of the EIS.

Individuals (IND)

IND65 - Lydia E. Caballero

20181120-0085 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

ORIGINAL

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

Please send one copy referenced to the appropriate docket number (as noted above) to the address below.

For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

As a retired Surgical Nurse I have worked in Canada as well as other "Fracking" areas in Texas. I saw a high rate of Earthquakes, certain types of cancers and other physical things go "UP" in areas where "LNG" type projects set up shop. On Behalf of my "American Indian Ancestors" and my grandchildren: I OPPOSE LNG ANYWHERE

IND65-1

Commentor's Name and Mailing Address (Please Print)

LYDIA E. CABALLERO  
P.O. Box 2864  
SOUTH PADRE ISLAND,  
TEXAS 78597

FILED  
SECRETARY OF THE  
COMMISSION  
NOV 20 P 3 51  
FEDERAL ENERGY  
REGULATORY COMMISSION

<sup>1</sup> The Commission strongly encourages electronic filing of any comments or interventions or protests to this proceeding. Comments may be filed via the FERC's website, [www.ferc.gov](http://www.ferc.gov), by using "eFiling" under the link "Documents and Filings." Before you can file comments you will need to create an account by clicking on "eRegister." The FERC has expert eFiling staff for assistance at 1-866-208-3676 (TTY contact 202-502-8659) or [efiling@ferc.gov](mailto:efiling@ferc.gov).

IND65-1

The Project would not involve gas extraction activities. Section 1.3 of the final EIS addresses comments that we received recommending that environmental impacts associated with natural gas production, including the practice of hydraulic fracturing ("fracking"), be evaluated in our review.

Individuals (IND)

IND66 - Jesse Maniaz

20181120-0086 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

ORIGINAL

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

Please send one copy referenced to the appropriate docket number (as noted above) to the address below.

For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

I strongly believe that the LNG is purely a profit endeavor that is being loaded on the people that will not see any of the profit - Further more, the harm that it will produce to the environment, our health and our culture is immense - I am a native American that cares for our land

IND66-1

IND66-2

Commentor's Name and Mailing Address (Please Print)

Jesse Maniaz  
6330 Villas Park  
San Antonio TX  
78250

FILED  
SECRETARY OF THE  
COMMISSION  
2018 NOV 20 P 3 51  
FEDERAL ENERGY  
REGULATORY COMMISSION

<sup>1</sup> The Commission strongly encourages electronic filing of any comments or interventions or protests to this proceeding. Comments may be filed via the FERC's website, [www.ferc.gov](http://www.ferc.gov), by using "eFiling" under the link "Documents and Filings." Before you can file comments you will need to create an account by clicking on "eRegister." The FERC has expert eFiling staff for assistance at 1-866-208-3676 (TTY contact 202-502-8659) or [efiling@ferc.gov](mailto:efiling@ferc.gov).

IND66-1

Comment noted. The EIS is not a decision document; rather, it is a tool to ensure that the potential environmental impacts that would occur as a result of a federal action are fully analyzed and presented, in compliance with NEPA. Under NEPA, the determination that an impact is significant necessitates the preparation of an EIS (as opposed to an EA). In accordance with NEPA, we have prepared this EIS to present the environmental impacts that would occur as a result of the Project. The decision of whether to authorize the Project is determined by the FERC Commissioners.

IND66-2

Comment noted.

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

ORIGINAL

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

Please send one copy referenced to the appropriate docket number (as noted above) to the address below.

For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

attached are my comments against  
LNG companies building terminals  
in the Brownsville Port.

Mary Voltz

Commentor's Name and Mailing Address (Please Print)

Mary Voltz  
318 Stell Street  
Laguna Vista  
Texas 78578

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SECRETARY OF THE  
COMMISSION  
NOV 20 P 3 47  
FEDERAL ENERGY  
REGULATORY COMMISSION

<sup>1</sup> The Commission strongly encourages electronic filing of any comments or interventions or protests to this proceeding. Comments may be filed via the FERC's website, [www.ferc.gov](http://www.ferc.gov), by using "eFiling" under the link "Documents and Filings." Before you can file comments you will need to create an account by clicking on "eRegister." The FERC has expert eFiling staff for assistance at 1-866-208-3676 (TTY contact 202-502-8659) or [efiling@ferc.gov](mailto:efiling@ferc.gov).

Individuals (IND)

IND67 - Mary Voltz

Mary Voltz  
318 Stell Street  
Laguna Vista TX 78578

"Bullet Points" for Comments to FERC on Rio Grande LNG & Texas LNG

Note: In addition to expressing your personal views about the proposed Rio Grande LNG project, you may want to consider adding any of the following points. You can make oral comments to FERC at the 11/19/18 Public Meeting and/or send in written comments before the comment deadline, which is 12/3/18. If you want to view or download the Draft Environmental Impact Statement, go to [saveRGVfromLNG.com](http://saveRGVfromLNG.com)

- The Draft Environmental Impact Statement is incomplete. There is a long list of important information that FERC is requesting from Rio Grande "before the end of the comment period." How is the public supposed to comment on information that isn't there? | IND67-1
- The comment deadline should be extended for at least 2 weeks after all the required information is submitted and made public. | IND67-2
- The mitigation plan is grossly inadequate. There is no mitigation plan for the upland loma and brush habitat that will be destroyed. For the wetlands that will be filled in they propose "preserving" an area that is already under Fish & Wildlife Service protection and management. That is not meaningful mitigation | IND67-3
- The wetlands mitigation plan as proposed will violate the "No Net Loss" federal policy. | IND67-4
- The need for this project has not been demonstrated. There are no buyers for the LNG, no "binding contracts." For a project with so many negative impacts an unequivocal need for the product must be shown. | IND67-5
- There is no analysis of the impacts to both the bait shrimping industry (which relies on the BSC) nor on the off-shore shrimping industry, which relies ready access to the BSC to get to & from the Gulf. | IND67-6
- The DEIS says that of the 3655 acres that would be "disturbed" during construction, 1507 acres "would return to pre-construction conditions & uses", including wetlands. After literally years of construction activity? That is highly unlikely, particularly in the terminal area. FERC should require uplands mitigation for this loss. | IND67-7
- Dredging impacts to the Bahia Grande and South Bay need to be examined. Sea grasses | IND67-8

- IND67-1 The EIS was prepared in accordance with NEPA, CEQ guidelines, and the Commission's regulations and policy. The EIS is consistent with FERC style, formatting, and policy regarding NEPA evaluation of alternatives and different impact types. The EIS is comprehensive and thorough in its identification and evaluation of feasible mitigation measures to reduce those effects whenever possible. While some information was still pending at the time of issuance of the draft EIS, the lack of this final information does not deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such effect. The draft EIS included sufficient detail to enable the reader to understand and consider the issues raised by the proposed projects and addresses a reasonable range of alternatives. The final EIS includes additional information provided by RG Developers, cooperating agencies, and new or revised information based on substantive comments on the draft EIS.
- IND67-2 The draft EIS comment period was consistent with the FERC's typical comment period of 45 days. The FERC continued to accept comments on the draft EIS and other related materials placed into the record well past the end date of the comment period up, to the extent possible, the point of publication of the final EIS.
- IND67-3 Upland habitats, including lomas, in the Project area are not protected; therefore, mitigation of these habitat is not required. However, we acknowledge that lomas are important habitat for ocelots. Any mitigation for habitat loss for the ocelot would be determined through completion of the ESA consultation process. As described in section 4.4.2 of the EIS, wetland mitigation plans are part of the permitting process associated with Section 404 of the CWA. RG LNG's final wetland mitigation plans would be developed and submitted to the COE, and would be implemented in addition to the construction mitigation measures outlined in RG LNG's Procedures and the measures described in the EIS. Construction of the LNG Terminal would not be authorized prior to finalization of the wetland mitigation plans and issuance of the COE's CWA Section 404/Section 10 permit.
- IND67-4 See Comment Response IND67-3.

**Individuals (IND)**

**IND67 - Mary Voltz**

- IND67-5 Under Section 3 of the NGA, oversight for LNG export is divided between the Commission and the DOE. FERC is responsible for approving the safe and sound siting and operation of LNG facilities, given that DOE has approved the export of the commodity. It is the DOE, not the Commission, which retains the exclusive authority over the export of the natural gas as a commodity, including the responsibility to consider whether the exportation of that gas is consistent with the public interest. As described in section 1.1 of the EIS, the DOE granted an authorization to RG LNG for export to countries having a FTA with the United States that includes national treatment for trade in natural gas. In accordance with the NGA and Energy Policy Act of 1992, export to a country with which there is an FTA requiring national treatment for trade in natural gas, is deemed consistent with the public interest. Further, RB Pipeline executed a precedent agreement for the total capacity of the Rio Bravo Pipeline for the 20-year life of the Project, which establishes a basis for a finding by the Commission that the pipeline will be in the public convenience and necessity under Section 7.
- IND67-6 Impacts on commercial fishing are addressed in section 4.9.4. While minor, temporary, and permanent impacts on commercial fishing in the BSC would occur from construction and operation of the LNG Project, the majority of the commercial fishing industry is based on offshore shrimping and fishing. As such the Project is unlikely to result in a measurable effect on commercial landings in the Project area. Sections 4.9.4 and 4.9.8.2 have been revised to more explicitly address impacts on the bait shrimping industry.
- IND67-7 Section 4.4.2.2 of the EIS acknowledges that, due to the longer disturbance of wetlands within the same corridor due to proposed sequential installation of Pipelines 1 and 2, and the potential for conversion of wetland cover types within the permanent right-of-way, compensatory mitigation could be required as part of the CWA Section 404 permit for the Pipeline System. Issuance of the CWA Section 404 permit is not under FERC's jurisdiction. Regarding the restoration of wetlands disturbed during construction, section 6.3 of RG Developers' Procedures describes wetland restoration requirements, which includes, but is not limited to, consultation with appropriate federal or state agencies to develop a project-specific wetland restoration plan, and ensuring that all disturbed areas successfully revegetate with wetland herbaceous and/or woody plant species and that the company control the invasion and spread of invasive species and noxious weeds. Section 6.4.5 of RG Developers' Procedures describes the criteria for determining successful wetland restorations. The COE may require additional monitoring parameters during its permitting process.
- IND67-8 As described in section 4.6.2, South Bay connects to the BSC more than 2.5 miles from the LNG Terminal site; therefore, impacts of dredging and dredged materials on seagrass beds and oyster beds in South Bay are not anticipated. Dredging is not proposed in the Bahia Grande or South Bay; dredging would occur within the BSC and the LNG Terminal site (see section 4.3.2.2).

Individuals (IND)

IND67 - Mary Voltz

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Mary Voltz  
318 Stell Street  
Laguna Vista Tx 78178

and oyster beds can be affected by even mild dredge spoil deposition.

IND67-8

- Using wetlands for "workspace" and roads is unacceptable. The likelihood of their returning to their original state after several years of heavy construction is almost non-existent.

IND67-9

- The DEIS says that 74 acres of wildlife habitat will be permanently destroyed at the terminal site. There is no mention of how this loss will be replaced or mitigated. A "moderate" permanent impact on local wildlife is not acceptable.

IND67-10

- The DEIS states that wetlands, the Channel & mudflats at the terminal site are essential fish habitat (EFH). Yet it appears no study has been done of the fish & benthic resources in the channel at the Project site. Without that data how can you assess the impacts of the extensive dredging, pile-driving, & operation of the Project.

IND67-11

- The DEIS states that the Project "has the potential to result in significant impacts on ocelot and ocelot recovery." For an area that has so few ocelots and so little ocelot habitat, this is reason to deny the permit.

IND67-12

- The DEIS states there would be "moderate impacts on the Zapata Boat Launch" area. There would be even greater impacts to fishing at the Restoration Channel, which nearly abuts the Rio Grande LNG site. This needs to be assessed and included.

IND67-13

- The DEIS states there will be \$92.9 million in property taxes paid over 22 years which "would result in a moderate, permanent and positive economic impact." This averages to \$4.2 million per year, which has to cover increased school costs, construction & repair of roads, infrastructure, fire, police, EMS and other services. Taxpayers will likely be paying more than \$4.2 million per year. And is FERC considering that with every year of operation the taxable value of the project will be depreciating?

IND67-14

- The DEIS says "neither construction nor operation would be expected to significantly impact tourism..." There is no data to support this statement. Port Isabel, South Padre Island and Laguna Atascosa NWR are all very nature tourist-dependent. Interview-type studies need to be done with out-of-area tourists to meaningfully assess this impact. Petrochemical industrialization drives away nature tourism.

IND67-15

IND67-9

Section 6.3 of RG Developers' Procedures describes wetland restoration requirements, which includes, but is not limited to, consultation with appropriate federal or state agencies to develop a project-specific wetland restoration plan, and ensuring that all disturbed areas successfully revegetate with wetland herbaceous and/or woody plant species and that the company control the invasion and spread of invasive species and noxious weeds. Section 6.4.5 of RG Developers' Procedures describes the criteria for determining successful wetland restoration, including that vegetation is at least 80 percent of either the cover documented for the wetland prior to construction, or at least 80 percent of the cover in adjacent wetland areas that were not disturbed by construction. If natural rather than active revegetation was used, the plant species composition must be consistent with early successional wetland plant communities in the affected ecoregion. The COE may require additional monitoring parameters during its permitting process.

IND67-10

Loss of wildlife habitat would occur at the LNG Terminal site as a result of the Project. Although loss of upland habitat does not generally require compensatory or offsite mitigation, as discussed in sections 4.7.1.3 and 4.7.1.4, any mitigation for habitat loss for the ocelot or northern aplomado falcon would be determined through completion of the ESA consultation process. As discussed in section 4.4.2.4, all wetland losses would need to be mitigated in accordance with the CWA Section 404 permit, as applicable.

IND67-11

Appendix M includes a revised EFH assessment for the Project, which includes an assessment of habitats and managed fish and shellfish species with the potential to occur at the Project site based on available data and field survey results for habitats in the Project area. Consultation regarding the EFH assessment is complete, and, given the temporary, minor impacts on EFH, the NMFS does not have EFH conservation recommendations for the Project.

IND67-12

Comment noted. FERC has determined that the Project is likely to adversely affect the ocelot and jaguarundi; therefore, the FWS will further assess impacts on these species to determine if the Project would result in jeopardy of either species. Further, as discussed in section 4.7.1.4, the FWS and RG Developers are coordinating regarding mitigation for the loss of potential ocelot habitat. Final mitigation plans would be determined through completion of the ESA consultation process.

IND67-13

Potential impacts on recreational fishing, including fishing within the Bahia Grande Channel, are addressed in section 4.9.3.

IND67-14

As discussed further in section 4.9.5, the estimated tax benefits presented within assume the Project would receive tax abatements comparable to those recently granted for other LNG and major refining and petrochemical facilities along the Texas Gulf Coast. Further, RG LNG has committed to annual payments of \$2.7 million during the first ten years of operation to offset a portion of the forgone taxes associated with the abatement.

IND67-15

As discussed further in section 4.9.3, the Project would result in temporary to short-term, visitation patterns may change, but the number of visits to the Project area would likely not.

Individuals (IND)

IND67 - Mary Voltz

Mary Voltz  
318 Stell Street  
Laguna Texas 78578

- Rio Grande must complete its cultural resources survey and complete necessary consultation before the EIS is finalized, NOT "prior to construction." You are leaving the public out completely. | IND67-16
- If Rio Grande is built it would be the largest single stationary source of nitrogen oxides, carbon monoxide, VOC's sulfur dioxide, particulate matter and greenhouse gasses in the Rio Grande Valley. The DEIS states "...Project emissions are below applicable screening levels, and therefore adverse health effects are not expected." We disagree. The higher the air pollutant levels the more adverse health effects there are, especially to vulnerable populations. In April & May there are days when the RGV has some of the highest particulate levels in the state. This project would worsen those levels. And there is no safe level for VOC's. | IND67-17
- The Rio Bravo Pipeline's horizontal directional drilling "would exceed FERC's noise criterion" at 7 sites. FERC thus recommends that Rio Bravo Pipeline prepare a noise mitigation plan. That plan should be a part of this DEIS so that the public can see it and comment. | IND67-18
- Valley Crossing Pipeline already goes under the RG terminal site. We do not think it safe to build a LNG liquefaction terminal over a large buried high-pressure natural gas pipeline, even if the risk of rupture is low. | IND67-19
- The SpaceX launch site at Boca Chica is 5 miles from the RG terminal site. Where is the launch failure analysis? Did that analysis include the SpaceX BFR, which will be larger than any existing rocket, and which SpaceX says it intends to launch from the Boca Chica site? | IND67-20
- The DEIS says "the greatest cumulative impacts" would be on soils, surface water quality, vegetation, wildlife, aquatic resources, threatened and endangered species, visual resources, land & water-based transportation, air quality, and noise. These are more than sufficient reasons to deny this permit. | IND67-21
- The DEIS states "We conclude that cumulative impacts of the 3 LNG terminals on visual resources would be potentially significant." We agree and urge denial of this permit. | IND67-22
- The DEIS concludes that the 3 LNG projects cumulatively "would contribute significantly | IND67-23

- IND67-16 While some information was still pending at the time of issuance of the draft EIS, the lack of this final information does not deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such effect. The draft EIS included sufficient detail to enable the reader to understand and consider the issues raised by the proposed projects and addresses a reasonable range of alternatives. The Section 106 process to identify, evaluate, assess, and mitigate adverse effects to historic properties is ongoing, and would be complete prior to construction of the Project, if authorized. Completion of the Section 106 process would include completion of field surveys, which may not be possible prior to issuance of a FERC Certificate due to restricted access to construction workspaces.
- IND67-17 Comment noted. As described in section 4.11.1 of the EIS, the State of Texas requires a State Health Effects air quality analysis. The results of RG LNG's State Health Effects modeling evaluation indicate that the Project emissions are below applicable effects screening levels, and therefore adverse health effects are not expected. The final EIS was revised to identify the pollutants assessed, which include benzene (a VOC). The TCEQ is the agency responsible for the review of the State Health Effects analysis, and on December 17, 2018, the TCEQ issued an order granting air quality permits to RG LNG. Further, pollution emissions from the LNG Terminal site, when considered with background concentrations, would be below the NAAQS, which include standards for PM, and, which are designated to protect public health including sensitive populations such as children, the elderly, and asthmatics.
- IND67-18 See Comment Response IND67-18.
- IND67-19 Section 4.12.1.16 of the EIS addresses the potential impact on the Project from external events, including the VCP.
- IND67-20 RG LNG contracted ACTA to conduct a space launch analysis. Public portions of the ACTA analysis were submitted to the Project docket on March 21, 2017, and supplemental data was submitted on August 22, 2017. The public information provided in these filings shows the debris impact probability contours for varying debris from both the Falcon 9 and Falcon Heavy rocket launch vehicles. The EIS provides the FERC staff's conclusions based on this analysis. Section 4.12.1.6 of the final EIS has been updated to indicate that the analysis is specific to both Falcon 9 and Falcon Heavy launch vehicles and not for conceptual launch vehicles such as the Big Falcon Rocket. In addition, FERC staff has updated recommendations in section 4.12.1.7 so that RG LNG must file procedures to conduct risk based assessments that would incorporate FAA's public guidance prior to a rocket launch. Since the risk assessments would incorporate the FAA's public guidance, the risk assessments would be based on the most up to date information about areas likely to be impacted by falling debris and would allow RG LNG to take any action such as reducing or stopping certain plant operations prior to a rocket launch.
- IND67-21 Comment noted.
- IND67-22 Comment noted.
- IND67-23 Comment noted.

Individuals (IND)

IND67 - Mary Voltz

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Mary Voltz  
318 Stell Street  
Laguna Vista Tx 78578

to air quality impacts, potentially exceed the NAAQS in local areas, and result in cumulatively greater air quality impacts." This is not acceptable and is grounds for denial of the permit.

IND67-23

- Cumulative emissions of greenhouse gases would be massive (10.7 million tons per year), with Rio Grande being by far the largest contributor (8.5 million tpy). And this would continue for 20-30 years or longer, when we need to reduce carbon emissions drastically much sooner. This project, if approved & built, would move us in the opposite direction. That Rio Grande's contribution to cumulative impacts on climate change cannot be precisely measured is no reason for FERC to wash its hands of it. FERC should require carbon capture or deny the permit.

IND67-24

- The DEIS says that Rio Grande "combined with the other projects in the geographic scope, including the Texas LNG and Annova LNG projects, would result in "significant cumulative impacts..." Therefore if FERC chooses to permit the Rio Grande project (which we strongly oppose), it should deny Texas LNG and Annova LNG. By FERC's own analysis the cumulative impacts would be too great (e.g. significant).

IND67-25

- All endangered species consultations with FWS and NMFS should be completed before the FERC Record of Decision, not "before construction."

IND67-26

- Only if FERC permits Rio Grande and construction proceeds, will AEP build a 138kV overhead powerline along SH48. This high-voltage powerline would cause significant visual and wildlife impacts, particularly birds, including protected and endangered species. These impacts need to be evaluated and be part of the DEIS.

IND67-27

- "The world has no capacity to absorb new fossil plants, warns IEA [International Energy Agency]," Adam Vaughan. The world has so many existing fossil fuel projects that it cannot afford to build any more polluting infrastructure without busting international climate change goals, the global energy watchdog has warned. Unless carbon capture technology is employed Rio Grande LNG's permit application should be denied.

IND67-28

IND67-24

Section 4.13.2.9 of the final EIS was revised to acknowledge that the Project GHG emissions would incrementally contribute to climate change. Mitigation and emission reductions are more appropriately handled by the federal and state agencies, in this case the EPA and TCEQ, with the authority to impose such reductions to meet federal and state air quality goals. RG Developers have committed to complying with the GHG BACT requirements included in their PSD permit for the LNG Terminal and Compressor Station (see section 4.11.1.3 of the EIS).

IND67-25

Each project has been planned in accordance with a specific business plan developed by the respective applicants. The projects are therefore each being proposed to meet the demands of different schedules and end points. As identified in section 1.0, FERC considers the public interest and/or the public convenience and necessity of a project prior to making its decision on whether or not to approve it. Assessment of the proposed Project has included coordination with multiple federal and state agencies and requires permits or authorizations from additional entities (see section 1.5).

IND67-26

The EIS was prepared in accordance with NEPA, CEQ guidelines and other applicable requirements. In addition to conducting its own independent analysis of the Project, FERC also relies on the expertise of federal, state, and local agencies who have regulatory authority and oversight of the laws, rules, and regulations described in the EIS. The outreach and agency engagement conducted for the Project is described in section 1 of the EIS. An applicant must also demonstrate that it has conducted surveys in accordance with a regulatory agency's protocols and/or the law, and consulted with the appropriate agency personnel and applied for applicable permits. If the Project is authorized, the FERC Order will include conditions that must be met in advance of any construction. If the applicable conditions cannot be met, construction could not move forward, even if the Project was authorized. One such condition includes finalization of ESA consultation with the FWS and NMFS, which will identify any additional mitigation that must be met. If either agency issues a jeopardy determination, FERC could adopt a reasonable or prudent alternative, refuse to authorize the commencement of construction, or request an exemption from the Endangered Species Committee. Given these regulatory mechanisms, FERC finds that recommending these consultations to be finalized prior to construction is adequate.

IND67-27

Cumulative impacts of the electric transmission line are addressed in section 4.13.2, including the potential for impacts on migratory birds, threatened and endangered species, and visual resources.

IND67-28

Section 4.13.2.9 of the final EIS was revised to acknowledge that the Project GHG emissions would incrementally contribute to climate change. Mitigation and emission reductions are more appropriately handled by the federal and state agencies, in this case the EPA and TCEQ, with the authority to impose such reductions to meet federal and state air quality goals. RG Developers have committed to complying with the GHG BACT requirements included in their PSD permit for the LNG Terminal and Compressor Station (see section 4.11.1.3 of the EIS).

Individuals (IND)

IND68 - Ed McBride

CP16-1151-000  
CP16-455-000  
CP16-116-000

ORIGINAL

**My name is Ed McBride and I am a retired Captain with the Colorado Fire Dept., US Veteran, Tax paying citizen, Texas resident and Vice President of the Board of Directors of Long Island Village. The Board voted unanimously to protest and oppose the Proposed LNG Plants of the Brownsville Ship Channel.**

IND68-1

**Long Island Village is an island community of more than 2500 residents located just 1.7 miles south east of the proposed LNG Export Terminal. Our community was created with a resort like atmosphere with many outdoor activities like golf, fishing, swimming, shuffleboard, biking, tennis, and basketball. Most home owners here, including myself, are older retired residents. The upside of being retired is we now have the time to enjoy these activities. The downside is that many of us should be considered part of the "sensitive group" because we are elderly and have compromised respiratory systems, compromised immune systems, and cardio pulmonary problems.**

**The proposed LNG projects will negatively impact my health, my community's health and the health of all who live in LIV and Port Isabel because of the harmful emissions that will pollute our air and put our already vulnerable population at risk. The prevailing wind here is south/south east which puts us directly in the path of the pollutants. Many of us would have to sell and move.**

IND68-2

**The LNG tanker ships used to transport the gas represent another hazard. We are living just 1/2 mile from where these tanker ships will pass through on the Brownsville Ship Channel, well within the extreme danger zone.**

IND68-3

**Should there be an incident at the LNG plant or a tanker ship, our ability to evacuate our island is severely compromised by the fact that our only escape route is over an old swing bridge built in the 50's. This bridge is frequently closed to vehicular traffic to allow barges, commercial tourist & fishing boats, shrimping boats, and recreational boats to pass on the Intra Coastal Waterway. Should there be a leak or an explosion, it is possible we would be trapped and exposed to hazardous conditions on our island.**

IND68-4

**These proposed LNG Export Plants are miles away from Brownsville but unfortunately right on top of our beautiful coastal communities. The residents of Long Island Village came here to get away from the pollutants of big cities and factories. Please consider say "NO" to building LNG plants here. Do not make us another doomed coastal community.**

IND68-5

With respect,

Ed McBride

RECEIVED  
NOV 20 10 34 AM '18  
FEDERAL ENERGY  
REGULATION COMMISSION

IND68-1

The resolutions regarding opposition to the Project are noted.

IND68-2

As described in section 4.11.1 of the EIS, the State of Texas requires a State Health Effects air quality analysis. The results of RG LNG's State Health Effects modeling evaluation indicate that the Project emissions are below applicable effects screening levels, and therefore adverse health effects are not expected. The TCEQ is the agency responsible for the review of the State Health Effects analysis, and on December 17, 2018, the TCEQ issued an order granting air quality permits to RG LNG. Further, pollution emissions from the LNG Terminal site, when considered with background concentrations, would be below the NAAQS, which are designated to protect public health including sensitive populations such as children, the elderly, and asthmatics.

IND68-3

Section 4.12.1.3 of the EIS indicates that major LNG marine vessel accidents have not resulted in injury to the public and have resulted in minimal loss of LNG for incidents involving loading or unloading operations and no loss of LNG after a grounding or collision event. Section 4.12.1.3 also discusses Coast Guard's requirements for LNG carrier operations and the potential hazards within the Zones of Concern in the event of a LNG carrier breach.

IND68-4

As described in section 4.12.1.6 of the EIS, RG LNG would need to prepare an ERP that would include provisions for evacuation of the public. If authorized, the ERP and cost sharing plan would need to be submitted for review and approval prior to any construction at the site. The Project would be over 4.8 miles southeast of Long Island Village. Based on our analysis of photo simulations for Port Isabel, which is a similar distance and direction from the LNG Terminal site, it would be possible to see the LNG Terminal from elevated vantage points within Long Island Village. Based on a review of aerial imagery, it appears the village is comprised of structures that are at most two-stories, therefore it is unlikely that the LNG Terminal would be visibility to residences.

IND68-5

Potential impacts on recreation areas and socioeconomic characteristics such as transportation infrastructure and public services that may be used by residences of Long Island Village are addressed in sections 4.8.1.5 and 4.9, respectively.

Individuals (IND)

IND69 - Christina Salazar

20181120-0089 FERC PDF (Unofficial) 11/20/2018

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

Please check the box(es) of the project(s) on which you are commenting:

Rio Grande Project Docket Nos. CP16-454-000, CP16-455-000

Texas LNG Project Docket No. CP16-116-000

ORIGINAL

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

Please send one copy referenced to the appropriate docket number (as noted above) to the address below.

For Official Filing:

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

*I would like to speak on both companies in regards to evacuation and why anyone would put plants in a Hurricane and Tourist area.*

IND69-1

Commentor's Name and Mailing Address (Please Print)

*Christina Salazar  
513 palm laguna Vista, TX 78578*

FILED  
SECRETARY OF THE  
COMMISSION  
NOV 20 P 3 47  
FEDERAL ENERGY  
REGULATORY COMMISSION

<sup>1</sup> The Commission strongly encourages electronic filing of any comments or interventions or protests to this proceeding. Comments may be filed via the FERC's website, [www.ferc.gov](http://www.ferc.gov), by using "eFiling" under the link "Documents and Filings." Before you can file comments you will need to create an account by clicking on "eRegister." The FERC has expert eFiling staff for assistance at 1-866-208-3676 (TTY contact 202-502-8659) or [efiling@ferc.gov](mailto:efiling@ferc.gov).

IND69-1

As described in section 4.12.1.6 of the EIS, RG LNG would need to prepare an ERP that would include provisions for evacuation of the public. If authorized, the ERP and cost sharing plan would need to be submitted for review and approval prior to any construction at the site. Section 4.12.1.6 also discusses how the proposed site would be designed for natural hazards including hurricanes.

Individuals (IND)

IND69 - Christina Salazar

20181120-0089 FERC PDF (Unofficial) 11/20/2018

*Christina Salazar  
513 Palm Blvd.  
Laguna Vista, TX 78578*

**"Bullet Points" for Comments to FERC on Rio Grande LNG**

**Note:** In addition to expressing your personal views about the proposed Rio Grande LNG project, you may want to consider adding any of the following points. You can make oral comments to FERC at the 11/19/18 Public Meeting and/or send in written comments before the comment deadline, which is 12/3/18. If you want to view or download the Draft Environmental Impact Statement, go to [saveRGVfromLNG.com](http://saveRGVfromLNG.com)

- The Draft Environmental Impact Statement is incomplete. There is a long list of important information that FERC is requesting from Rio Grande "before the end of the comment period." How is the public supposed to comment on information that isn't there?
- The comment deadline should be extended for at least 2 weeks after all the required information is submitted and made public.
- The mitigation plan is grossly inadequate. There is no mitigation plan for the upland loma and brush habitat that will be destroyed. For the wetlands that will be filled in they propose "preserving" an area that is already under Fish & Wildlife Service protection and management. That is not meaningful mitigation
- The wetlands mitigation plan as proposed will violate the "No Net Loss" federal policy.
- The need for this project has not been demonstrated. There are no buyers for the LNG, no "binding contracts." For a project with so many negative impacts an unequivocal need for the product must be shown.
- There is no analysis of the impacts to both the bait shrimping industry (which relies on the BSC) nor on the off-shore shrimping industry, which relies ready access to the BSC to get to & from the Gulf.
- The DEIS says that of the 3655 acres that would be "disturbed" during construction, 1507 acres "would return to pre-construction conditions & uses", including wetlands. After literally years of construction activity? That is highly unlikely, particularly in the terminal area. FERC should require uplands mitigation for this loss.
- Dredging impacts to the Bahia Grande and South Bay need to be examined. Sea grasses

IND69-2

See our responses to Comment Letter IND67 (Mary Voltz).

IND69-2

and oyster beds can be affected by even mild dredge spoil deposition.

- Using wetlands for “workspace” and roads is unacceptable. The likelihood of their returning to their original state after several years of heavy construction is almost non-existent.
- The DEIS says that 74 acres of wildlife habitat will be permanently destroyed at the terminal site. There is no mention of how this loss will be replaced or mitigated. A “moderate” permanent impact on local wildlife is not acceptable.
- The DEIS states that wetlands, the Channel & mudflats at the terminal site are essential fish habitat (EFH). Yet it appears no study has been done of the fish & benthic resources in the channel at the Project site. Without that data how can you assess the impacts of the extensive dredging, pile-driving, & operation of the Project.
- The DEIS states that the Project “has the potential to result in significant impacts on ocelot and ocelot recovery.” For an area that has so few ocelots and so little ocelot habitat, this is reason to deny the permit.
- The DEIS states there would be “moderate impacts on the Zapata Boat Launch” area. There would be even greater impacts to fishing at the Restoration Channel, which nearly abuts the Rio Grande LNG site. This needs to be assessed and included.
- The DEIS states there will be \$92.9 million in property taxes paid over 22 years which “would result in a moderate, permanent and positive economic impact.” This averages to \$4.2 million per year, which has to cover increased school costs, construction & repair of roads, infrastructure, fire, police, EMS and other services. Taxpayers will likely be paying more than \$4.2 million per year. And is FERC considering that with every year of operation the taxable value of the project will be depreciating?
- The DEIS says “neither construction nor operation would be expected to significantly impact tourism...” There is no data to support this statement. Port Isabel, South Padre Island and Laguna Atascosa NWR are all very nature tourist-dependent. Interview-type studies need to be done with out-of-area tourists to meaningfully assess this impact. Petrochemical industrialization drives away nature tourism.

IND69-2

## Individuals (IND)

### IND69 - Christina Salazar

20181120-0089 FERC PDF (Unofficial) 11/20/2018

- Rio Grande must complete its cultural resources survey and complete necessary consultation before the EIS is finalized, NOT "prior to construction." You are leaving the public out completely.
- If Rio Grande is built it would be the largest single stationary source of nitrogen oxides, carbon monoxide, VOC's sulfur dioxide, particulate matter and greenhouse gasses in the Rio Grande Valley. The DEIS states "...Project emissions are below applicable screening levels, and therefore adverse health effects are not expected." We disagree. The higher the air pollutant levels the more adverse health effects there are, especially to vulnerable populations. In April & May there are days when the RGV has some of the highest particulate levels in the state. This project would worsen those levels. And there is no safe level for VOC's.
- The Rio Bravo Pipeline's horizontal directional drilling "would exceed FERC's noise criterion" at 7 sites. FERC thus recommends that Rio Bravo Pipeline prepare a noise mitigation plan. That plan should be a part of this DEIS so that the public can see it and comment.
- Valley Crossing Pipeline already goes under the RG terminal site. We do not think it safe to build a LNG liquefaction terminal over a large buried high-pressure natural gas pipeline, even if the risk of rupture is low.
- The SpaceX launch site at Boca Chica is 5 miles from the RG terminal site. Where is the launch failure analysis? Did that analysis include the SpaceX BFR, which will be larger than any existing rocket, and which SpaceX says it intends to launch from the Boca Chica site?
- The DEIS says "the greatest cumulative impacts" would be on soils, surface water quality, vegetation, wildlife, aquatic resources, threatened and endangered species, visual resources, land & water-based transportation, air quality, and noise. These are more than sufficient reasons to deny this permit.
- The DEIS states "We conclude that cumulative impacts of the 3 LNG terminals on visual resources would be potentially significant." We agree and urge denial of this permit.
- The DEIS concludes that the 3 LNG projects cumulatively "would contribute significantly

IND69-2

to air quality impacts, potentially exceed the NAAQS in local areas, and result in cumulatively greater air quality impacts." This is not acceptable and is grounds for denial of the permit.

- Cumulative emissions of greenhouse gases would be massive (10.7 million tons per year), with Rio Grande being by far the largest contributor (8.5 million tpy). And this would continue for 20-30 years or longer, when we need to reduce carbon emissions drastically much sooner. This project, if approved & built, would move us in the opposite direction. That Rio Grande's contribution to cumulative impacts on climate change cannot be precisely measured is no reason for FERC to wash its hands of it. FERC should require carbon capture or deny the permit.
- The DEIS says that Rio Grande "combined with the other projects in the geographic scope, including the Texas LNG and Annova LNG projects, would result in "significant cumulative impacts..." Therefore if FERC chooses to permit the Rio Grande project (which we strongly oppose), it should deny Texas LNG and Annova LNG. By FERC's own analysis the cumulative impacts would be too great (e.g. significant).
- All endangered species consultations with FWS and NMFS should be completed before the FERC Record of Decision, not "before construction."
- Only if FERC permits Rio Grande and construction proceeds, will AEP build a 138kV overhead powerline along SH48. This high-voltage powerline would cause significant visual and wildlife impacts, particularly birds, including protected and endangered species. These impacts need to be evaluated and be part of the DEIS.
- "The world has no capacity to absorb new fossil plants, warns IEA [International Energy Agency]," Adam Vaughan. The world has so many existing fossil fuel projects that it cannot afford to build any more polluting infrastructure without busting international climate change goals, the global energy watchdog has warned. Unless carbon capture technology is employed Rio Grande LNG's permit application should be denied.

IND69-2

Individuals (IND)

IND70 - Melissa Case

20181120-5103 FERC PDF (Unofficial) 11/20/2018 1:42:12 PM

Melissa Case, Houston, TX.

I come from a community on the North East coast of Queensland in Australia called Gladstone. Gladstone is a small regional community, with a population of 35,000 people. We had four LNG developments planned in our community and we got three - all built all at the same time.

In Gladstone we have the highest ownership of tinnys - or small boats in the state. We love our oceans and harbor we use it recreationally, and also commercially - our town is renowned throughout the country for our prawns (shrimps) and fish, and we live export our reef fish live straight to Japan. Every opportunity we get, we are on the water - crabbing, fishing or swimming. Our waters are also home to endangered species such as the Dugong - similar to a manatee and flatback and green sea turtles. Our harbor is part of the Great Barrier Reef Marine park - a world heritage listed marine treasure worth billions to our country in tourism and fishing economy.

When the LNG's came to town, our community had many of the same questions being asked by Rio Grande Valley residents and were worried about what the development might mean. Those fears were largely unfounded, and for many, the best thing that ever happened to our community was LNG. This is what our community would have missed out on if we didn't support LNG development in our town.

Jobs - I have heard from some opposition groups that there will be no jobs for locals and only engineers will be employed. This is simply not true. During construction 5,000 local people were employed and \$1.5 billion dollars were paid in wages to them. This money goes directly into people's pockets and they spend it doing their shopping, buying a new car, renovating their house. I and many of my friends were able to become debt free for the first time and finally own our own homes. There are thousands of roles available with various skills sets required from administration and janitorial through to electricians, concreters, health and safety and environmental, as well as engineers.

In total, more than 10,000 local people worked on the project directly at some point during construction - almost a third of our community. Whole families and multiple generations worked on the projects. People who had been living on a low income could finally break that cycle - buy their own house, a car, upgrade their toys like boats, send their kids to university, pay off loans. My friends who had been working two or three jobs on minimum wage just to get by could now afford to just work one job and spend more time with their families and treat themselves to a holiday.

People who had left town to find work came back to Gladstone, and many have re-established themselves back into the community. To see my community, my family and friends so proudly celebrating first shipment of LNG, because they were part of something great - something they can tell their grand kids about is amazing.

IND 70-1

IND 70-2

IND70-1 Comment noted.

IND70-2 Comment noted.

Individuals (IND)

IND70 - Melissa Case

20181120-5103 FERC PDF (Unofficial) 11/20/2018 1:42:12 PM

The opportunities after construction with the experience and skills you gain are endless. Many of my friends work in operations, have gone on to own their own business, and many like me are working globally on the construction and delivery of LNG projects.

Local Economy - More than \$900 million was injected into our community directly through purchase orders and contracts with local businesses. This income supports employment and families in the community who run essential services such as cafes, hardware stores and medical facilities. In addition, the industry in our community provides a stable income all year round regardless of the influxes of tourism and business cycles. Local businesses, parks, playgrounds and facilities including our wildlife rehabilitation centers were upgraded - none of which would have been possible without LNG.

Environment - Our environmental values have remained the same. The sea grass is healthy and probably even more well understood than ever before due to the amount of studies conducted. We still catch fish and we still have dugong, turtles and dolphins. The birds are still there, the turtles are still nesting on our beaches and the tourists still come to enjoy our beautiful Great Barrier Reef.

Community Safety. I have heard concerns in the community about hurricanes, LNG safety from spills, fire and the potential for the community to become a terrorism target if the project was built. I heard the same in my community. The first LNG facility in the US was built in 1967 in Alaska - which is not known for having the best winter weather - but has continued to operate without incident. There are there are numerous LNG facilities on the Gulf Coast that have withstood the hurricanes and the extreme weather of the gulf coast, as well as LNG facilities in cyclone prone areas. These too have continued to operate without incident.

IND 70-3

Projects are years in the making, taking into consideration every possible issue that could occur and then applying best management practices. These projects are technologically advanced with proven approaches to make them safe and reliable. The best companies in the world with over 50 years experience in designing and building LNG projects are working on delivering this project to ensure safe operations, minimized impact to the environment and positive benefits to the local community and economy. I have complete faith in the FERC process, construction project planning processes and proposed mitigations, because I am part of those discussions and everybody working on this project has the local community, environment, economy, safety and responsible development at heart.

IND 70-4

The local community have a great opportunity ahead of them and I fully support the approval of Rio Grande LNG so that the community can experience the benefits that this project will bring now and for future generations.

IND70-3

Comment noted. LNG Terminal safety is assessed in section 4.12.1 of the EIS.

IND70-4

Comment noted.

**Individuals (IND)**

**IND71 - Jorge A. Hernandez**

20181123-5001 FERC PDF (Unofficial) 11/21/2018 10:16:40 PM

Jorge A Hernandez, Edinburg, TX.  
I've been a resident of the RGV for most of my life, and have working in the oil and gas production for the last 25 years. This project is not only of great benefit to the oil and gas industry, but also for the economy and the residents of South Texas. The LNG project is a great opportunity for economic growth and innovation to the community. The closest thing to an LNG plant is in Corpus and it provides many employment opportunities, scholarships, and revenue for local business and surrounding cities. The LNG project is not only a great asset for South Texas to grow economically, but also an employment opportunity and an advocate for education development for generations to come.

IND71-1

IND71-1

Comment noted.

**Individuals (IND)**

**IND72 - Donald Gonzales**

20181123-5042 FERC PDF (Unofficial) 11/23/2018 2:04:15 PM

Donald Gonzales, Spring, TX.

I object to Grande LNG/Rio Bravo Pipeline project because they would cause substantial and unreasonable harm to the environment. These projects would adversely affect the populations of ocelots and jaguarondis in the project areas. Furthermore, these projects do not adequately ensure protection of the sensitive areas in the wetlands that serve as vital food source for the fauna in these areas. The FERC should deny these applications.

IND72-1

IND72-2

IND72-1

FERC has determined that the Project is likely to adversely affect the ocelot and jaguarundi; therefore, the FWS will further assess impacts on these species to determine if the Project would result in jeopardy of either species. Further, as discussed in section 4.7.1.4, the FWS and RG Developers are coordinating regarding mitigation for the loss of potential ocelot habitat. Final mitigation plans would be determined through completion of the ESA consultation process.

IND72-2

In section 4.4.2 of the EIS, we recognize that the LNG Terminal would result in the permanent loss of wetlands. If approved, the Project would be subject to the requirements for compensatory mitigation for wetland losses under Section 404 of the CWA, in addition to the construction mitigation measures outlined in RG Developers' Procedures and the measures described in the EIS.

Individuals (IND)

IND73 - Kenneth Teague

November 27, 2018

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street NE, Room 1A  
Washington, DC 20426

OEP/DG2E/Gas 4  
Rio Grande LNG, LLC  
Rio Bravo Pipeline  
Company, LLC  
RG LNG Project  
Docket Nos. CP16-454-000 and CP16-455-000

Dear Ms. Bose: Please find my comments on the subject docket, enclosed. To summarize, the DEIS does not satisfy the requirements of NEPA for several reasons, including:

- A key requirement under NEPA, is consideration of alternatives. For the proposed project, consideration of alternatives to the proposed liquifaction facility is a key decision with very significant environmental effects. Both the sponsor and FERC failed to consider an obvious alternative location- Port Mansfield, Texas. While there may be valid reasons why it is not a suitable location, there are sufficient reasons to warrant its consideration and discussion- proximity to an existing deep draft channel, proximity to the source of natural gas, lack of threatened and endangered species concerns, etc. The DEIS should discuss why Port Mansfield, Texas is not a valid alternative to the proposed site, one which may have fewer environmental impacts.
- Several key potential environmental effects of the proposed project (dredged material disposal, wetland impacts, water quality impacts to some extent) are not disclosed and made available for public review and comment. Rather, the DEIS includes a pattern of assertions that the proposed project will not result in significant environmental impacts because Federal and State regulatory agencies will ensure that is the case via their future regulatory processes. This is made even more egregious by the fact that these regulatory decisions have not yet been made. In at least one case (pipeline impacts on wetlands), neither FERC nor the sponsor even have completed data collection to determine the extent of likely impacts of their proposal. This is not consistent with NEPA. FERC and the sponsor cannot simply avoid disclosing potential environmental impacts of the proposed project, based on generalized existing regulatory responsibilities of other agencies, and because required studies are not complete.

IND73-1

IND73-2

IND73-1

Section 3.3.1 of the final EIS revised to include a description of Port Mansfield and the limitations to it being considered a viable alternative to the proposed Project.

IND73-2

The EIS was prepared in accordance with NEPA, CEQ guidelines, and the Commission’s regulations and policy. The EIS is consistent with FERC style, formatting, and policy regarding NEPA evaluation of alternatives and different impact types. The EIS is comprehensive and thorough in its identification and evaluation of feasible mitigation measures to reduce those effects whenever possible. While some information was still pending at the time of issuance of the draft EIS, the lack of this final information does not deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such effect. The draft EIS included sufficient detail to enable the reader to understand and consider the issues raised by the proposed projects and addresses a reasonable range of alternatives. Specifically, the status of field surveys along the pipeline route is described in section 4.4.1.2 of the EIS. Where surveys were not conducted due to access limitations, an analysis of Geographic Information System- based data was used to identify likely wetlands and quantify and disclose potential impacts as part of the NEPA analysis. RB Pipeline would be required to complete field surveys and obtain necessary permits prior to construction of the Project. The final EIS includes additional information provided by RG Developers, cooperating agencies, and new or revised information based on substantive comments on the draft EIS.

Individuals (IND)

IND73 - Kenneth Teague

- At least one major action, dredged material disposal, is still undergoing analysis of alternatives. It is a primary purpose of NEPA, to provide analysis of alternatives by the responsible Federal agency, for review and comment by the public. So, this DEIS does not fulfill its legal responsibilities under NEPA, regarding the proposed project's dredged material disposal. Note that this is not trivial. The sponsor proposes to dispose of on the order of 7 million cu yd of dredged material. This is a very significant volume of dredged material. The surrounding environment is also very ecologically sensitive and unique, making the decision where to dispose of this huge volume of dredged material, of great concern. This of course, is in addition to the problem discussed below. At least one of the alternatives being considered, disposal at the ODMDS, requires a very serious regulatory review, which is not fully under the control of the USACE. Neither the sponsor, FERC, or USACE should assume that approval to dispose of the dredged material in the ODMDS is a shoe-in. Once again, the DEIS does not meet the requirements of NEPA.

IND73-3

- The DEIS asserts that the proposed project will not result in dredging or disposal of dredged material that is contaminated. It bases this assertion not on its own analysis of dredged material testing data, but on the following report:

**U.S. Army Corps of Engineers. 2014. Brazos Island Harbor, Texas, Channel Improvement Project, Final Integrated Feasibility Report-Environmental Assessment**

IND73-4

- Upon reviewing the above report, I found that the only reference to any dredged material testing data is the following. No dredged material testing data are provided in this report.

*Three decades of water and chemistry data from the BIH have documented no concerns with contaminated sediments in the project area. Information describing the results of water, sediment, and elutriate water testing under current conditions are available upon request.*

So, no dredged material testing data have been disclosed as part of this DEIS, nor were any dredge material testing data disclosed as part of the Environmental Assessment issued by the U.S. Army Corps of Engineers in 2014, which is the basis for FERC and the sponsor's refusal to provide dredged material testing data. Therefore, no dredged material testing data has been disclosed under NEPA (or any other authority) that would provide for public review of the potential for the proposed project to dredge or dispose of, contaminated dredged material. This does not meet the requirements of NEPA.

IND73-3

As discussed in section 4.2.3 of the EIS, RG LNG developed a draft Dredged Material Management Plan that describes the scope of work and practicable disposal locations for dredged material placement, both for new dredging related to facility construction, and for 30 years of future maintenance dredging at the marine berths and turning basin. . In addition to placement of some dredged material at the LNG Terminal site (for site stabilization), RG LNG identified 12 potential sites for dredged material placement, including eight upland placement areas, two Ocean Dredged Material Disposal Sites, and two existing nearshore beach nourishment sites. RG LNG is also considering other beneficial uses of dredged material. The final management and disposition of dredged material will be determined by RG LNG's consultation with federal, state, and local resource agencies and applicable stakeholders, including the BND, COE, EPA, NMFS, FWS, and the TCEQ, as applicable.

IND73-4

We cannot comment on NEPA documents issued by other federal agencies. We accept the COE's conclusion that known sediment contamination is not present in the BSC (COE 2014). However, as stated in section 4.3.2.2, it is possible that unanticipated contamination would be encountered during construction. Therefore, RG LNG would conduct any requested dredged material sampling and testing in accordance with applicable permit conditions and would implement its Unanticipated Contaminated Sediment and Soils Discovery Plan if contaminated materials were encountered. The COE is the federal agency responsible for issuance of a permit to dredge the BSC under Section 10 of the RHA.

Individuals (IND)

IND73 - Kenneth Teague

<ul style="list-style-type: none"> <li>• FERC and the project sponsor acknowledge that proposed dredging will result in increased concentrations of total suspended solids (TSS) in the Brownsville Ship Channel. However, they assert that this effect will be short-term and localized, without providing any basis for such claims. Such assertions are repeated in several places in the DEIS. However, the DEIS also includes a statement that the proposed dredging will last 14 months, and the cumulative impacts assessment concludes that if several dredging projects occur simultaneously, significant impacts on TSS could occur.</li> </ul>	IND73-5
<p>Seagrasses, highly valuable components of some coastal marine ecosystems, occur near the proposed dredging locations, including beds in the Bahia Grande, Mexique Flats, and South Bay Coastal Preserve. The seagrasses of the Mexique Flats have been identified as important habitat for the recently dramatically increasing population of juvenile green sea turtles, an endangered species, in the lower Laguna Madre. Seagrasses are highly sensitive to decreases in light availability, such as occurs with elevated TSS. If seagrasses are exposed to 14 months of elevated TSS, they will almost certainly be negatively impacted. And yet, FERC and the sponsor choose to dismiss this project risk with no analysis and no data. This is unacceptable. This is not consistent with NEPA.</p>	IND73-6
<ul style="list-style-type: none"> <li>• FERC and the sponsor did not demonstrate that the preferred pipeline alternative is the Least Environmentally Damaging Practicable Alternative (LEDPA), as defined in Clean Water Act, Section 404(b)(1) Guidelines. Only the LEDPA can be permitted. FERC and the sponsor did not consider an alternative that would have crossed ALL waterbodies using HDD methods, or at least other trenchless methods. Why wasn't such an alternative considered? Clearly, this would have avoided and minimized impacts of the proposed pipelines on waterbodies, to the maximum extent possible. In such a case, it would simply be a matter of determining whether it was <i>practicable</i> or not. FERC and the sponsor should not have simply assumed that it was not practicable. They should be required to demonstrate whether or not it is. The approach taken is not consistent with the Guidelines, nor NEPA.</li> </ul>	IND73-7
<ul style="list-style-type: none"> <li>• FERC correctly decided not to immediately approve the sponsor's request for a haul road for transportation of soil to the LNG facility site, that will have significant impacts on wetlands and other waters of the U.S. However, FERC incorrectly decided to allow the sponsor to continue to present arguments in support of their preferred alternative. Under the Clean Water Act, Section 404(b)(1) Guidelines, only the LEDPA can be permitted. Based on the information provided in the DEIS, it is clear that the sponsor's preferred alternative (the haul road) would not avoid or minimize impacts to aquatic resources. It seems likely that it is not the LEDPA. However, that conclusion requires a determination of <i>practicability</i>. FERC should disallow the sponsor's request for the haul road.</li> </ul>	IND73-8
<ul style="list-style-type: none"> <li>• FERC and the sponsor assume that most upland and wetland habitat impacts created by the proposed project can be reversed by restoration via revegetation by seeding. First, seeding is not the preferred method of revegetation in wetlands. Second, and more importantly, FERC and the sponsor acknowledge that climatic and other physical factors in the vicinity of the proposed project, make revegetation risky. This acknowledgement is in complete contradiction to their assumption of simple restoration by revegetation. FERC and the sponsor must acknowledge that these facts are contradictory, and therefore their assumption that many of the habitat impacts (including wetland impacts) can be easily reversed with simple revegetation techniques, is erroneous. Therefore, proposed mitigation is inadequate. FERC and the sponsor must propose additional mitigation to compensate for the likely failure of efforts to revegetate.</li> </ul>	IND73-9

IND73-5 As described in section 4.3.2.2 of the EIS, all dredging would be conducted using equipment designed to meet the Texas state water quality standards and in accordance with applicable COE permit requirements, which would require that construction activities be performed in a manner to minimize turbidity in the work area and otherwise avoid adverse effects on water quality and aquatic life. The conclusions in the EIS are based on RG LNG's compliance with necessary permit requirements and the mitigation measures that would be implemented to comply with those requirements. In section 4.13.2.2, the EIS concludes that impacts due to concurrent dredging would be minor to moderate and temporary given that each of the projects with the potential to contribute to cumulative impacts would be required to comply with water quality standards.

IND73-6 Sections 4.6.2.1 and 4.7.1.1 of the EIS state that The Laguna Madre (which includes the Mexiquita Flats area) and South Bay connect to the BSC more than 2.5 miles from the LNG Terminal site. Section 4.6.2.1 has been updated to indicate that there is no formal mapping of seagrasses in the Bahia Grande although anecdotal records are available for seagrasses in the interior of the wetland complex. Dredging would be conducted in accordance with applicable permit requirements to minimize turbidity impacts. Therefore, impacts of dredging and dredged materials on seagrass beds and oyster beds within these waterbodies are not anticipated. Impacts from dredging activities on surface waters, including the Bahia Grande, are discussed in section 4.3.2.2.

IND73-7 Review of the Project under Section 404(b)(1) of the CWA would be completed during the review process for the COE's CWA Section 404/Section 10 permit. While a HDD can be a good option for certain waterbody crossings, our experience is that a direct crossing of a waterbody in 24-48 hours can often be preferable from an environmental standpoint than setting up an HDD operation with accompanying extra workspace which could take weeks to complete. As discussed in section 4.3.2.2, water quality impacts would be minor.

IND73-8 As described in section 3.4 of the EIS, RG LNG originally proposed a new 1.8-mile-long temporary haul road to transport fill material from the Port Isabel dredge pile to the LNG Terminal site. We recommended in the draft EIS that RG LNG conduct a feasibility assessment for transporting fill material from the Port Isabel dredge pile to the LNG Terminal site via the existing system of roads or via barges. As a result of these assessments, RG LNG is no longer pursuing use of the temporary haul road.

## Individuals (IND)

### IND73 - Kenneth Teague

IND73-9

As described in section 4.4.2.2 of the EIS, requirements for compensatory mitigation for impacts of construction of the Pipeline System could be required as part of the CWA Section 404 permit. Issuance of the CWA Section 404 permit is not under FERC's jurisdiction. Wetlands affected by the Project would be either allowed to revegetate naturally or by using seed mixes in accordance with NRCS recommendations. Section 6.3 of RG Developers' Procedures describes wetland restoration requirements, which includes, but is not limited to, consultation with appropriate federal or state agencies to develop a project-specific wetland restoration plan, and ensuring that all disturbed areas successfully revegetate with wetland herbaceous and/or woody plant species and that the company control the invasion and spread of invasive species and noxious weeds. Section 6.4.5 of RG Developers' Procedures describes the criteria for determining successful wetland restoration, including that vegetation is at least 80 percent of either the cover documented for the wetland prior to construction, or at least 80 percent of the cover in adjacent wetland areas that were not disturbed by construction. If natural rather than active revegetation was used, the plant species composition must be consistent with early successional wetland plant communities in the affected ecoregion. The COE may require additional monitoring parameters during its permitting process. Restoration of upland vegetation impacted by the pipeline facilities would generally occur through active seeding using NRCS-recommended seed mixes; in addition, following issuance of the draft EIS, RG Developers consulted with the FWS regarding the use of seed mixes; coordination on the final seed mixes is ongoing, and RG Developers will coordinate with the Caesar Kleberg Wildlife Research Institute at the FWS' recommendation. Certain areas, such as cultivated cropland, would not be reseeded unless requested by the landowner. RG Developers are required to follow the measures to ensure successful revegetation of uplands, including the density and cover of non-nuisance species, as indicated in section 7.1 of the Project-specific Plan (appendix D of the EIS).

**Individuals (IND)**

**IND73 - Kenneth Teague**

- Preservation is the least preferred form of wetland mitigation under the Mitigation Rule. Based on that, I strongly recommend the proposed mitigation for wetland impacts, via preservation, be rejected. A mitigation option based on restoration or enhancement is desired. If preservation is considered, an argument consistent with the Mitigation Rule, explaining why it is an acceptable mitigation alternative, must be provided in a revised DEIS, for public comment. Any area proposed for preservation as mitigation must be the same types of wetlands that are impacted (in kind). If preservation is considered, it must only be considered using a very high mitigation ratio. I recommend a minimum of 20:1. Only wetlands under significant unregulated threat can be considered for preservation as mitigation. The sponsor must provide a detailed argument in support of the idea that their proposed preservation tract(s) are under clear unregulated threat. Preservation must be in perpetuity.

IND73-10

These comments represent an overview of my concerns for the DEIS. While FERC and other agencies may expect reviewers to document specific sections, pages, paragraphs, and sentences, that represent specific concerns, the effort such a review and comment process would require represents a poor use of my time. FERC staff and their contractors are certainly capable of identifying sections, pages, paragraphs, and sentences of the DEIS on which my more general comments are based. The fact that I am not identifying such specific sections, pages, paragraphs, and sentences in the document, should not detract from the validity of my more general comments.

Sincerely,  
Kenneth G. Teague, PWS, Certified Senior Ecologist  
Austin, TX

IND73-10

As described in section 4.4.2 of the EIS, wetland mitigation plans, including the determination of the mitigation ratio, are part of the permitting process associated with Section 404 of the CWA. RG LNG's final wetland mitigation plans would be developed and submitted to the COE, and would be implemented in addition to the construction mitigation measures outlined in RG LNG's Procedures and the measures described in the EIS. Construction of the LNG Terminal would not be authorized to commence prior to finalization of the wetland mitigation plans and issuance of the COE's CWA Section 404/Section 10 permit.

**Individuals (IND)**

**IND73 - Kenneth Teague**

IND73-11

The comments do not pertain to the Project.

Comments

Kenneth G. Teague, PWS, Certified Senior Ecologist  
November 1, 2018

Port Arthur LNG Project

*Draft Environmental Impact Statement*

Port Arthur Liquefaction Project, Texas Connector Project, and Louisiana Connector Project

Docket Nos. CP17-20-000, CP17-21-000, CP17-21-001, CP18-7-000

FERC/DEIS-0285D

September, 2018

IND73-11

- **The DEIS does not adequately evaluate all the reasonable alternatives.**
  - The DEIS did not evaluate an obvious alternative to the proposed LNG facility, located about 45.2 mi NE of the proposed site, on the eastern side of the lower Calcasieu River in southwest Louisiana:

The alternative location is the undeveloped upland tract on the N side of the dredged artificial water body in the image above. It seems highly likely that this alternative would impact fewer wetlands.

- It is not clear if the project sponsor sufficiently considered pipeline route alternatives that would have avoided and minimized impacts to waters of the U.S, more than the proposed alternative.
- The DEIS does not appear to consider pipeline alternatives that are fully compliant with FERC's Plan and Procedures. Since Driftwood requested many deviations from FERC's Plan and Procedures, such alternatives clearly should have been considered. They would almost certainly result in fewer wetland and water body impacts.
- The DEIS does not reflect that the project sponsor considered, when deciding to cross tidal water bodies and estuarine wetlands, the possibility that waters of the US might be impacted less if crossing methods other than were used. HDD is desirable for crossing upland streams in order to minimize impacts to stream habitat, water quality, and riparian wetlands. However, considerations are different in tidal waters and coastal wetlands. The coastal water bodies the proposed pipelines would cross may not contain habitats, other than emergent marsh, and much less likely, oyster reefs, which would warrant use of HDD. Review of the pipeline maps suggests that in these areas, impacts to wetlands at the sites of pipeline insertion and withdrawal, might be greater than the impacts to wetlands using other crossing methods. This needs to be checked. The crossing method with the least impacts to wetlands should be selected, when crossing wetlands.

- **The DEIS does not demonstrate adequate avoidance and minimization of impacts to aquatic habitats.**

- The project sponsor did not consider the LNG site alternative discussed above.
- The project sponsor did not consider alternatives that more fully (or fully) implement FERC's Plans and Procedures. Such alternatives would result in fewer impacts to wetlands and water bodies.
- The DEIS does not include any dredged material testing data, only assertions that it doesn't indicate any concerns.
- It is not clear that the sponsor correctly assessed the suitability of dredged material for disposal in the aquatic environment. No data were provided. Additional data are proposed, but they will not be made available for public review and comment.

IND73-11

- **The DEIS does not adequately disclose the likely environmental impacts of the proposed project.**

- The DEIS does not include appropriate dredged material testing data and analysis, for determination of suitability for disposal in the aquatic environment.
  - The DEIS mentions that there is some dredged material testing data, and that it indicates the dredged material is suitable for disposal in the aquatic environment. However, no data are provided. The public is expected to simply trust FERC and the project sponsor that this conclusion is correct. This is not consistent with NEPA. It is also my experience that few people working on the Texas/Louisiana coast understand how to properly test dredged material, and how to interpret the results. In addition, I have no reason to believe that FERC staff working on this EIS have such knowledge.
  - The DEIS proposes the sponsor will conduct additional dredged material testing in the future. However, no commitment to provide these data to the public for review and comment exists in the DEIS. This is not consistent with NEPA.

- This dredged material should not be permitted to be disposed of in the aquatic environment until it is demonstrably properly tested according to the Inland Testing Manual, and the results provided to the public for review and comment.
  - A Final EIS must not be produced until the dredged material is properly tested using the Inland Testing Manual, and the results are provided to the public for review and comment.
- The DEIS, similar to other assessments of pipeline impacts I have reviewed recently, does not factually state the real impacts to wetlands.
  - The DEIS asserts that forested wetlands can be destroyed, and they will simply restore themselves if allowed to do so. This cannot be assumed. While it is possible, it is also highly likely that whatever vegetation establishes on these sites will not be similar to what was there before. In addition, even if forested wetlands reestablish here, there will be a highly significant temporal loss of function, perhaps for as long as a century, potentially even more. The sponsor should be required to mitigate fully for all losses of forested wetlands, even if deemed “temporary”. Any proposals for restoration of forested wetlands impacted by these pipelines should require vegetative plantings of the tree species that were destroyed by the proposed pipeline, assuming they were representative of the pristine ecosystem at these locations. Plantings should be monitored, and if unsuccessful, they should either be replanted, or other in kind mitigation should be required.
  - The DEIS asserts that shrub wetlands can be destroyed, and they will simply restore themselves if allowed to do so. This cannot be assumed. While it is possible, it is also highly likely that whatever vegetation establishes on these sites will not be similar to what was there before. In addition, even if forested wetlands reestablish here, there will be a significant temporal loss of function, perhaps for as long as several decades. The sponsor should be required to mitigate fully for all losses of shrub wetlands, even if deemed “temporary”. Any proposals for restoration of shrub wetlands impacted by these pipelines should require vegetative plantings of the shrub species that were destroyed by the proposed pipeline, assuming they were representative of the pristine ecosystem at these locations. Plantings should be monitored, and if unsuccessful, they should either be replanted, or other in kind mitigation should be required.
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- The DEIS does not disclose, with any meaningful detail, the impacts of the pipeline crossings through water bodies.

IND73-11

Individuals (IND)

IND73 - Kenneth Teague

- The DEIS does not include any detailed assessment of the impacts of proposed pipeline crossings of upland stream habitats, water quality, or aquatic communities. No mitigation for such impacts is proposed. Based on my experience, this appears to be inconsistent with the policies of the Galveston District, USACE.
- The DEIS does not disclose the impacts of fragmentation of forested wetlands, caused by the proposed pipeline routing.
- The DEIS does not disclose the potential impacts of proposed dredging on dissolved oxygen concentrations in bottom waters. Dredged channels often experience lower DO concentrations in bottom waters than undredged water bodies. Low DO renders aquatic habitat unsuitable for aquatic life.
- **The DEIS does not propose adequate environmental mitigation for project impacts**
  - The mitigation proposed for the proposed pipelines, for impacts to wetlands and stream habitats, is particularly inadequate.
    - Due to the long time required for forested wetland restoration, the DEIS should have committed to provide mitigation for temporal impacts, which it does not.
    - Rather than requiring the environment to absorb the temporal impacts, Driftwood should be required to expedite restoration of herbaceous wetlands impacted by the proposed pipeline, by vegetative plantings.
    - No mitigation is proposed for impacts to water bodies from pipeline crossings.
- **The DEIS is unclear regarding whether the full cost of compensatory mitigation is to be borne by the sponsor, or whether government agencies are planning to bear some of the cost**
  - The DEIS indicates that the project sponsor will provide dredged material for creation/restoration of estuarine marshes on property of Texas Parks and Wildlife Department. However, it is unclear whether the project sponsor will be responsible for all aspects of the required mitigation, or whether the sponsor's mitigation requirement will be subsidized by efforts of Texas Parks and Wildlife Department, and possibly other agencies or government funds (e.g. DU, Restore Act funds). The latter would represent an unacceptable Federal/State subsidy of mitigation costs that is not compliant with the Mitigation Rule.
- **I recommend the project sponsor consider creating/restoring more estuarine marsh than is currently proposed, or provide the dredged material for another organization to do so, provided the dredged material is properly tested and found to be suitable for disposal in the aquatic environment.**

IND73-11

- **The DEIS does not adequately disclose the potential impacts of construction and operation of the liquifaction plant, on nearby water quality.**

- The DEIS implies there is no need to evaluate the potential impacts of construction and operation of the liquifaction plant on water quality, because the sponsor asserts that *because the facility is an oil and gas production facility, it is exempt from stormwater runoff regulatory requirements.*

IND73-11

While I do not know if this is correct, it is a cynical interpretation of the law if it is. Nevertheless, regardless of the law on environmental regulation of oil and gas production facilities, and their interpretation, NEPA law requires disclosure of environmental impacts. Environmental impacts are not only defined by regulatory requirements. Clearly, during construction and operation of the facility, stormwater runoff would carry pollutants into nearby water bodies. In fact, if best management practices to minimize stormwater pollutant loading are not implemented, because they are not required, then the pollutant loadings from stormwater would be even greater, and thus the potential for water quality impacts would be greater. Therefore, I assert that FERC should have disclosed the potential impacts of construction and operation of the liquifaction facility, on water quality, via stormwater runoff.

These comments represent an overview of my concerns for the DEIS. While FERC and other agencies may expect reviewers to document specific sections, pages, paragraphs, and sentences, that represent specific concerns, the effort such a review and comment process would require represents a poor use of my time. FERC staff and their contractors are certainly capable of identifying sections, pages, paragraphs, and sentences of the DEIS on which my more general comments are based. The fact that I am not identifying such specific sections, pages, paragraphs, and sentences in the document, should not detract from the validity of my more general comments.

**Individuals (IND)**

**IND74 - Kenneth Teague**

November 27, 2018

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street NE, Room 1A  
Washington, DC 20426

OEP/DG2E/Gas 4  
Rio Grande LNG, LLC  
Rio Bravo Pipeline  
Company, LLC  
RG LNG Project  
Docket Nos. CP16-454-000 and CP16-455-000

Dear Ms. Bose: Please find my comments on the subject docket, enclosed. To summarize, the DEIS does not satisfy the requirements of NEPA for several reasons, including:

- A key requirement under NEPA, is consideration of alternatives. For the proposed project, consideration of alternatives to the proposed liquifaction facility is a key decision with very significant environmental effects. Both the sponsor and FERC failed to consider an obvious alternative location- Port Mansfield, Texas. While there may be valid reasons why it is not a suitable location, there are sufficient reasons to warrant its consideration and discussion- proximity to an existing deep draft channel, proximity to the source of natural gas, lack of threatened and endangered species concerns, etc. The DEIS should discuss why Port Mansfield, Texas is not a valid alternative to the proposed site, one which may have fewer environmental impacts.
- Several key potential environmental effects of the proposed project (dredged material disposal, wetland impacts, water quality impacts to some extent) are not disclosed and made available for public review and comment. Rather, the DEIS includes a pattern of assertions that the proposed project will not result in significant environmental impacts because Federal and State regulatory agencies will ensure that is the case via their future regulatory processes. This is made even more egregious by the fact that these regulatory decisions have not yet been made. In at least one case (pipeline impacts on wetlands), neither FERC nor the sponsor even have completed data collection to determine the extent of likely impacts of their proposal. This is not consistent with NEPA. FERC and the sponsor cannot simply avoid disclosing potential environmental impacts of the proposed project, based on generalized existing regulatory responsibilities of other agencies, and because required studies are not complete.

IND74-1

IND74-1

The comment is a duplicate of comment IND73.

## Individuals (IND)

### IND74 - Kenneth Teague

- At least one major action, dredged material disposal, is still undergoing analysis of alternatives. It is a primary purpose of NEPA, to provide analysis of alternatives by the responsible Federal agency, for review and comment by the public. So, this DEIS does not fulfill its legal responsibilities under NEPA, regarding the proposed project's dredged material disposal. Note that this is not trivial. The sponsor proposes to dispose of on the order of 7 million cu yd of dredged material. This is a very significant volume of dredged material. The surrounding environment is also very ecologically sensitive and unique, making the decision where to dispose of this huge volume of dredged material, of great concern. This of course, is in addition to the problem discussed below. At least one of the alternatives being considered, disposal at the ODMDS, requires a very serious regulatory review, which is not fully under the control of the USACE. Neither the sponsor, FERC, or USACE should assume that approval to dispose of the dredged material in the ODMDS is a shoe-in. Once again, the DEIS does not meet the requirements of NEPA.
- The DEIS asserts that the proposed project will not result in dredging or disposal of dredged material that is contaminated. It bases this assertion not on its own analysis of dredged material testing data, but on the following report:

**U.S. Army Corps of Engineers. 2014. Brazos Island Harbor, Texas, Channel Improvement Project, Final Integrated Feasibility Report-Environmental Assessment**

- Upon reviewing the above report, I found that the only reference to any dredged material testing data is the following. No dredged material testing data are provided in this report.

*Three decades of water and chemistry data from the BIH have documented no concerns with contaminated sediments in the project area. Information describing the results of water, sediment, and elutriate water testing under current conditions are available upon request.*

So, no dredged material testing data have been disclosed as part of this DEIS, nor were any dredge material testing data disclosed as part of the Environmental Assessment issued by the U.S. Army Corps of Engineers in 2014, which is the basis for FERC and the sponsor's refusal to provide dredged material testing data. Therefore, no dredged material testing data has been disclosed under NEPA (or any other authority) that would provide for public review of the potential for the proposed project to dredge or dispose of, contaminated dredged material. This does not meet the requirements of NEPA.

## Individuals (IND)

### IND74 - Kenneth Teague

- FERC and the project sponsor acknowledge that proposed dredging will result in increased concentrations of total suspended solids (TSS) in the Brownsville Ship Channel. However, they assert that this effect will be short-term and localized, without providing any basis for such claims. Such assertions are repeated in several places in the DEIS. However, the DEIS also includes a statement that the proposed dredging will last 14 months, and the cumulative impacts assessment concludes that if several dredging projects occur simultaneously, significant impacts on TSS could occur.

Seagrasses, highly valuable components of some coastal marine ecosystems, occur near the proposed dredging locations, including beds in the Bahia Grande, Mexique Flats, and South Bay Coastal Preserve. The seagrasses of the Mexique Flats have been identified as important habitat for the recently dramatically increasing population of juvenile green sea turtles, an endangered species, in the lower Laguna Madre. Seagrasses are highly sensitive to decreases in light availability, such as occurs with elevated TSS. If seagrasses are exposed to 14 months of elevated TSS, they will almost certainly be negatively impacted. And yet, FERC and the sponsor choose to dismiss this project risk with no analysis and no data. This is unacceptable. This is not consistent with NEPA.

- FERC and the sponsor did not demonstrate that the preferred pipeline alternative is the Least Environmentally Damaging Practicable Alternative (LEDPA), as defined in Clean Water Act, Section 404(b)(1) Guidelines. Only the LEDPA can be permitted. FERC and the sponsor did not consider an alternative that would have crossed ALL waterbodies using HDD methods, or at least other trenchless methods. Why wasn't such an alternative considered? Clearly, this would have avoided and minimized impacts of the proposed pipelines on waterbodies, to the maximum extent possible. In such a case, it would simply be a matter of determining whether it was *practicable* or not. FERC and the sponsor should not have simply assumed that it was not practicable. They should be required to demonstrate whether or not it is. The approach taken is not consistent with the Guidelines, nor NEPA.
- FERC correctly decided not to immediately approve the sponsor's request for a haul road for transportation of soil to the LNG facility site, that will have significant impacts on wetlands and other waters of the U.S. However, FERC incorrectly decided to allow the sponsor to continue to present arguments in support of their preferred alternative. Under the Clean Water Act, Section 404(b)(1) Guidelines, only the LEDPA can be permitted. Based on the information provided in the DEIS, it is clear that the sponsor's preferred alternative (the haul road) would not avoid or minimize impacts to aquatic resources. It seems likely that it is not the LEDPA. However, that conclusion requires a determination of *practicability*. FERC should disallow the sponsor's request for the haul road.
- FERC and the sponsor assume that most upland and wetland habitat impacts created by the proposed project can be reversed by restoration via revegetation by seeding. First, seeding is not the preferred method of revegetation in wetlands. Second, and more importantly, FERC and the sponsor acknowledge that climatic and other physical factors in the vicinity of the proposed project, make revegetation risky. This acknowledgement is in complete contradiction to their assumption of simple restoration by revegetation. FERC and the sponsor must acknowledge that these facts are contradictory, and therefore their assumption that many of the habitat impacts (including wetland impacts) can be easily reversed with simple revegetation techniques, is erroneous. Therefore, proposed mitigation is inadequate. FERC and the sponsor must propose additional mitigation to compensate for the likely failure of efforts to revegetate.

**Individuals (IND)**

**IND74 - Kenneth Teague**

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Sincerely,  
Kenneth G. Teague, PWS, Certified Senior Ecologist  
Austin, TX

## Individuals (IND)

### IND74 - Kenneth Teague

#### Comments

Kenneth G. Teague, PWS, Certified Senior Ecologist  
November 1, 2018

#### Port Arthur LNG Project

*Draft Environmental Impact Statement*

Port Arthur Liquefaction Project, Texas Connector Project, and Louisiana Connector Project

Docket Nos. CP17-20-000, CP17-21-000, CP17-21-001, CP18-7-000

FERC/DEIS-0285D

September, 2018

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## Individuals (IND)

### IND74 - Kenneth Teague

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## Individuals (IND)

### IND74 - Kenneth Teague

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  - The DEIS asserts that shrub wetlands can be destroyed, and they will simply restore themselves if allowed to do so. This cannot be assumed. While it is possible, it is also highly likely that whatever vegetation establishes on these sites will not be similar to what was there before. In addition, even if forested wetlands reestablish here, there will be a significant temporal loss of function, perhaps for as long as several decades. The sponsor should be required to mitigate fully for all losses of shrub wetlands, even if deemed “temporary”. Any proposals for restoration of shrub wetlands impacted by these pipelines should require vegetative plantings of the shrub species that were destroyed by the proposed pipeline, assuming they were representative of the pristine ecosystem at these locations. Plantings should be monitored, and if unsuccessful, they should either be replanted, or other in kind mitigation should be required.
  - The DEIS asserts that herbaceous wetlands (marshes) can be destroyed, and they will simply restore themselves if allowed to do so. This cannot be assumed. While it is possible, it is also possible that whatever vegetation establishes on these sites will not be similar to what was there before. In addition, even if herbaceous wetlands reestablish here, there will be a temporal loss of function, perhaps for as long as a decade. The sponsor should be required to mitigate fully for all losses of herbaceous wetlands, even if deemed “temporary”. Any proposals for restoration of herbaceous wetlands impacted by these pipelines should require vegetative plantings of the species that were destroyed by the proposed pipeline, assuming they were representative of the pristine ecosystem at these locations. Plantings should be monitored, and if unsuccessful, they should either be replanted, or other in kind mitigation should be required.
- The DEIS does not disclose, with any meaningful detail, the impacts of the pipeline crossings through water bodies.

## Individuals (IND)

### IND74 - Kenneth Teague

- The DEIS does not include any detailed assessment of the impacts of proposed pipeline crossings of upland stream habitats, water quality, or aquatic communities. No mitigation for such impacts is proposed. Based on my experience, this appears to be inconsistent with the policies of the Galveston District, USACE.
- The DEIS does not disclose the impacts of fragmentation of forested wetlands, caused by the proposed pipeline routing.
- The DEIS does not disclose the potential impacts of proposed dredging on dissolved oxygen concentrations in bottom waters. Dredged channels often experience lower DO concentrations in bottom waters than undredged water bodies. Low DO renders aquatic habitat unsuitable for aquatic life.
- **The DEIS does not propose adequate environmental mitigation for project impacts**
  - The mitigation proposed for the proposed pipelines, for impacts to wetlands and stream habitats, is particularly inadequate.
    - Due to the long time required for forested wetland restoration, the DEIS should have committed to provide mitigation for temporal impacts, which it does not.
    - Rather than requiring the environment to absorb the temporal impacts, Driftwood should be required to expedite restoration of herbaceous wetlands impacted by the proposed pipeline, by vegetative plantings.
    - No mitigation is proposed for impacts to water bodies from pipeline crossings.
- **The DEIS is unclear regarding whether the full cost of compensatory mitigation is to be borne by the sponsor, or whether government agencies are planning to bear some of the cost**
  - The DEIS indicates that the project sponsor will provide dredged material for creation/restoration of estuarine marshes on property of Texas Parks and Wildlife Department. However, it is unclear whether the project sponsor will be responsible for all aspects of the required mitigation, or whether the sponsor's mitigation requirement will be subsidized by efforts of Texas Parks and Wildlife Department, and possibly other agencies or government funds (e.g. DU, Restore Act funds). The latter would represent an unacceptable Federal/State subsidy of mitigation costs that is not compliant with the Mitigation Rule.
- **I recommend the project sponsor consider creating/restoring more estuarine marsh than is currently proposed, or provide the dredged material for another organization to do so, provided the dredged material is properly tested and found to be suitable for disposal in the aquatic environment.**

- **The DEIS does not adequately disclose the potential impacts of construction and operation of the liquifaction plant, on nearby water quality.**

- The DEIS implies there is no need to evaluate the potential impacts of construction and operation of the liquifaction plant on water quality, because the sponsor asserts that *because the facility is an oil and gas production facility, it is exempt from stormwater runoff regulatory requirements.*

While I do not know if this is correct, it is a cynical interpretation of the law if it is. Nevertheless, regardless of the law on environmental regulation of oil and gas production facilities, and their interpretation, NEPA law requires disclosure of environmental impacts. Environmental impacts are not only defined by regulatory requirements. Clearly, during construction and operation of the facility, stormwater runoff would carry pollutants into nearby water bodies. In fact, if best management practices to minimize stormwater pollutant loading are not implemented, because they are not required, then the pollutant loadings from stormwater would be even greater, and thus the potential for water quality impacts would be greater. Therefore, I assert that FERC should have disclosed the potential impacts of construction and operation of the liquifaction facility, on water quality, via stormwater runoff.

These comments represent an overview of my concerns for the DEIS. While FERC and other agencies may expect reviewers to document specific sections, pages, paragraphs, and sentences, that represent specific concerns, the effort such a review and comment process would require represents a poor use of my time. FERC staff and their contractors are certainly capable of identifying sections, pages, paragraphs, and sentences of the DEIS on which my more general comments are based. The fact that I am not identifying such specific sections, pages, paragraphs, and sentences in the document, should not detract from the validity of my more general comments.

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RIO GRANDE PROJECT (DOCKET NOS. CP16-454-000, CP16-455-000)

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COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

I'm Strongly For It, Not Only Will It Boost  
Our Economy And Infrastructure But It Would  
Secure A Better And Brighter Future For Our  
Children And Our Children's Children.

IND75-1

Commentor's Name and Mailing Address (Please Print)

Eddie Garza  
1815 Beckline St.  
Edinburg, TX 78542

*[Signature]*

<sup>1</sup> The Commission strongly encourages electronic filing of any comments or interventions or protests to this proceeding. Comments may be filed via the FERC's website, [www.ferc.gov](http://www.ferc.gov), by using "eFiling" under the link "Documents and Filings." Before you can file comments you will need to create an account by clicking on "eRegister." The FERC has expert eFiling staff for assistance at 1-866-208-3676 (TTY contact 202-502-8659) or [efiling@ferc.gov](mailto:efiling@ferc.gov).

IND75-1

Comment noted.

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COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

I for the LMB project, it will benefit our community making more jobs available for the valley residents

IND76-1

Commentor's Name and Mailing Address (Please Print)

Rogelio Solis
5508 W. 42nd St.
Mission TX 79574

[Handwritten signature]

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IND76-1

Comment noted.

Individuals (IND)

IND77 - Juan Quinonez

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COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

I believe it would be good for the community as a whole jobs and economy as long as they go through with all the environmental procedures and make enough studies to take care of the environment

IND77-1

Commentor's Name and Mailing Address (Please Print)

Juan Quinonez  
1209 Fincher St.  
Mission Tx

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IND77-1

Comment noted. Prior to construction of the Project, if approved, RG Developers would be required to complete and adhere to all conditions of the Order, which includes finalizing all necessary permits and necessary mitigation measures.

Individuals (IND)

IND78 - Jose Rodriguez

20181128-0009 FERC PDF (Unofficial) 11/28/2018

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COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

((Yes))

I'm for this project.

IND78-1

- Jobs
• Economic
• preservation for wild life

IND78-2

Commentor's Name and Mailing Address (Please Print)

José Rodriguez
1623 Rodriguez Ct.
Pensacola Tx 32576

[Handwritten signature]

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IND78-1 Comment noted.

IND78-2 Wildlife and wildlife preservation are discussed in sections 4.6.1 and 4.7.

Individuals (IND)

IND79 - Mario Cuevas

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IND79-1

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

Anything that has to do with  
Growth for RBV is a good thing  
I Am definitely sure it.

Commentor's Name and Mailing Address (Please Print)

MARIO CUEVAS  
1101 La Palma Dr  
Mission TX  
NM.CUEVAS@Yahoo.com



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IND79-1

Comment noted.

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COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

I believe its good for the valley because of the jobs it will provide & the economy of an area that needs more higher end jobs to create a better infrastructure overall.

IND80-1

Commentor's Name and Mailing Address (Please Print)

Kwin Armitze  
20033 Fallow Ln  
Edinburg, TX 78542

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IND80-1

Comment noted.

Individuals (IND)

IND81 - Isidro Rodriguez, Jr.

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IND81-1

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

More Jobs for the Valley  
Better For the Economy the Valley

Commentor's Name and Mailing Address (Please Print)

Isidro Rodriguez Jr  
P.O. Box 992  
Rio Hondo TX. 78583

*Isidro Rodriguez Jr*

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IND81-1

Comment noted.

Individuals (IND)

IND82 - Ricardo L. Olivarez

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COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

I Am For it more work better for the energy

IND82-1

Commentor's Name and Mailing Address (Please Print)

Ricardo L. Olivarez  
6413 W. Schwarbach Rd.  
Mission, Tx. 78574

Ricardo Olivarez

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IND82-1

Comment noted.

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COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

For IT More Job For The Valley
More Money For valley

IND83-1

Commentor's Name and Mailing Address (Please Print)

Jose Hernandez
8534 Rancho Alto Dr
Edinburg TX 78542

[Handwritten signature]

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IND83-1

Comment noted.

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COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

Hello there FERC. My name is Noe Villarreal. I am a rigger for TNT Crane & Rigging here in Edinburg TX. I love living in the Rio Grande Valley. It's a quiet peaceful place to live. One thing that our beloved valley is in need is jobs. Our people need more financial stability, and more technical professions other than the norm. Bringing this plant to live and operating will definitely bring more occupations to this region. It is a clean energy plant that will provide our community with good jobs and economy growth.

IND84-1

Commentor's Name and Mailing Address (Please Print)

Noe Villarreal Jr.  
1320 S. 8<sup>th</sup> Ave.  
Edinburg TX 78539

<sup>1</sup> The Commission strongly encourages electronic filing of any comments or interventions or protests to this proceeding. Comments may be filed via the FERC's website, [www.ferc.gov](http://www.ferc.gov), by using "eFiling" under the link "Documents and Filings." Before you can file comments you will need to create an account by clicking on "eRegister." The FERC has expert eFiling staff for assistance at 1-866-208-3676 (TTY contact 202-502-8659) or [efiling@ferc.gov](mailto:efiling@ferc.gov).

IND84-1

Comment noted.

FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM

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IND85-1

COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

Yes, it will help the economy in the  
valley to create more jobs

Commentor's Name and Mailing Address (Please Print)

Jose Cartreuen  
3708 Quera Ave.  
McAllen TX 78503

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IND85-1

Comment noted.

Individuals (IND)

IND86 - Raul Rodriguez

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COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

yes, it will help the economy in the valley to create  
more jobs

IND86-1

Commentor's Name and Mailing Address (Please Print)

Raul Rodriguez  
P.O. Box 1242  
Rio Hondo Tx 78583

*Raul Rodriguez*

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IND86-1

Comment noted.

Individuals (IND)

IND87 - Agustin Moling

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COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

All in favor of it LNG  
fgv

IND87-1

Commentor's Name and Mailing Address (Please Print)

Agustin Moling  
2304 Flans Ave  
Hidalgo, TX 78557

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IND87-1

Comment noted.

Individuals (IND)

IND88 - Ruben Ochoa

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COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

I think the LNG project is great for  
the RGV. Good for the economy and job  
groth in South Texas.

IND88-1

Commentor's Name and Mailing Address (Please Print)

Ruben Ochoa  
911 E. Moore Rd  
San Juan, TX 78589

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IND88-1

Comment noted.

Individuals (IND)

IND89 - Alejandro Flores

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FEDERAL ENERGY REGULATORY COMMISSION COMMENT FORM  
RIO GRANDE PROJECT (DOCKET NOS. CP16-454-000, CP16-455-000)

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed<sup>1</sup>.

Please send one copy referenced to Docket Nos. CP16-454-000 and CP16-455-000 to the address below.

ORIGINAL

For Official Filing:  
Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

FILED  
SECRETARY OF THE  
COMMISSION  
NOV 28  
P 2:54  
REGULATORY COMMISSION

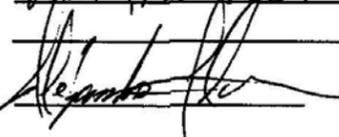
COMMENTS: (PLEASE PRINT) [attach an additional sheet if necessary]

for it, Help bring more Job. better  
living for all

IND89-1

Commentor's Name and Mailing Address (Please Print)

Alejandro Flores  
525 E Chapa  
Pharr, TX 78577



<sup>1</sup> The Commission strongly encourages electronic filing of any comments or interventions or protests to this proceeding. Comments may be filed via the FERC's website, [www.ferc.gov](http://www.ferc.gov), by using "eFiling" under the link "Documents and Filings." Before you can file comments you will need to create an account by clicking on "eRegister." The FERC has expert eFiling staff for assistance at 1-866-208-3676 (TTY contact 202-502-8659) or [efiling@ferc.gov](mailto:efiling@ferc.gov).

IND89-1

Comment noted.

## Individuals (IND)

### IND90 - Kenneth Teague

20181128-5130 FERC PDF (Unofficial) 11/28/2018 2:45:04 PM

**From:** Kenneth Teague  
**Sent:** Monday, November 26, 2018 5:46 PM  
**To:** denise.l.sloan@usace.army.mil; swg\_public\_notice@usace.army.mil  
**Cc:** mccormick.karen@epa.gov; martinez.maria@epa.gov; Kaspar.Paul@epa.gov; houston.robert@epa.gov; 401certs@tceq.texas.gov; leslie.savage@rrc.texas.gov ; david\_hoth@fws.gov; Rusty.Swafford@noaa.gov; Rebecca Hensley; brandtshnft@juno.com; blackbur@rice.edu; gertrude.fernandez.johnson@ferc.gov  
**Subject:** RE: SWG-2015-00114; Rio Grande LNG Draft EIS

Ms. Sloan- I previously submitted comments on SWG-2015-00114, and now I am trying to review the DEIS associated with the project that PN was associated with. However, there is a gaping hole in the critical information required to determine whether important information is being properly disclosed under NEPA.

As you know from my previous comments, one of my concerns is that no dredged material testing data has been made available for public review either through the CWA Section 404 process, or through any of the voluminous information provided by FERC. All documents simply include dismissive conclusions to the effect that there are no sediment contamination problems in the BSC. Reference is made repeatedly in the DEIS and in various other supporting documents to the USACE Report: **Brazos Island Harbor, Texas, Channel Improvement Project, Final Integrated Feasibility Report**— as the final authority on the subject, and the source for all conclusions that dredged material is not contaminated. Note that document is only an Environmental Assessment. For some strange reason, USACE got away with simply issuing an EA for this major project. The subject of dredged material testing is very briefly alluded to on p. 7-15 and 7-16:

*Three decades of water and chemistry data from the BIH have documented no concerns with contaminated sediments in the project area. Information describing the results of water, sediment, and elutriate water testing under current conditions are available upon request.*

That is all there is. All three proposed LNGs refer back to this conclusion in all of their supporting documents and in their draft EIS's. Tens of millions of cubic yards of dredged material are proposed to be dredged and disposed without any testing, based on the above 2 sentences. No data are provided anywhere for public review.

**I hereby request the data** on which the above, and many other major conclusions are based, that the tens of millions of cubic yards of dredged material proposed to be dredged and disposed, is not contaminated, and does not require further testing. This situation is completely outrageous. The requirements of neither NEPA nor the Clean Water Act are being met. The public has had their rights to review and comment completely undermined over several major projects in the BSC. Our government should be ashamed of such deliberate efforts to avoid public scrutiny. Again, I request the exact dredged material testing data described in the USACE EA, as soon as possible.

Sincerely,  
Kenneth G. Teague, PWS, Certified Senior Ecologist  
Austin, TX  
Sent from [Mail](#) for Windows 10

IND90-1

We cannot comment on NEPA documents issued by other federal agencies. We accept the COE's conclusion that known sediment contamination is not present in the BSC (COE 2014). However, as stated in section 4.3.2.2, it is possible that unanticipated contamination would be encountered during construction. Therefore, RG LNG would conduct any requested dredged material sampling and testing in accordance with applicable permit conditions and would implement its Unanticipated Contaminated Sediment and Soils Discovery Plan if contaminated materials were encountered. The COE is the federal agency responsible for issuance of a permit to dredge the BSC under Section 10 of the RHA.

IND90-1

Individuals (IND)

IND90 - Kenneth Teague

20181128-5130 FERC PDF (Unofficial) 11/28/2018 2:45:04 PM

**From:** Sloan, Denise L CIV USARMY CESWG (US)  
**Sent:** Wednesday, November 28, 2018 1:10 PM  
**To:** kgteague@sbcglobal.net  
**Subject:** SWG-2015-00114; Rio Grande LNG Draft EIS (UNCLASSIFIED)

Dear Mr. Teague,

Please request the water and chemistry data from the BIH by accessing our Galveston District Website <https://www.swg.usace.army.mil/> and clicking on the FOIA (Freedom of Information Act) link on the homepage.

Sincerely,

Denise Sloan  
Regulatory Project Manager  
Policy Analysis Branch, Regulatory Division  
Galveston District, U.S. Army Corps of Engineers  
P.O. Box 1229  
Galveston, TX 77553-1229  
409-766-3962 phone  
denise.l.sloan@usace.army.mil

-----Original Message-----

**From:** swg\_public\_notice  
**Sent:** Wednesday, November 28, 2018 10:49 AM  
**To:** Sloan, Denise L CIV USARMY CESWG (US) <[denise.l.sloan@usace.army.mil](mailto:denise.l.sloan@usace.army.mil)>  
**Subject:** FW: [Non-DoD Source] RE: SWG-2015-00114; Rio Grande LNG Draft EIS (UNCLASSIFIED)

CLASSIFICATION: UNCLASSIFIED

From PN Inbox.

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**To:** Sloan, Denise L CIV USARMY CESWG (US) <[denise.l.sloan@usace.army.mil](mailto:denise.l.sloan@usace.army.mil)>; swg\_public\_notice <[swg\\_public\\_notice@usace.army.mil](mailto:swg_public_notice@usace.army.mil)>  
**Cc:** McCormick, Karen <[mccormick.karen@epa.gov](mailto:mccormick.karen@epa.gov)>; Martinez, Maria <[Martinez.Maria@epa.gov](mailto:Martinez.Maria@epa.gov)>; Kaspar Paul <[Kaspar.Paul@epa.gov](mailto:Kaspar.Paul@epa.gov)>; [houston.robert@epa.gov](mailto:houston.robert@epa.gov); [401certs@tceq.texas.gov](mailto:401certs@tceq.texas.gov); [leslie.savage@rrc.texas.gov](mailto:leslie.savage@rrc.texas.gov) <[leslie.savage@rrc.texas.gov](mailto:leslie.savage@rrc.texas.gov)>; Hoth, David <[david\\_hoth@fws.gov](mailto:david_hoth@fws.gov)>; Swafford, Rusty <[rusty.swafford@noaa.gov](mailto:rusty.swafford@noaa.gov)>; Rebecca Hensley <[rebecca.hensley@tpwd.texas.gov](mailto:rebecca.hensley@tpwd.texas.gov)>; [brandtshnfbt@juno.com](mailto:brandtshnfbt@juno.com); [blackbur@rice.edu](mailto:blackbur@rice.edu); [gertrude.fernandez.johnson@ferc.gov](mailto:gertrude.fernandez.johnson@ferc.gov)  
**Subject:** [Non-DoD Source] RE: SWG-2015-00114; Rio Grande LNG Draft EIS

## Individuals (IND)

### IND90 - Kenneth Teague

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Sincerely,

Kenneth G. Teague, PWS, Certified Senior Ecologist

Austin, TX

**Individuals (IND)**

**IND90 - Kenneth Teague**

20181128-5130 FERC PDF (Unofficial) 11/28/2018 2:45:04 PM

Sent from Mail <Blocked<https://go.microsoft.com/fwlink/?LinkId=550986>> for Windows 10

CLASSIFICATION: UNCLASSIFIED

Individuals (IND)

IND90 - Kenneth Teague

20181128-5130 FERC PDF (Unofficial) 11/28/2018 2:45:04 PM

**From:** Kenneth Teague  
**Sent:** Wednesday, November 28, 2018 1:36 PM  
**To:** mccormick.karen@epa.gov; martinez.maria@epa.gov; Kaspar.Paul@epa.gov; houston.robert@epa.gov; pat\_clements@fws.gov; jackie.robinson@tpwd.texas.gov; Rusty.Swafford@noaa.gov; gertrude.fernandez.johnson@ferc.gov; brandtshnfbt@juno.com; blackbur@rice.edu  
**Cc:** denise.l.sloan@usace.army.mil  
**Subject:** FW: SWG-2015-00114; Rio Grande LNG Draft EIS (UNCLASSIFIED)

All: Please note that the USACE response to my request for dredged material testing data for the Brownsville Ship Channel was to direct me to make a FOIA request for the data, in spite of the fact that the EA that referenced the data clearly stated that the data was available upon request. Again, the reason for the timing of this request is that at least two Draft EISs issued by FERC recently, for LNG export facilities to be constructed on the Brownsville Ship Channel, who are proposing to dredge and dispose of tens of millions of cubic yards of dredged material, reference that EA, as the source of the dredged material testing data that they assert indicates there is no reason to be concerned about the proposed dredging of this huge volume of dredged material.

Let me reiterate this: Three LNG export facilities are proposing to dredge and dispose tens of millions of cubic yards of dredged material from the Brownsville Ship Channel, and the only mention of dredged material testing is a reference to the USACE EA I mention in my request to the USACE. In addition, that EA, supposedly the source of all wisdom regarding testing of dredged material from the Brownsville Ship Channel, does not include any dredged material testing data. The EA does however, include a statement that the data are available upon request. However, when I requested the data, I was told to submit a FOIA request.

This is completely outrageous. The requirements of NEPA are being dismissed in clear public view.

Sincerely,  
Kenneth G. Teague, PWS, Certified Senior Ecologist  
Austin, TX

Sent from Mail for Windows 10

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Sincerely,

IND90-2

We cannot comment on NEPA documents issued by other federal agencies or the COE's information request process.

IND90-2

## Individuals (IND)

### IND90 - Kenneth Teague

20181128-5130 FERC PDF (Unofficial) 11/28/2018 2:45:04 PM

Denise Sloan  
Regulatory Project Manager  
Policy Analysis Branch, Regulatory Division  
Galveston District, U.S. Army Corps of Engineers  
P.O. Box 1229  
Galveston, TX 77553-1229  
409-766-3962 phone  
[denise.l.sloan@usace.army.mil](mailto:denise.l.sloan@usace.army.mil)

-----Original Message-----

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Cc: McCormick, Karen <[mccormick.karen@epa.gov](mailto:mccormick.karen@epa.gov)>; Martinez, Maria <[Martinez.Maria@epa.gov](mailto:Martinez.Maria@epa.gov)>; Kaspar Paul <[Kaspar.Paul@epa.gov](mailto:Kaspar.Paul@epa.gov)>; houston.robert@epa.gov; [401certs@tceq.texas.gov](mailto:401certs@tceq.texas.gov); [leslie.savage@rrc.texas.gov](mailto:leslie.savage@rrc.texas.gov) <[leslie.savage@rrc.texas.gov](mailto:leslie.savage@rrc.texas.gov)>; Hoth, David <[david\\_hoth@fws.gov](mailto:david_hoth@fws.gov)>; Swafford, Rusty <[rusty.swafford@noaa.gov](mailto:rusty.swafford@noaa.gov)>; Rebecca Hensley <[rebecca.hensley@tpwd.texas.gov](mailto:rebecca.hensley@tpwd.texas.gov)>; [brandtshnfbt@juno.com](mailto:brandtshnfbt@juno.com); [blackbur@rice.edu](mailto:blackbur@rice.edu); [gertrude.fernandez.johnson@ferc.gov](mailto:gertrude.fernandez.johnson@ferc.gov)  
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**Individuals (IND)**

**IND91 - Julia Jorgensen**

20181129-5236 FERC PDF (Unofficial) 11/29/2018 4:43:56 PM

Julia Jorgensen, McAllen, TX.  
RE Rio Grande LNG CP16-454

I strongly oppose the construction of the Rio Grande LNG plant.

The DEIS has not convincingly addressed any of the following issues, which lead me to oppose it:

It will destroy threatened or endangered animals and plants habitat over a wide area;  
it will threaten the health of persons living near the plant via air pollution, light, and noise;  
it will contribute to climate change (emitting 8.5 million tons/year of GHGs, over 20-30 years);  
it will adversely affect soil and water quality; it will blight the beauty of an important part of our neighborhood;  
it will discourage ecotourism; it may have negative economic effects overall;  
there are many reasons to be concerned about its safety to locals, including the nearby SpaceX launches.

It is apparent from the posted plans that wildlife areas will be extensively disturbed if not outright destroyed, including especially wetlands and other fish, bird, and ocelot habitat. (Twenty-four endangered or threatened species will be affected, as I understand it from expert comments.)

There is no evidence that so-called "mitigation" can in any way replace what is destroyed, and the plans to "mitigate" are underdeveloped. Even after the plants have been constructed, there will be noise, light, and air pollution—these will harm animals in the Laguna Atascosa Refuge and along the wildlife corridor, as well as affecting the health and quality of human life.

The natural area here is very special, as acknowledged by birding organizations and by its attractiveness to retirees. It is, honestly, one of the only reasons anyone from another place would visit the RGV or choose to live here, and there is actually very little of it left. The cumulative impact of replacing natural areas with industrial plants will be to deprive RGV citizens of the remnants of nature we have now and will discourage tourism. The DEIS may dispute this, but it provides no realistic data to back up this idea.

It is very depressing to me that any area would welcome the construction of even one of these plants, let alone three, as we are doing now. These will harm us in the long run, and I believe that our local, federal, and state officials should take care of us and our environment by denying them permits.

IND91-1

IND91-2

IND91-3

IND91-4

IND91-5

IND91-6

IND91-7

IND91-8

IND91-9

IND91-10

IND91-11

IND91-1

Comment noted.

IND91-2

Sections 4.5, 4.6, and 4.7 identify the impacts on plants, general wildlife, and special status wildlife.

IND91-3

We disagree. Section 4.11.1 of the EIS addresses health effects of the Project; noise impacts are addressed in section 4.11.2; and visual impacts are addressed in section 4.8.2.

IND91-4

Section 4.13.2.9 of the final EIS was revised to include a detailed analysis of the anticipated climate change impacts on the Project region.

IND91-5

We disagree. The analysis presented in section 4.8.2 is based on several sources of information, including RG LNG's visual simulations, our evaluation of other sources as cited within the analysis, and review of maps of the Project area. As described throughout the EIS, the LNG Terminal would be on undeveloped land owned by BND, outside of city boundaries, and the closest residences are over 2.2 miles from the site. Further, the LNG Terminal site is in an area that is characterized, in part, as industrial with the movement of domestic and foreign products within the BSC and associated with the Port of Brownsville.

IND91-6

The EIS recognizes the Project's impacts on eco-tourism in section 4.9.3, including an increase in noise, changes in the visual landscape, and heavier traffic along SH-48. Recreation and special use areas, including birding trails, that are in proximity to the Project are also addressed in section 4.8.1.5, while impacts on visual receptors at recreation and special use areas are addressed in section 4.8.2. We find that impacts on tourism, including nature-based and eco-tourism, would generally be greatest during construction of the Project. Following construction, the LNG Terminal would be the primary source of permanent impacts on tourism, as the pipelines would be buried and the associated aboveground facilities would be in remote areas, offering limited visibility and mitigating noise impacts. To mitigate impacts on visual receptors and operational noise from the LNG Terminal, RG LNG would use ground flares, grey tank coloring, horticultural plantings, and the construction of a levee that would obstruct most construction activities and low-to-ground operational facilities from view.

IND91-7

Section 4.12.1.6 of the EIS addresses external impacts to and from nearby roadways, aircraft operations, railroads, pipelines, and other industrial facilities. This discussion includes launch failures from the SpaceX launch site.

IND91-8

We disagree. Impacts on wildlife, aquatic resources, and threatened and endangered species and their habitats are addressed in sections 4.6.1, 4.6.3, and 4.7 of the EIS

**Individuals (IND)**

**IND91 - Julia Jorgensen**

- |          |   |
|----------|---|
| IND91-9  | We disagree. As described in section 4.4.2 of the EIS, wetland mitigation plans are part of the permitting process associated with Section 404 of the CWA. RG LNG's final wetland mitigation plans would be developed and submitted to the COE, and would be implemented in addition to the construction mitigation measures outlined in RG LNG's Procedures and the measures described in the EIS. Construction of the LNG Terminal would not be authorized to commence prior to finalization of the wetland mitigation plans and issuance of the COE's CWA Section 404/Section 10 permit.   |
| IND91-10 | Impacts on the Laguna Atascosa NWR, wildlife corridor, and wildlife using these habitats are addressed in sections 4.6 and 4.7, including impacts from noise and lighting. Air quality impacts are addressed in section 4.11.1. The Project would comply with the NAAQS, which include secondary standards set to protect from damage to vegetation and animals.  |
| IND91-11 | Cumulative impacts on recreation and special use areas, including cumulative impacts on visual receptors at these sites, are addressed in section 4.13.2.6. As described throughout the EIS, the LNG Terminal would be on undeveloped land owned by BND, outside of city boundaries, and in an area that is characterized, in part, as industrial with the movement of domestic and foreign products within the BSC and associated with the Port of Brownsville. As described in the EIS, the RG Developers have been and continue to consult with federal and state agencies on mitigation measures for Project impacts on wildlife habitat and special status species. RG Developers have also committed to several conservation/perseveration actions, including RG LNG's commitment to maintain 223.3 acres of the LNG Terminal site as a natural buffer and its proposal to acquire and preserve a portion of the Loma Ecological Preserve in perpetuity to offset impacts on wetland and open water habitat. Collectively these acts could aid in fostering community cohesion. |

Individuals (IND)

IND92 - Juan B. Macias

**Carrizo/Comecrudo Nation of Texas**

1250 Roemer Lane  
Floresville, Texas 78114  
830-391-7991  
[www.caarrizocomecrudonation.com](http://www.caarrizocomecrudonation.com)  
[www.carrizocomecrudotribeoftexas](http://www.carrizocomecrudotribeoftexas)

ORIGINAL

FILED  
SECRETARY OF THE  
COMMISSION  
2018 DEC - 3 P 12  
REGISTRATION

To:  
Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

Date: October 2, 2018  
From: Juan B. Mancias, Tribal Chair, Carrizo/Comecrudo Nation of Texas

**Subject: Comment on the proposed Port of Brownsville LNG export terminal Rio Grande LNG (CP16-454-000) and the Rio Bravo Pipeline (CP16-455-000).**

As long as the threat remains to the Carrizo/Comecrudo Ancestral Lands by the Fossil Fuel Industry, the Tribal nation will remain on watch of desecration of Tribal Cultural Identity.

The Winnemun-Wintu vs. the Department of Interior case sets precedent on our continual request to disallow the above mentioned LNG and pipeline permits to operate on our sacred sites, burial sites, and ancestral tribal villages. Just because the linear mindset does not understand a cyclic or circular lifestyle does not mean that our villages and sacred sites have not remained constant. The Federal Registered Historic Garcia Pasture is surrounded by burial sites and mitton sites that will be violated by the Fossil Fuel Bullies mentioned above. If the unearthing of any remains take place our very Tribal Identity is being attacked. To continue to unearth remains without respecting the Tribal presence today is a method of extermination by Corporations and Government Agencies. Extermination of Tribal Native Original Nations has been the practice of 'Ethnic Cleansing'. ETHNIC CLEANSING is defined as a mass killing. After being laid to rest the ancestors are resting from the indignations and injustices they received at the hands of a Forced Racist Colonization in Texas. For historical purposes, Texas wanted to get rid of all 'Indians'. The original racist terminology of "the only good Indian is dead Indian originated in Texas.

IND92-1

Carrizo/Comecrudo ancestors were laid to rest all along the Rio Grande on both sides of the River. But every time remains are unearthed and repatriated somewhere else those Ancestors are murdered again. Continuing the practices of desecration of sacred sites is ethnic cleansing. It threatens the mental, emotional, spiritual, and physical well being of todays linear descendants of the Native Original People of Texas. Our Oral history can not be denied just to accommodate the greedy and bullying Fossil Fuel Industry for fossil fuel that is only going to be exported and not targeted for domestic use.

This extreme and well practice Nationalistic behavior of exterminating Tribal Identity is a just reason to deny permits to destroying Tribal historic Sites. To further add more reason to deny the unreasonable request to the permit is the Fossil Fuel Industry's lack of Due

IND92-2

IND92-1

Based on the results of RG LNG's cultural resources survey of the LNG Terminal site described in section 4.10.1 of the EIS, no intact deposits of the Garcia Pasture site were encountered. The SHPO concurred with the survey results.

IND92-2

As described in section 4.10.3 of the EIS, RG Developers and FERC have consulted with federally recognized Native American tribes with interest in the Project area. In addition, section 1.3 describes FERC's public review and comment process to identify environmental issues. The Section 106 process to identify, evaluate, assess, and mitigate adverse effects on historic properties is ongoing, and would be completed prior to construction of the Project, if authorized.

Diligence on historical and archeological research. If the LNG's and pipeline had coordinate and consulted the people of the Area, they would have known that the area has been inhabited for Centures. The area was not just a hunting ground, but fishing grounds as well. Much of the year the Esto'k Gna or Carrizo/Comecrudo spent their time fishing a the mouth of the Ahmatau Mete'l or Rio Grande. So many villages were laid along the Rio Grande on both sides of the River. None of these LNG and pipeline souless corporations have consulted with the actual people of the Rio Grande Valley or Tribal people whose history is threatened.

IND92-2

The next point toward the continuing decimation of the Esto'k Gna through ethnic cleansing is the destruction of the creation that gives it identity. As was done with the plains Tribal Cultures by attacking and killing off the Bison. Ethnic Cleansing to a Tribal Nation whose group morpholgy is based on Bands and Clans. By denying the Tribal Nation the capability to identify itself according to their teachings and language is structural and systemic division and promotes Ethnic Cleansing. Bands of the Tribal Nation indicated a form of governmental representation based on certain aspects of their natural environment. For instance, Bands were accountable and responsible for duties that maintained and protected the Whole group or Tribal Nation. Those Bands were made up of several familial clans that provided focused duties and responsibilities to everyday life. The clans were made up of teachings that pertained to an animal, plant, fish, amphibian, bird, insect, etc. Now these animals are threatening the future of the existance of many of the clans. The Esto'k Gna have been attacked enough with unreasonable reason of profits. Ethnic Cleansing is an unexceptable behavior abroad. Texas has a Commission Against the Holocaust and Genocide. Yet in itself does not the Recognize the Great American Holocaust that actually killed more Native Original People Than the last 5 wars. Innocently, as my ancestors would say, 'I do not want die anymore'. But with every permit that is granted to these ruthless, unethical, immoral, and spiritless corporations promotes ethnic cleansings.

The questions lie within your thouroughness in due dilengence, equal representation by those that lay claim to the History of the area, and those that refuse to disappear from the pages of History without sound. Consulting with those that do know the history would certainly help in acquiring a better perspective not to grant the permits.

Sincerely,

Juan Mancias

Individuals (IND)

IND92 - Juan B. Macias

To: Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE, Room 1A  
Washington, DC 20426

Subject: Comment on the proposed Port of Brownsville LNG export terminal Rio Grande LNG (CP16-454-000) and the Rio Bravo Pipeline (CP16-455-000).

I am opposed to the proposed Rio Grande LNG and Rio Bravo Pipeline projects because they would endanger communities across Texas, damage the local environment of South Texas, destroy Indigenous cultural sites, and harm local industries like shrimping, fishing and eco-tourism.

IND92-3

The South Texan communities of South Padre Island, Port Isabel, Long Island Village, and Laguna Vista, which could be forced to live next to three proposed LNG export terminals, have all passed anti-LNG resolutions. They understand the risks these LNG projects pose and demand the permits be rejected.

IND92-4

Finally, the construction of the three LNG terminals would increase fracking in the Eagle Ford shale and Permian Basin regions of Texas and fuel climate change. The terminals would also demand a massive pipeline network, and threaten families living along the pipeline route with leaks, spills, and pipeline explosions.

IND92-5

These projects would force Texas to become a sacrifice zone for fossil fuel exports to countries like Ireland who have banned fracking from their countries. France and Ireland understand the harmful impact of fracking yet are willing to sacrifice my community and the rest of Texas for cheap fossil fuels.

IND92-6

For these reasons and many others, I am opposed to these projects.

Sincerely,

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IND92-3

National Register of Historic Places-eligible cultural resources sites would be avoided or mitigated. Impacts on tourism, including eco-tourism, and recreational and commercial fishing are addressed in sections 4.9.3 and 4.9.4.

IND92-4

The resolutions regarding opposition to the Project are noted.

IND92-5

As described in section 1.3.1 of the EIS, the environmental and economic consequences of any induced natural gas production are outside the scope of this EIS. Production and gathering activities, and the pipelines and facilities used for these activities, are not regulated by FERC, but are overseen by the affected region's state and local agencies with jurisdiction over the management and extraction of the shale gas resource. Determining the well and gathering line locations and their environmental impact is not feasible because the market and gas availability at any given time would determine the source of the natural gas. While past, present, and reasonably foreseeable future oil and gas infrastructure within the geographic scope of the cumulative impacts assessment are addressed in section 4.13, the specific locations for infrastructure associated with induced production are not reasonably foreseeable. Pipeline safety is addressed in section 4.12.2 of the EIS.

IND92-6

Comment noted.

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IND93 - Madeleine Sandefur

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Madeleine Sandefur, LAGUNA VISTA, TX.

As residents of the Town of Laguna Vista, TX, which is situated about 7 miles downwind from the proposed plant, our number one concern is the air pollution that this project will generate. My husband and I are Senior Citizens and moved to this community 14 years ago because of its clean air and the nearby preserved lands, many under stewardship of the US Fish & Wildlife Service. At the very least, air quality monitors need to be installed at the proposed project area, to obtain baseline data before the project is approved for construction, and for continuous monitoring afterwards. At present, air monitors are many miles removed from the proposed location, and data relied on them cannot possibly be used to give an accurate picture.

As a naturalist and birder, I am deeply concerned about the damage this project will do to the 24 species that are federally listed as threatened or endangered, which have been identified in the Draft Environmental Impact statement as being present in the project area, three of which would be adversely affected by the project due to loss of habitat and/or degradation and fragmentation of habitat. Of particular concern is the damage this will do to the critically endangered, small population of Texas ocelots. I have personally worked on ocelot conservation issues and have raised funds for land acquisition and other related activities. A third area of concern is the socio-economic impact of this project on this area. While proponents of the project are lauding the jobs it would bring, they fail to mention the potentially huge job losses in the fishing, shrimping, and eco-tourism / hospitality industry. The DEIS states that "neither construction nor operation would be expected to significantly impact tourism..." - my question is, on what study, if any, was this "expectation" based?

I understand FERC looks at whether a project has community support. With resolutions AGAINST this project from City and Town Councils representing residents most immediately affected by this project (South Padre Island, Port Isabel, Laguna Vista, and Long Island Village), how can the Commission possibly deduce that there is support from the community?

Lastly, I will note that many years and efforts towards conservation and preservation of native land and habitat have occurred in the region where the project is proposed. This demonstrates strong social and cultural values for conservation and preservation of native habitat in a county where already 91% of such lands have been destroyed by industrialization, agriculture, and urban development. These efforts have included citizens and organizations at all levels, from municipal to federal; a prime example being the Bahia Grande Restoration Project, where millions of private and taxpayer funds were used to preserve and restore lands. I'm sure the Commission is aware of the proximity of the proposed LNG terminals to this project.

Permits for LNG projects that pose direct and indirect negative impacts to the local populace, which negate decades of conservation efforts, and are in direct conflict with social and cultural values of the region should be DENIED.

Thank you for the opportunity to comment.

IND93-1

IND93-2

IND93-3

IND93-4

IND93-5

IND93-1

The comment pertains to the TCEQ's review and enforcement of air quality permits for the Project, which is not under FERC's jurisdiction. As described in section 4.11.1 of the EIS, ambient air quality monitors used to identify background concentrations are based on those monitors that were nearest or most representative of the proposed Project facilities. Ambient air quality monitor locations were identified by RG Developers in coordination with the TCEQ.

IND93-2

Comment noted. Section 4.7 has been revised to incorporate recommendations and comments from the FWS and TPWD, as applicable.

IND93-3

Sources for our analysis are included in text by reference and in appendix S.

IND93-4

Comment noted. As identified in section 1.0, FERC considers the public interest and/or the public convenience and necessity of a project prior to making its decision on whether or not to approve it. Assessment of the proposed Project has included coordination with multiple federal and state agencies and requires permits or authorizations from additional entities (see section 1.5).

IND93-5

As described in the EIS, the RG Developers continues to consult with federal and state agencies on mitigation measures for Project impacts on wildlife habitat and special status species, and FERC staff has included recommendations for additional and/or specific consultations and actions to occur prior to construction, if the Project is approved, that relate to mitigation for impacts on species and the native environment.

Individuals (IND)

IND94 - Joanna Ward

20181203-5017 FERC PDF (Unofficial) 12/2/2018 3:46:40 PM

Joanna Ward, Laguna Vista, TX.  
Re: Rio Grande LNG Export Filing for a Permit on the Pristine Southern Most Tip of Texas and Mellissa Case's Filing on 11/20/2018 with FERC for CP16-454-000 with Reasons for Denial

Please know that Mellissa Case living in Houston works for Bechtel Oil, Gas, and Chemicals. The positive statements about an Australian fishing village with LNG exports made by her on 11/20/2018 should not be taken as true facts. I know for a fact that residents in Australia strongly opposed the unhealthy polluting done to their land, water, and populations with fracking as do the residents in Texas. I doubt that the residents in the Australian fishing village have all of the LNG jobs that Ms. Case states based on my experience in search of the truth regarding the jobs promised for the LRGV nor do I believe that the people are happy about breathing the carcinogenic air produced by the dirty fracked methane while it is being frozen for export and its toxins are released into the community which, if the same as in the LRGV, include tons of nitrogen oxides, carbon monoxide, volatile organic compounds, particulate matter, and sulfur dioxide. It should be of concern that these pollutants that are known to mostly affect the unborn, young, and retired elderly residents with asthma, harm pregnant women and fetuses causing anomalies, and increases cancer rates will also affect the water and the fish that are ingested by the villagers and by those to whom their fish are sold. The same would be the case with the fish becoming contaminated in the "best fishing in Texas at Laguna Madre" where five species of seagrass in the area account for 80% of remaining seagrass in Texas according to Texas.gov should FERC grant such permission! Our Laguna Madre is the only hyper saline bay in the United States, and one of only six on our planet! Our saltwater estuaries are one of the most valuable types of landforms that exist on the planet. Our Laguna Madre in the Lower Rio Grande Valley now offers popular sport fishing opportunities for sea trout, redfish, flounder, as well as, snook, gray snapper, Florida pomp, and barracuda. Furthermore, these LNG Export companies taking our natural resources while harming and destroying our natural lands, even without a plan for mitigation which had not yet been made as required for all the public to see in order to be informed and able to make their comments known, while threatening local businesses, our health, and wildlife including the endangered species here will also cause our gas prices to rise as they have in Australia due to supply! There are more than enough LNG export facilities along our Eastern shores that have already been approved and not yet built to accommodate the needs of the "clean LNG" other countries will receive from abroad to burn at the cost of the health and well being of the American residents for one group living near the chemical fracking fields, ugly polluting export facilities and gas pipelines that are known to have exploded harming and killing people and damaging properties. The people are the ones who report pipeline issues, not the companies who built them! What's more, we already have safety concerns along the souther tip of Texas living at sea level which continues to rise as do the tides. We recently learned through the required Federal report about man's carbon pollution and know that methane, an extremely powerful climate disrupting gas more than 20 times more potent than carbon dioxide, is causing the drastic climate

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As described in section 4.11.1 of the EIS, the State of Texas requires a State Health Effects air quality analysis. The results of RG LNG's State Health Effects modeling evaluation indicate that the Project emissions are below applicable effects screening levels, and therefore adverse health effects are not expected. The TCEQ is the agency responsible for the review of the State Health Effects analysis, and on December 17, 2018, the TCEQ issued an order granting air quality permits to RG LNG. Further, pollution emissions from the LNG Terminal site, when considered with background concentrations, would be below the NAAQS, which are designated to protect public health including sensitive populations such as children, the elderly, and asthmatics. Impacts on water quality and aquatic resources, including fish, are addressed in sections 4.3.2.2 and 4.6.2, respectively. To minimize the potential for contamination of surface water, RG LNG would implement its SPCC plan during construction and operation of the LNG Terminal. As stated in section 4.6.2 of the EIS, impacts on seagrasses are not anticipated.

IND94-2

Potential impacts on fisheries and recreational fishing are addressed in sections 4.6.2 and 4.9.3, respectively.

IND94-3

The EIS was prepared in accordance with NEPA, CEQ guidelines, and the Commission's regulations and policy. The EIS is consistent with FERC style, formatting, and policy regarding NEPA evaluation of alternatives and different impact types. The EIS is comprehensive and thorough in its identification and evaluation of feasible mitigation measures to reduce those effects whenever possible. While some information was still pending at the time of issuance of the draft EIS, the lack of this final information does not deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such effect. The draft EIS included sufficient detail to enable the reader to understand and consider the issues raised by the proposed projects and addresses a reasonable range of alternatives. The final EIS includes additional information provided by RG Developers, cooperating agencies, and new or revised information based on substantive comments on the draft EIS. As described in section 4.4.2 of the EIS, wetland mitigation plans are part of the permitting process associated with Section 404 of the CWA. RG LNG's final wetland mitigation plans would be developed and submitted to the COE, and would be implemented in addition to the construction mitigation measures outlined in RG LNG's Procedures and the measures described in the EIS. Construction of the LNG Terminal would not be authorized to commence prior to finalization of the wetland mitigation plans and issuance of the COE's CWA Section 404/Section 10 permit. Impacts on air quality, wildlife, and endangered species are addressed in sections 4.11.1, 4.6, and 4.7, respectively.

IND94-4

Under Section 3 of the NGA, oversight for LNG export is divided between the Commission and the DOE. FERC is responsible for approving the safe and sound siting and operation of LNG facilities, given that DOE has approved the export of the commodity. It is the DOE, not the Commission, which retains the exclusive authority over the export of the natural gas as a commodity, including the responsibility to consider whether the exportation of that gas is consistent with the public interest. As described in section 1.1 of the EIS, the DOE granted an authorization to RG LNG for export to countries having an FTA with the United States that includes national treatment for trade in natural gas. In accordance with the NGA and Energy Policy Act of 1992, export to a country with which there is an FTA requiring national treatment for trade in natural gas, is deemed consistent with the public interest. Further, RB Pipeline executed a precedent agreement for the total capacity of the Rio Bravo Pipeline for the 20-year life of the Project, which establishes a basis for a finding by the Commission that the pipeline will be in the public convenience and necessity under Section 7.

IND94-5 As described in section 4.12.2, The DOT Pipeline Safety Regulations require operators to develop and follow a written integrity management program that contain all the elements described in 49 CFR 192.911 and address the risks on each transmission pipeline segment and minimize the potential for an accident. The final EIS was revised to clarify that the integrity management program includes requirements for pipeline inspections, record keeping, and a communication plan with procedures to address safety concerns raised by the DOT and other pipeline authorities.

IND94-6 The final EIS was revised to describe the anticipated climate change impacts on the Project region in section 4.13.2.9. LNG Terminal safety, including a structural and natural hazard evaluation, are included in section 4.12.1.6 of the EIS. As described in section 1.3.1 of the EIS, the development of natural gas in shale plays by hydraulic fracturing is not the subject of this EIS nor is the issue directly related to the proposed Project. Further, review of the Project is limited to the economic and environmental impacts of the proposal before the Commission; therefore, the effects of LNG combustion in end-use/importing markets are outside of the scope of this EIS. However, we revised section 4.13.2.9 to acknowledge that the construction and operation of the Project, as well as downstream emissions, would contribute incrementally to future climate change impacts.

Individuals (IND)

IND94 - Joanna Ward

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changes we already have started to see. Texas is the third most industrial polluted state in the country next to Louisiana as the second greatest polluter of its citizens. I'd get their cancer rates, if FERC allowed me a decent amount of time to research and submit my comments!!! The fracking with undisclosed chemicals and freezing the dirty methane significantly contributes to the climate change that we have already witnessed. The problem with the now known methane leaks that do occur also questions how clean LNG truly is and there is so much of it, while all other countries in the world are looking for cleaner fuels for their energy and China is going to win in that business if we stay on this poorly thought through dirty business in the USA! We have already seen the extreme changes in temperatures, sea level and tides rising, the most catastrophic fires, and more catastrophic and deadly hurricanes and storms which are part of several important factors within the safety concerns of our communities that must be addressed. Leaks from storage tanks have also occurred carrying odorless gas that could be ignited as the strong winds here carry it through our communities. Do you have updated standards for allowing such a business since they now have bigger ships and storage tanks this close, just two miles, to our communities and businesses with international customers? We also live in a salty air environment that is highly corrosive. Pipeline problems and explosions have been found by the public and not the companies who should be held responsible for monitoring and maintaining their pipes to avoid these accidents. TCEQ won't monitor companies in Texas according to their history! I feel sorry for those children in communities during Eagle Ford Shale's fracking where the children went to school with burning noses and many citizens could not go outdoors without their asthma inhalers while the TCEQ did nothing to protect them. When I made my public comments to TCEQ in Brownsville, I made it known that they do not even monitor the air as it would blow in from this enormous Rio Grande export facility which would pollute us with their toxins from their methane while shrinking it for export and our strong southerly winds would be taking these toxins into Port Isabel High School and the SPI Golf Course Community in Laguna Vista, the Gate Way to the Laguna Madre, where our multimillion dollar eco tourism building is in the planning stages to educate and attract our international eco tourism visitors. I do believe that building will not reach any where near it's full potential with our growing Texas, country, and international visitors supporting our businesses that we already have here. If you approve any LNG export company to destroy the last and cleanest Gulf Coast shoreline in our state and country, I will immediately sell my property at the SPI Golf Course, that has tripled in size since I bought the property in 2003 along the now Laguna Atascosa National Wildlife Refuge and find a healthier place and maybe country to retire, unlike too many of the people here who have lived for generations and may not have the same means as I do. It will be a sad day for our country and our planet should this permit be granted. This area can not be mitigated or recovered once FERC permits its destruction for once and for all.

Regarding jobs in the LRGV, I tried to get the facts from Jesus Canas, a business economist from the Federal Reserve Bank of Dallas who spoke about the large numbers of jobs that would be created by LNG exporters in the LRGV at the Binational Innovation Conference at South Texas College September 24, 2014. When I asked him for the facts to support that

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Section 4.12.1.2 of the EIS describes DOT PHMSA's LOD process per the August 2018 Memorandum of Understanding between DOT PHMSA and FERC. DOT PHMSA issued its LOD after reviewing RG LNG's hazard analysis and modeling results. Section 4.12.1.3 of the EIS discusses Coast Guard's WSA review as well as the zones of concern for LNG shipping operations. The Coast Guard has issued its LOR after reviewing RG LNG's WSA. Each review (as appropriate) considered the size of the LNG storage tanks and the LNG marine vessels. In addition, FERC staff reviewed RG LNG's preliminary engineering design. This analysis contained various design reviews with a focus on the layers of protection or safeguards to reduce the risk of a potentially hazardous scenario from developing into an event that could impact the offsite public. If operational control of the facilities were lost and operational controls ESD systems failed to maintain the Project within the design limits of the piping, containers, and safety relief valves, a release could potentially occur. To mitigate this scenario, RG LNG's design would include mitigation, such as spill containment and spacing, hazard detection, ESD and depressurization systems, hazard control, firewater coverage, structural protection, and emergency response. FERC staff has recommended further final design details be provided in section 4.12.1.7 to ensure adequate mitigation is in the final design of the proposed facility. As described in section 4.12.2.1 of the EIS, RB Pipeline would install cathodic protection systems to prevent external pipeline corrosion.

IND94-8

The comment pertains to the TCEQ's review and enforcement of air quality permits for the Project, which is not under FERC's jurisdiction. As described in section 4.11.1 of the EIS, the State of Texas requires a State Health Effects air quality analysis. The results of RG LNG's State Health Effects modeling evaluation indicate that the Project emissions are below applicable effects screening levels, and therefore adverse health effects are not expected. The TCEQ is the agency responsible for the review of the State Health Effects analysis, and on December 17, 2018, the TCEQ issued an order granting air quality permits to RG LNG. Further, pollution emissions from the LNG Terminal site, when considered with background concentrations, would be below the NAAQS, which are designated to protect public health including sensitive populations such as children, the elderly, and asthmatics. The potential for disproportionately high and adverse health or environmental effects of the Project on minority and low-income populations are addressed in section 4.9.10.

IND94-9

Potential impacts on the economy and employment in the Project area are addressed in section 4.9.2. This analysis is based on Project details provided by RG Developers and a reported prepared by the Perryman Group, which characterizes the net economic impacts of the Project, including direct and indirect employment.

Individuals (IND)

IND94 - Joanna Ward

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promise, he stated that he did not have that information with him but, would send it to me. He gave me his contact information after his presentation and never responded back to dozens of phone calls, messages, and emails. Yet some people in the LRGV Brownsville area believe what they are told without evidence. My guess is that there would be one experienced LNG engineer hired from out of state and other menial local maintenance jobs after the construction that in itself would be a polluting process. This business would take away from our near 7,000 eco tourism jobs reported in 2011 besides making people sick where health care is already not well enough provided!

IND94-9

I do know for a fact that our informed surrounding towns of Laguna Vista, Port Isabel, South Padre Island, and Long Island Village who would most be affected by the enormous Rio Grande LNG project just 2.2 miles from the tourist beach town of Port Isabel all strongly oppose it and have intervened to stop it. Our way of life in this last pristine most beautiful and inviting TX Gulf Coast area where our populations continue to grow and triple during the winters and spring and fall birding migrations would be forever changed for the worse and destroyed. Our eco tourism businesses have continued to grow here bringing seven years ago almost half a billion dollars to the area in one season with national and international eco tourism and beach visitors. Those near 7,000 jobs as reported in 2011 would be negatively affected by the Rio Grande LNG project. There is a multimillion dollar building project already in the planning stages in Laguna Vista, the gateway to our unique hypersaline Laguna Madre bay, to promote our ecotourism business with the Bahia Grande, the largest restoration project in North America! Over five hundred bird species have been migrating between our two continents through these areas on our planet for thousands of years here with our rare hyper saline estuaries/wetlands and Laguna Madre bay. Our families of dolphins live and play and entertain our nature tourists in our Laguna Madre. Our Isla Blanca public beach ends at the ship channel. We don't want the impact that the Rio Grande LNG Export business would bring on this remaining untouched paradise on the tip of South Texas with its endangered turtles, ocelots, birds, along with its important wild Gulf Shrimping businesses here and where the elegant shorebirds are a heavenly site now at sunset in the Bahia Grande along Highway 48 to the Brownsville Airport! This land now attracts nature photographers and birders from all over the world. We look forward to kayaking and paddle boarding in the Bahia Grande riding our bikes on trails there from the new Ecotourism building coming to Laguna Vista! We don't want the take over of so much of our land and environment here with bright lights 24/7 surrounding a chained fence protecting storage tanks as tall as our Historic Light House in Port Isabel seen from our Causeway to our South Padre Island beaches and businesses or around our Bahia Grande with flares unable to burn away the toxins with our strong winds before they escape into the air all living creatures inhale as the dirty natural methane freezes and shrinks all of their carcinogenic toxins into our environment and schoolyards that our coalition of pediatricians from Brownsville have stated would cause fetal anomalies and increased asthma. We know the unborn, young, and old living and choosing to retire here would be most harmed by these proposed toxins being put into our environment. Regarding the unique territory, how can our hypersaline wetlands possibly be successfully mitigated?????!!!! Furthermore, the

IND94-10

IND94-11

IND94-12

IND94-13

IND94-14

IND94-10

The EIS recognizes the Project's impacts on eco-tourism in section 4.9.3, including an increase in noise, changes in the visual landscape, and heavier traffic along SH-48. Recreation and special use areas, including birding trails, that are in proximity to the Project are also addressed in section 4.8.2, while impacts on visual receptors at recreation and special use areas are addressed in section 4.8.2. We find that impacts on tourism, including nature-based and eco-tourism, would generally be greatest during construction of the Project. Following construction, the LNG Terminal would be the primary source of permanent impacts on tourism, as the pipelines would be buried and the associated aboveground facilities would be in remote areas, offering limited visibility and mitigating noise impacts. To mitigate impacts on visual receptors and operational noise from the LNG Terminal, RG LNG would use ground flares, grey tank coloring, horticultural plantings, and the construction of a levee that would obstruct most construction activities and low-to-ground operational facilities from view. Finally, we find that no visual or noise impacts on South Padre Island beaches and associated tourism would occur, given that the beaches face the ocean and are 5 miles away. Similarly, Laguna Madre would be at lower elevations and/or far enough away such that the nearby shoreline areas would obscure the LNG Terminal site. Impacts on migratory birds are discussed in section 4.6.1.3. Reasonably foreseeable projects are assessed in section 4.13.

IND94-11

Comment noted. Impacts on birds, the eco-tourism industry, and water resources are discussed in sections 4.6.1, 4.9.3, and 4.3.2, respectively.

IND94-12

Potential impacts on visual resources are addressed in section 4.8.2. Impacts on birds and threatened and endangered species are discussed in sections 4.6 and 4.7, respectively.

IND94-13

Impacts on eco-tourism are discussed in section 4.9.3.

IND94-14

Section 4.12.1.2 of the EIS describes DOT's LOD process. The DOT issued its LOD after reviewing RG LNG's hazard analysis and modeling results. Section 4.12.1.3 of the EIS discusses Coast Guard's WSA review as well as the zones of concern for LNG shipping operations. The Coast Guard has issued its LOR after reviewing RG LNG's WSA. Each review (as appropriate) considered the size of the LNG storage tanks and the LNG marine vessels. We also note that the proposed LNG storage tank design is similar to LNG storage tanks at existing LNG facilities in the United States. In addition, FERC staff reviewed RG LNG's preliminary engineering design. This analysis contained various design reviews with a focus on the layers of protection or safeguards to reduce the risk of a potentially hazardous scenario from developing into an event that could impact the offsite public. If operational control of the facilities were lost and operational controls and ESD systems failed to maintain the Project within the design limits of the piping, containers, and safety relief valves, a release could potentially occur. To mitigate this scenario, RG LNG's design would include mitigation, such as spill containment and spacing, hazard detection, ESD and depressurization systems, hazard control, firewater coverage, structural protection, and emergency response. FERC staff has recommended further final design details be provided in section 4.12.1.7 to ensure adequate mitigation is in the final design of the proposed facility. In addition, Section 4.12.1.6 of the EIS discusses the structural design of the Project site in consideration of storms (including hurricanes), flooding, and sea level rise.

**Individuals (IND)**

**IND94 - Joanna Ward**

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Safety Standards have not yet been updated for the larger storage tanks and ships to protect our affected communities, as well as, with the federally reported severe weather changes and more catastrophic, deadly storms with climate change! This unacceptable permit must be denied in the Lower Rio Grande Valley!

IND94-14

Cheniere LNG recognized the value of our unique pristine nature preserves here and went to an already polluted area in Louisiana and left this last clean coastal area in our state and country still preserved for all the people on this planet and birds migrating between our two continents. We the people here demand our pristine land remain preserved for all who live here, visit from around the planet, and all the children and future grandchildren who will need a place like this forever as well as all of our endangered species who live here with us. On turtle patrols visitors from Corpus Christi and San Antonio have told me they were appalled that LNG exports could take away their last clean beaches in their state where they could escape the pollution from the fossil fuel industry already damaging their areas where they live in this state! I for one with the means will not stay to breathe the toxins directly coming into my backyard should you make an unchangeable major mistake for posterity and grant such a permit.

Thanking you in advance for respecting our lives and the facts and denying this permit that would forever harm the populations, the South tip of Texas, our endangered species in this unique area, and eco tourism businesses and double our carbon footprint in Cameron County.

IND94-15

Most sincerely,  
Joanna Ward, MSN, BSN, PNP, RN

IND94-15

As identified in section 1.0, FERC considers the public interest and/or the public convenience and necessity of a project prior to making its decision on whether or not to approve it. Impacts on recreation and tourism, including nature-based or eco-tourism, are addressed in section 4.9.3. Section 4.7 of the EIS addresses impacts on threatened and endangered species. Section 4.11.1 of the EIS quantifies the Project GHG emissions.

Individuals (IND)

IND95 - Steve Wilder

20181203-5018 FERC PDF (Unofficial) 12/2/2018 5:33:27 PM

Steve Wilder, Harlingen, TX.

Dear FERC,

This is to express my family's opposition to the Rio Grande LNG, LLC project. The many reasons why this application should be denied would fill not just pages but books.

The objections that stand out in our mind include the following:

- Damage to the environment., effects on climate change

Setting aside what some may see as marginal issues of threatened and endangered species, consider the global picture. From what I understand, cumulative emissions of greenhouse gases would be massive at 10.7 million tons per year (for the combined emissions of these two projects. Aren't we working on reducing greenhouse gases and the increasingly dangerous effects of climate change? Didn't the climate study commissioned by the federal government and released the day after Thanksgiving sound a sufficient alarm about the need for drastic measures to avert major disruptions to the climate and the economy?

- Air quality.

The DEIS concludes that if all three LNG projects were built, there would be significant air quality impacts. Who will suffer but the people who live in the immediate area of the plant or upwind in a swath of south Texas and Mexico?

- Although the first objection above "set aside" the issue of threatened and endangered species, let us now consider that issue. Twenty-four species that are federally listed as threatened or endangered will be affected. According to the Endangered Species Act (Section 7, as amended), any project authorized, funded, or conducted by any federal agencies, should not "...jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat of such species which is determined...to be critical..." This regulation is alone is a solid argument for denying permits to Rio Grande LNG and Rio Bravo Pipeline.

Thank you for your consideration.

IND95-1

IND95-2

IND95-3

IND95-4

IND95-1

Comment noted.

IND95-2

Section 4.13.2.9 of the final EIS was revised to include a detailed analysis of the anticipated climate change impacts on the Project region, based on the 2018 report released by the U.S. Global Change Research Program and referenced in the comment. The construction and operation of the Project would increase the atmospheric concentration of GHGs and contribute incrementally to future climate change impacts; however, we cannot determine a project's incremental physical impacts on the environment caused by GHG emissions.

IND95-3

Comment noted. Cumulative air quality impacts are addressed in section 4.13.2.9 of the EIS.

IND95-4

As discussed in section 4.7, a determination of "likely to adversely affect" from the lead agency (in this case, FERC), begins the process of formal consultation with the FWS under Section 7 of the ESA. Once this determination is made, and the FWS determines that the BA is complete, the FWS will further assess the species to determine whether the adverse impact would jeopardize the continued existence of the species. The FWS has not yet developed its Biological Opinion and as such has not yet determined the effect of the Project on ocelots and jaguarundis. Section 4.7.1.3 has been revised to reflect our current determinations on the northern aplomado falcon and piping plover, which have been changed to "not likely to adversely affect" based on FWS correspondence.

**Individuals (IND)**

**IND96 - Mary Volz**

Mary Volz  
Laguna Vista, TX 78578

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street NE Room 1A  
Washington, DC 20426

I oppose the proposed LNG projects for the Port of Brownsville, Rio Grande LNG docket CP16-454-000, Rio Bravo Pipeline docket CP16-455-000, and Texas LNG docket CP16-116-000, hereinafter referred to as the Applicants. These projects, as indicated in the DEISs, would have adverse impacts, thus permits should be denied. The following comments are those specific to the DEISs and apply to the dockets aforementioned.

IND96-1

DEIS and FERC Procedures Are Compromising Public Input

Not all requests and consultations are finished, and some have not even been started. How is the public supposed to comment on information that isn't there? Commenting periods should be extended until all such requests and consultations are finished.

IND96-2

The FERC comment deadline should be extended for reasons that each project has 45 days for public commenting, however FERC combined two projects into one public hearing and an overlapping commenting deadline. This resulted in cutting the time in half for review of the DEIS and commenting.

IND96-3

The FERC DEIS is not available in Spanish, the predominant language spoken in the Rio Grande Valley. The DEIS should be translated and commenting period extended for the Spanish speaking community to adequately review and comment.

Socioeconomics

The need for the projects have not been demonstrated in the DEIS. For a project with so many negative impacts, an unequivocal need for the product must be shown.

IND96-4

The socioeconomic analysis detailed in the DEISs are narrow in view and incomplete. The analysis does not include costs to the taxpayer at every level of government (e.g.

IND96-5

IND96-1

Comment noted. The EIS is not a decision document; rather, it is a tool to ensure that the potential environmental impacts that would occur as a result of a federal action are fully analyzed and presented, in compliance with NEPA. Under NEPA, the determination that an impact is significant necessitates the preparation of an EIS (as opposed to an EA). In accordance with NEPA, we have prepared this EIS to present the environmental impacts that would occur as a result of the Project. The decision of whether to authorize the Project is determined by the FERC Commissioners.

IND96-2

The EIS was prepared in accordance with NEPA, CEQ guidelines, and the Commission's regulations and policy. The EIS is consistent with FERC style, formatting, and policy regarding NEPA evaluation of alternatives and different impact types. The EIS is comprehensive and thorough in its identification and evaluation of feasible mitigation measures to reduce those effects whenever possible. While some information was still pending at the time of issuance of the draft EIS, the lack of this final information does not deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such effect. The draft EIS included sufficient detail to enable the reader to understand and consider the issues raised by the proposed Project and addresses a reasonable range of alternatives. The FERC continued to accept comments on the draft EIS and other related materials placed into the record well past the end date of the comment period up, to the extent possible, until the point of publication of the final EIS. The final EIS includes additional information provided by RG Developers, cooperating agencies, and new or revised information based on substantive comments on the draft EIS.

IND96-3

The draft EIS comment period was consistent with the FERC's typical comment period of 45 days. While some information was pending at the issuance of the draft EIS, the public was not deprived of a meaningful opportunity to comment on substantial adverse environmental effects of the Project or a feasible way to mitigate or avoid such effects. The draft EIS included sufficient detail to enable the reader to understand and consider the issues raised by the Project, and addresses a reasonable range of alternatives. The final EIS provides substantive updates, where available.

We received two comments during the scoping period requesting that Project materials be translated into Spanish. Executive Order No. 12898, which informs the federal government's approach to issues of environmental justice, is not binding on the Commission.

However, it is current Commission practice to address environmental justice in its NEPA documents when raised as an issue or otherwise warranted. Therefore, we have included this discussion in the final EIS in section 4.9.10. Further, in an effort to include Spanish language speakers in the NEPA process, Spanish language Project materials were made available to the public during the scoping meeting and public comment meeting held in Port Isabel as described in section 1.3.1 of the final EIS. In addition, a translator was available to assist Spanish language speakers. During the public scoping meeting, very few of the Spanish language materials that were made available were utilized by attendees. As such, we determined that translation of the draft EIS into Spanish was not necessary.

**Individuals (IND)**

**IND96 - Mary Volz**

IND96-4

Under Section 3 of the NGA, oversight for LNG export is divided between the Commission and the DOE. FERC is responsible for approving the safe and sound siting and operation of LNG facilities, given that DOE has approved the export of the commodity. It is the DOE, not the Commission, which retains the exclusive authority over the export of the natural gas as a commodity, including the responsibility to consider whether the exportation of that gas is consistent with the public interest. As described in section 1.1 of the EIS, the DOE granted an authorization to RG LNG for export to countries having a FTA with the United States that includes national treatment for trade in natural gas. In accordance with the NGA and Energy Policy Act of 1992, export to a country with which there is an FTA requiring national treatment for trade in natural gas, is deemed consistent with the public interest. Further, RB Pipeline executed a precedent agreement for the total capacity of the Rio Bravo Pipeline for the 20-year life of the Project, which establishes a basis for a finding by the Commission that the pipeline will be in the public convenience and necessity under Section 7.

IND96-5

As discussed further in section 4.9.7, the influx of temporary and permanent workers to the Project are would result in nominal increases in the total population requiring public services such as school, police, fire, and medical. Under the worst -case scenario, the Project would increase school enrollment by less than 5 percent and the student-to-teacher ratio would increase by less than 1 percent. Increased need for emergency services such as police, fire, and medical was also found to be minor and would be offset by RG LNG's commitments to train a portion of the construction and operation workforces as emergency responders and to hire onsite security. Section 4.13.2.9 of the final EIS was revised to assess the appropriateness of the SCC analysis to determine the significance of Project GHG emissions. We recognize the availability of the SCC tool, but conclude that it is not appropriate for use in project analyses. See response CO8-1 for additional information.

**Individuals (IND)**

**IND96 - Mary Volz**

<p>police, fire, infrastructure, coast guard, etc.) to support LNG costs in response to micro and macro consequences (e.g. accidents, climate change, social costs to carbon, etc.) of LNG development that negate claimed benefits.</p>	<p>IND96-5</p>
<p>There is no analysis of the impacts to both the bait shrimping industry (which relies on the BSC) nor on the off-shore shrimping industry, which relies ready access to the BSC to get to &amp; from the Gulf.</p>	<p>IND96-6</p>
<p>The economic analysis did not include the nine recreational use areas identified in Texas LNG DEIS that are within the project site, increased ship traffic adversely affect recreational boaters and eco tours on the water such as dolphin watching, and the significant impact on visual resources. These are dollars that would be negated from claimed benefits.</p>	<p>IND96-7</p>
<p>The DEIS for Rio Grande says “neither construction nor operation would be expected to significantly impact tourism...” There is no data to support this statement. Port Isabel, South Padre Island and Laguna Atascosa NWR are all very nature tourist-dependent. Interview-type studies need to be done with out-of-area tourists to meaningfully assess this impact.</p>	<p>IND96-8</p>
<p>Air Pollution</p>	
<p>Cumulative emissions of greenhouse gases would be massive (10.7 million tons per year), with Rio Grande being by far the largest contributor (8.5 million tpy). And this would continue for 20-30 years or longer, when we need to reduce carbon emissions drastically much sooner. Rio Grande LNG and Texas LNG, if approved &amp; built, would move us in the opposite direction. The fact that contribution to cumulative impacts on climate change cannot be precisely measured is no reason for FERC to wash its hands of it. FERC should require carbon capture or deny the permit.</p>	<p>IND96-9</p>
<p>Wetlands, Habitat, and Wildlife</p>	
<p>Identified species by the Applicants that are federally listed as threatened or endangered will be affected. The DEISs states that the Applicants will likely adversely affect the endangered Northern aplomado falcon, the threatened piping plover and its critical habitat, and the endangered ocelot. Many other rare and important species will be impacted as well. Section 7 of the Endangered Species Act, as amended, states that any project authorized, funded, or conducted by any federal agencies should not “...jeopardize the continued existence of any endangered species or threatened species</p>	<p>IND96-10</p>

<p>IND96-6</p>	<p>Sections 4.9.4 and 4.9.8.2 have been revised to more explicitly address impacts on the bait shrimping industry.</p>
<p>IND96-7</p>	<p>The referenced nine recreational areas identified in the Texas LNG draft EIS were selected based on proximity to that proposed LNG terminal, specifically within 5 miles. The corresponding analysis in section 4.8.1.5 of this EIS, is based on recreation and special use areas identified to be within a 0.25 mile of the Rio Grande Project. However, in section 4.8.2, we address potential impacts on visual resources for key observation points from various areas, including as far as 12 miles from the LNG Terminal site. Thus in total, five of the nine sites identified in the Texas LNG draft EIS are evaluated in this EIS.</p>
<p>IND96-8</p>	<p>The EIS recognizes the Project’s impacts on eco-tourism in section 4.9.3, including an increase in noise, changes in the visual landscape, and heavier traffic along SH-48. Recreation and special use areas, including birding trails, that are in proximity to the Project are also addressed in section 4.8.1.5, while impacts on visual receptors at recreation and special use areas are addressed in section 4.8.2. We find that impacts on tourism, including nature-based and eco-tourism, would generally be greatest during construction of the Project. Following construction, the LNG Terminal would be the primary source of permanent impacts on tourism, as the pipelines would be buried and the associated aboveground facilities would be in remote areas, offering limited visibility and mitigating noise impacts. To mitigate impacts on visual receptors and operational noise from the LNG Terminal, RG LNG would use ground flares, grey tank coloring, horticultural plantings, and the construction of a levee that would obstruct most construction activities and low-to- ground operational facilities from view. We find that no visual or noise impacts on South Padre Island beaches and associated tourism would occur, given that the beaches face the ocean and are 5 miles away. However, we do recognize impacts on recreational fishing boats for trips that begin from Port Isabel or South Padre Island, in the form of delays at Brazos Santiago Pass if they arrive during LNG carrier transit. As further described in section 4.9.3.1, most current nature tourism facilities at the Laguna Atascosa NWR, including Boca Chica Beach, are far enough away from the LNG Terminal site that they would not be impacted by construction.</p>
<p>IND96-9</p>	<p>Section 4.13.2.9 of the final EIS was revised to acknowledge that the Project GHG emissions would incrementally contribute to climate change. Mitigation and emission reductions are more appropriately handled by the federal and state agencies, in this case the EPA and TCEQ, with the authority to impose such reductions to meet federal and state air quality goals. RG Developers have committed to complying with the GHG BACT requirements included in their PSD permit for the LNG Terminal and Compressor Station (see section 4.11.1.3 of the EIS).</p>

**Individuals (IND)**

**IND96 - Mary Volz**

<p>or result in the destruction or adverse modification of habitat of such species which is determined...to be critical...". The permit should be denied according to Section 7 of the ESA.</p>	IND96-10
<p>The conservation and preservation efforts of the public has resulted in the Lower Rio Grande Valley NWR, the Laguna Atascosa NWR, Loma Ecological Preserve, Wildlife Corridor, Bahia Grande Restoration Project, the Federal Ocelot Recovery Plan, and recent conservation of 3,200 acres on South Padre Island and several hundred acres along Bahia Grande near Port Isabel. Conservation efforts demonstrates strong social and cultural values. Permitting LNG projects that continue the trend of impacting (indirectly or directly) or destroying the last remaining ecosystems conflicts with regional social and cultural values. As such, permits should be denied.</p>	IND96-11
<p><b>Reliability and Safety</b></p> <p>Valley Crossing Pipeline already goes under the RG terminal site. We do not think it safe to build a LNG liquefaction terminal over a large buried high-pressure natural gas pipeline, even if the risk of rupture is low. Effects to pile driving, construction, operations, etc. on the Valley Crossing pipeline is not adequately addressed in the DEIS.</p>	IND96-12
<p>The SpaceX launch site are near the terminal sites for the Applicants. Where is the launch failure analysis? Did that analysis include the SpaceX BFR, which will be larger than any existing rocket, and which SpaceX says it intends to launch from the Boca Chica site?</p>	IND96-13
<p><b>Cumulative Impacts</b></p> <p>The DEIS says "the greatest cumulative impacts" would be on soils, surface water quality, vegetation, wildlife, aquatic resources, threatened and endangered species, visual resources, land &amp; water-based transportation, air quality, and noise. These are more than sufficient reasons to deny LNG permits.</p>	IND96-14
<p>The DEIS states "We conclude that cumulative impacts of the 3 LNG terminals on visual resources would be potentially significant." We agree and urge denial of LNG permits.</p>	IND96-15
<p>The DEIS concludes that the 3 LNG projects cumulatively "would contribute significantly to air quality impacts, potentially exceed the NAAQS in local areas, and result in cumulatively greater air quality impacts." This is not acceptable and is grounds for denial of LNG permits.</p>	IND96-16

IND96-10	<p>The BA provided in section 4.7 of the final EIS has been revised in accordance with FWS correspondence and concludes that the Project is not likely to adversely affect the northern aplomado falcon and piping plover and would not result in the adverse modification of critical habitat. Our determination of effect for the ocelot remains, and our current determination for the jaguarundi, is "likely to adversely affect." Nevertheless, a "likely to adversely affect" determination is not reason to deny a permit under Section 7 of the ESA. Rather, the ESA requires that, if a project is likely to adversely affect a threatened or endangered species, the federal action agency (in this case, FERC) must conduct formal consultations with the FWS. This process requires the FWS to prepare a Biological Opinion for the Project.</p>
IND96-11	<p>Comment noted.</p>
IND96-12	<p>Section 4.12.1.6 of the EIS addresses the potential impact on the Project from external events, including the VCP, including impacts during construction and operation. As noted in the EIS, the VCP would be routed through a 75-foot-wide utility easement and would not be located directly under critical onsite facilities and therefore would not be subjected to pile driving near vicinity of the pipeline.</p>
IND96-13	<p>Section 4.12.1.6 of the EIS addresses the potential impact on the Project from external events.</p>
IND96-14	<p>Comment noted. The EIS is not a decision document; rather, it is a tool to ensure that the potential environmental impacts that would occur as a result of a federal action are fully analyzed and presented, in compliance with NEPA. Under NEPA, the determination that an impact is significant necessitates the preparation of an EIS (as opposed to an EA). In accordance with NEPA, we have prepared this EIS to present the environmental impacts that would occur as a result of the Project. The decision of whether to authorize the Project is determined by the FERC Commissioners.</p>
IND96-15	<p>See Comment Response IND96-14.</p>
IND96-16	<p>See Comment Response IND96-14.</p>

**Individuals (IND)**

**IND96 - Mary Volz**

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IND96-17

IND96-17

Each project has been planned in accordance with a specific business plan developed by the respective applicants. The projects are therefore each being proposed to meet the demands of different schedules and end points. As identified in section 1.0, FERC considers the public interest and/or the public convenience and necessity of a project prior to making its decision on whether or not to approve each individual project.

**Individuals (IND)**

**IND97 - Lessie Spindle**

Lessie Spindle  
Waco, TX 76707

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street NE Room 1A  
Washington, DC 20426

I beg that citizens of today and the future should be considered before the financial gains. We the people are the most important part of any land. The well-being of that land is vital. We cannot continue to risk our homeland. Our mountains, valleys, rivers, our wetlands are an integral part of a living land and a healthy people. Do not build this on this virgin part of Texas. Do not condemn our state and our people to this lose of habitat and homes for the people, land, and animals. Our loss will be incalculable.

IND97-1

I oppose the proposed LNG projects for the Port of Brownsville, Rio Grande LNG docket CP16-454-000, Rio Bravo Pipeline docket CP16-455-000, and Texas LNG docket CP16-116-000, hereinafter referred to as the Applicants. These projects, as indicated in the DEISs, would have adverse impacts, thus permits should be denied. The following comments are those specific to the DEISs and apply to the dockets aforementioned.

DEIS and FERC Procedures Are Compromising Public Input

IND97-2

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The FERC DEIS is not available in Spanish, the predominant language spoken in the Rio Grande Valley. The DEIS should be translated and commenting period extended for the Spanish speaking community to adequately review and comment.

Socioeconomics

IND97-1

Comment noted.

IND97-2

See Comment Response IND96 (Mary Volz).

**Individuals (IND)**

**IND97 - Lessie Spindle**

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**Wetlands, Habitat, and Wildlife**

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IND97-2

**Individuals (IND)**

**IND97 - Lessie Spindle**

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IND97-2

**Reliability and Safety**

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**Individuals (IND)**

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IND97-2

**Individuals (IND)**

**IND98 - Monica Escobedo**

Monica Escobedo  
Harlingen, TX 78552

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street NE Room 1A  
Washington, DC 20426

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IND98-1

See Comment Response IND96 (Mary Volz).

IND98-1

**Individuals (IND)**

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IND98-1

**Individuals (IND)**

**IND99 - Joyce Hamilton**

Joyce Hamilton  
Harlingen, TX 78552

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street NE Room 1A  
Washington, DC 20426

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IND99-1

See Comment Response IND96 (Mary Volz).

IND99-1

**Individuals (IND)**

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**Individuals (IND)**

**IND99 - Joyce Hamilton**

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IND99-1

**Individuals (IND)**

**IND100 - Patricia Crunk**

Patricia Crunk  
Harlingen, TX 78552

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street NE Room 1A  
Washington, DC 20426

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IND100-1

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**Individuals (IND)**

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The DEIS for Rio Grande says "neither construction nor operation would be expected to significantly impact tourism..." There is no data to support this statement. Port Isabel, South Padre Island and Laguna Atascosa NWR are all very nature tourist-dependent. Interview-type studies need to be done with out-of-area tourists to meaningfully assess this impact.

**Air Pollution**

Cumulative emissions of greenhouse gases would be massive (10.7 million tons per year), with Rio Grande being by far the largest contributor (8.5 million tpy). And this would continue for 20-30 years or longer, when we need to reduce carbon emissions drastically much sooner. Rio Grande LNG and Texas LNG, if approved & built, would move us in the opposite direction. The fact that contribution to cumulative impacts on climate change cannot be precisely measured is no reason for FERC to wash its hands of it. FERC should require carbon capture or deny the permit.

**Wetlands, Habitat, and Wildlife**

Identified species by the Applicants that are federally listed as threatened or endangered will be affected. The DEISs states that the Applicants will likely adversely affect the endangered Northern aplomado falcon, the threatened piping plover and its critical habitat, and the endangered ocelot. Many other rare and important species will be impacted as well. Section 7 of the Endangered Species Act, as amended, states that any project authorized, funded, or conducted by any federal agencies should not "...jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat of such species which is determined...to be critical...". The permit should be denied according to Section 7 of the ESA.

IND100-1

**Individuals (IND)**

**IND100 - Patricia Crunk**

The conservation and preservation efforts of the public has resulted in the Lower Rio Grande Valley NWR, the Laguna Atascosa NWR, Loma Ecological Preserve, Wildlife Corridor, Bahia Grande Restoration Project, the Federal Ocelot Recovery Plan, and recent conservation of 3,200 acres on South Padre Island and several hundred acres along Bahia Grande near Port Isabel. Conservation efforts demonstrates strong social and cultural values. Permitting LNG projects that continue the trend of impacting (indirectly or directly) or destroying the last remaining ecosystems conflicts with regional social and cultural values. As such, permits should be denied.

**Reliability and Safety**

Valley Crossing Pipeline already goes under the RG terminal site. We do not think it safe to build a LNG liquefaction terminal over a large buried high-pressure natural gas pipeline, even if the risk of rupture is low. Effects to pile driving, construction, operations, etc. on the Valley Crossing pipeline is not adequately addressed in the DEIS.

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**Cumulative Impacts**

The DEIS says "the greatest cumulative impacts" would be on soils, surface water quality, vegetation, wildlife, aquatic resources, threatened and endangered species, visual resources, land & water-based transportation, air quality, and noise. These are more than sufficient reasons to deny LNG permits.

The DEIS states "We conclude that cumulative impacts of the 3 LNG terminals on visual resources would be potentially significant." We agree and urge denial of LNG permits.

The DEIS concludes that the 3 LNG projects cumulatively "would contribute significantly to air quality impacts, potentially exceed the NAAQS in local areas, and result in cumulatively greater air quality impacts." This is not acceptable and is grounds for denial of LNG permits.

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IND100-1

**Individuals (IND)**

**IND100 - Patricia Crunk**

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IND100-1

**Individuals (IND)**

**IND101 - Barry Zavah**

Barry Zavah  
Alpine, TX 79830

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street NE Room 1A  
Washington, DC 20426

I oppose the proposed LNG projects for the Port of Brownsville, Rio Grande LNG docket CP16-454-000, Rio Bravo Pipeline docket CP16-455-000, and Texas LNG docket CP16-116-000, hereinafter referred to as the Applicants.

IND101-1

Why? If you don't understand "why not?", you haven't been doing your job nor paying attention! If you are offended by that remark; wtmriuten by someone who has paid attention and followed your inattention and pro-petrochemical policy decisions ... then you have just proven my point! And you are part of the problem notwithstanding ignoring the recent study released counting down the scant years left if continuing your ways.

But back to the specifics: These projects, as indicated in the DEISs, would have adverse impacts, thus permits should be denied. The following comments are those specific to the DEISs and apply to the dockets aforementioned.

DEIS and FERC Procedures Are Compromising Public Input

Not all requests and consultations are finished, and some have not even been started. How is the public supposed to comment on information that isn't there? Commenting periods should be extended until all such requests and consultations are finished.

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IND101-1

The FERC DEIS is not available in Spanish, the predominant language spoken in the Rio Grande Valley. The DEIS should be translated and commenting period extended for the Spanish speaking community to adequately review and comment.

IND101-1

See Comment Response IND96 (Mary Volz).

**Individuals (IND)**

**IND101 - Barry Zavah**

Socioeconomics

The need for the projects have not been demonstrated in the DEIS. For a project with so many negative impacts, an unequivocal need for the product must be shown.

The socioeconomic analysis detailed in the DEISs are narrow in view and incomplete. The analysis does not include costs to the taxpayer at every level of government (e.g. police, fire, infrastructure, coast guard, etc.) to support LNG costs in response to micro and macro consequences (e.g. accidents, climate change, social costs to carbon, etc.) of LNG development that negate claimed benefits.

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Wetlands, Habitat, and Wildlife

IND101-1

**Individuals (IND)**

**IND101 - Barry Zavah**

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**Reliability and Safety**

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IND101-1

**Individuals (IND)**

**IND101 - Barry Zavah**

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The DEIS says that Rio Grande "combined with the other projects in the geographic scope, including the Texas LNG and Annova LNG projects, would result in "significant cumulative impacts..." Therefore if FERC chooses to permit any one of the LNG projects, it should deny permits to all others. By FERC's own analysis the cumulative impacts would be too great (e.g. significant).

IND101-1

**Individuals (IND)**

**IND102 - Sandra Ayala**

Sandra Ayala  
Harlingen, TX 78552

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street NE Room 1A  
Washington, DC 20426

I oppose the proposed LNG projects for the Port of Brownsville, Rio Grande LNG docket CP16-454-000, Rio Bravo Pipeline docket CP16-455-000, and Texas LNG docket CP16-116-000, hereinafter referred to as the Applicants. These projects, as indicated in the DEISs, would have adverse impacts, thus permits should be denied. The following comments are those specific to the DEISs and apply to the dockets aforementioned.

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Socioeconomics

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The socioeconomic analysis detailed in the DEISs are narrow in view and incomplete. The analysis does not include costs to the taxpayer at every level of government (e.g. police, fire, infrastructure, coast guard, etc.) to support LNG costs in response to micro and macro consequences (e.g. accidents, climate change, social costs to carbon, etc.) of LNG development that negate claimed benefits.

IND102-1

See Comment Response IND96 (Mary Volz).

IND102-1

**Individuals (IND)**

**IND102 - Sandra Ayala**

There is no analysis of the impacts to both the bait shrimping industry (which relies on the BSC) nor on the off-shore shrimping industry, which relies ready access to the BSC to get to & from the Gulf.

The economic analysis did not include the nine recreational use areas identified in Texas LNG DEIS that are within the project site, increased ship traffic adversely affect recreational boaters and eco tours on the water such as dolphin watching, and the significant impact on visual resources. These are dollars that would be negated from claimed benefits.

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**Air Pollution**

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**Wetlands, Habitat, and Wildlife**

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IND102-1

**Individuals (IND)**

**IND102 - Sandra Ayala**

The conservation and preservation efforts of the public has resulted in the Lower Rio Grande Valley NWR, the Laguna Atascosa NWR, Loma Ecological Preserve, Wildlife Corridor, Bahia Grande Restoration Project, the Federal Ocelot Recovery Plan, and recent conservation of 3,200 acres on South Padre Island and several hundred acres along Bahia Grande near Port Isabel. Conservation efforts demonstrates strong social and cultural values. Permitting LNG projects that continue the trend of impacting (indirectly or directly) or destroying the last remaining ecosystems conflicts with regional social and cultural values. As such, permits should be denied.

IND102-1

**Reliability and Safety**

Valley Crossing Pipeline already goes under the RG terminal site. We do not think it safe to build a LNG liquefaction terminal over a large buried high-pressure natural gas pipeline, even if the risk of rupture is low. Effects to pile driving, construction, operations, etc. on the Valley Crossing pipeline is not adequately addressed in the DEIS.

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**Cumulative Impacts**

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**Individuals (IND)**

**IND102 - Sandra Ayala**

cumulative impacts...” Therefore if FERC chooses to permit any one of the LNG projects, it should deny permits to all others. By FERC’s own analysis the cumulative impacts would be too great (e.g. significant).

IND102-1

**Individuals (IND)**

**IND103 - Josette Cruz**

Josette Cruz  
Brownsville, TX 78520

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street NE Room 1A  
Washington, DC 20426

This project is an insult to the time and effort that this community has put towards the preservation of this area.

IND103-1

I oppose the proposed LNG projects for the Port of Brownsville, Rio Grande LNG docket CP16-454-000, Rio Bravo Pipeline docket CP16-455-000, and Texas LNG docket CP16-116-000, hereinafter referred to as the Applicants. These projects, as indicated in the DEISs, would have adverse impacts, thus permits should be denied. The following comments are those specific to the DEISs and apply to the dockets aforementioned.

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IND103-2

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The FERC DEIS is not available in Spanish, the predominant language spoken in the Rio Grande Valley. The DEIS should be translated and commenting period extended for the Spanish speaking community to adequately review and comment.

**Socioeconomics**

The need for the projects have not been demonstrated in the DEIS. For a project with so many negative impacts, an unequivocal need for the product must be shown.

The socioeconomic analysis detailed in the DEISs are narrow in view and incomplete. The analysis does not include costs to the taxpayer at every level of government (e.g.

IND103-1 Comment noted.

IND103-2 See Comment Response IND96 (Mary Volz).

**Individuals (IND)**

**IND103 - Josette Cruz**

police, fire, infrastructure, coast guard, etc.) to support LNG costs in response to micro and macro consequences (e.g. accidents, climate change, social costs to carbon, etc.) of LNG development that negate claimed benefits.

There is no analysis of the impacts to both the bait shrimping industry (which relies on the BSC) nor on the off-shore shrimping industry, which relies ready access to the BSC to get to & from the Gulf.

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**Air Pollution**

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IND103-2

**Individuals (IND)**

**IND103 - Josette Cruz**

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IND103-2

**Individuals (IND)**

**IND103 - Josette Cruz**

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IND103-2

**Individuals (IND)**

**IND104 - Bonnie Clements**

Bonnie Clements  
Houston, TX 77092

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street NE Room 1A  
Washington, DC 20426

PLEASE DO NOT ALLOW THIS LNG PROJECT IN THE PORT ISABEL/ BROWNSVILLE AREA! IT IS BEYOND ABSURD THAT ANY COMPANY WOULD MAKE SUCH AN DISGRACEFUL PROPOSAL TO BUILD THIS AND FOREVER DESTROY THE NATURAL BEAUTY OF THE PORT ISABEL/SOUTH PADRE ISLAND AREA. TEXAS NEEDS THIS BEAUTIFUL AREA TO **\*\*STAY\*\*** BEAUTIFUL.

IND104-1

I oppose the proposed LNG projects for the Port of Brownsville, Rio Grande LNG docket CP16-454-000, Rio Bravo Pipeline docket CP16-455-000, and Texas LNG docket CP16-116-000, hereinafter referred to as the Applicants. These projects, as indicated in the DEISs, would have adverse impacts, thus permits should be denied. The following comments are those specific to the DEISs and apply to the dockets aforementioned.

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IND104-2

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Socioeconomics

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IND104-1

Comment noted. The EIS is not a decision document; rather, it is a tool to ensure that the potential environmental impacts that would occur as a result of a federal action are fully analyzed and presented, in compliance with NEPA. Under NEPA, the determination that an impact is significant necessitates the preparation of an EIS (as opposed to an EA). In accordance with NEPA, we have prepared this EIS to present the environmental impacts that would occur as a result of the Project. The decision of whether to authorize the Project is determined by the FERC Commissioners.

IND104-2

See Comment Response IND96 (Mary Volz).

**Individuals (IND)**

**IND104 - Bonnie Clements**

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IND104-2

**Individuals (IND)**

**IND104 - Bonnie Clements**

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IND104-2

**Individuals (IND)**

**IND104 - Bonnie Clements**

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IND104-2

**Individuals (IND)**

**IND105 - Nora Solis**

Nora Solis  
Los Fresnos, TX 78566

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street NE Room 1A  
Washington, DC 20426

I opposed the LNG. Pipes have been installed already on my backyard. We were never notified of this worked was going to be done.I leave exactly we're the pipes will running. In an emergency situation we will be evacuated from our homes for being so closed to us. I am strongly opposed to this LNG running on our side it town.

IND105-1

I oppose the proposed LNG projects for the Port of Brownsville, Rio Grande LNG docket CP16-454-000, Rio Bravo Pipeline docket CP16-455-000, and Texas LNG docket CP16-116-000, hereinafter referred to as the Applicants. These projects, as indicated in the DEISs, would have adverse impacts, thus permits should be denied. The following comments are those specific to the DEISs and apply to the dockets aforementioned.

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IND105-2

The FERC comment deadline should be extended for reasons that each project has 45 days for public commenting, however FERC combined two projects into one public hearing and an overlapping commenting deadline. This resulted in cutting the time in half for review of the DEIS and commenting.

The FERC DEIS is not available in Spanish, the predominant language spoken in the Rio Grande Valley. The DEIS should be translated and commenting period extended for the Spanish speaking community to adequately review and comment.

Socioeconomics

The need for the projects have not been demonstrated in the DEIS. For a project with so many negative impacts, an unequivocal need for the product must be shown.

IND105-1

Comment noted. The Project has not been issued all necessary environmental permits (see section 1.5 of the EIS) and construction has not begun. The RB Pipeline would transport natural gas in its gaseous state, which would be liquefied at the LNG Terminal site. A discussion of pipeline safety is provided in section 4.12.2.

IND105-2

See Comment Response IND96 (Mary Volz).

The socioeconomic analysis detailed in the DEISs are narrow in view and incomplete. The analysis does not include costs to the taxpayer at every level of government (e.g. police, fire, infrastructure, coast guard, etc.) to support LNG costs in response to micro and macro consequences (e.g. accidents, climate change, social costs to carbon, etc.) of LNG development that negate claimed benefits.

There is no analysis of the impacts to both the bait shrimping industry (which relies on the BSC) nor on the off-shore shrimping industry, which relies ready access to the BSC to get to & from the Gulf.

The economic analysis did not include the nine recreational use areas identified in Texas LNG DEIS that are within the project site, increased ship traffic adversely affect recreational boaters and eco tours on the water such as dolphin watching, and the significant impact on visual resources. These are dollars that would be negated from claimed benefits.

The DEIS for Rio Grande says "neither construction nor operation would be expected to significantly impact tourism..." There is no data to support this statement. Port Isabel, South Padre Island and Laguna Atascosa NWR are all very nature tourist-dependent. Interview-type studies need to be done with out-of-area tourists to meaningfully assess this impact.

#### Air Pollution

Cumulative emissions of greenhouse gases would be massive (10.7 million tons per year), with Rio Grande being by far the largest contributor (8.5 million tpy). And this would continue for 20-30 years or longer, when we need to reduce carbon emissions drastically much sooner. Rio Grande LNG and Texas LNG, if approved & built, would move us in the opposite direction. The fact that contribution to cumulative impacts on climate change cannot be precisely measured is no reason for FERC to wash its hands of it. FERC should require carbon capture or deny the permit.

#### Wetlands, Habitat, and Wildlife

Identified species by the Applicants that are federally listed as threatened or endangered will be affected. The DEISs states that the Applicants will likely adversely affect the endangered Northern aplomado falcon, the threatened piping plover and its critical habitat, and the endangered ocelot. Many other rare and important species will be impacted as well. Section 7 of the Endangered Species Act, as amended, states that

IND105-2

**Individuals (IND)**

**IND105 - Nora Solis**

any project authorized, funded, or conducted by any federal agencies should not "...jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat of such species which is determined...to be critical...". The permit should be denied according to Section 7 of the ESA.

The conservation and preservation efforts of the public has resulted in the Lower Rio Grande Valley NWR, the Laguna Atascosa NWR, Loma Ecological Preserve, Wildlife Corridor, Bahia Grande Restoration Project, the Federal Ocelot Recovery Plan, and recent conservation of 3,200 acres on South Padre Island and several hundred acres along Bahia Grande near Port Isabel. Conservation efforts demonstrates strong social and cultural values. Permitting LNG projects that continue the trend of impacting (indirectly or directly) or destroying the last remaining ecosystems conflicts with regional social and cultural values. As such, permits should be denied.

**Reliability and Safety**

Valley Crossing Pipeline already goes under the RG terminal site. We do not think it safe to build a LNG liquefaction terminal over a large buried high-pressure natural gas pipeline, even if the risk of rupture is low. Effects to pile driving, construction, operations, etc. on the Valley Crossing pipeline is not adequately addressed in the DEIS.

The SpaceX launch site are near the terminal sites for the Applicants. Where is the launch failure analysis? Did that analysis include the SpaceX BFR, which will be larger than any existing rocket, and which SpaceX says it intends to launch from the Boca Chica site?

**Cumulative Impacts**

The DEIS says "the greatest cumulative impacts" would be on soils, surface water quality, vegetation, wildlife, aquatic resources, threatened and endangered species, visual resources, land & water-based transportation, air quality, and noise. These are more than sufficient reasons to deny LNG permits.

The DEIS states "We conclude that cumulative impacts of the 3 LNG terminals on visual resources would be potentially significant." We agree and urge denial of LNG permits.

The DEIS concludes that the 3 LNG projects cumulatively "would contribute significantly to air quality impacts, potentially exceed the NAAQS in local areas, and result in

IND105-2

**Individuals (IND)**

**IND105 - Nora Solis**

cumulatively greater air quality impacts.” This is not acceptable and is grounds for denial of LNG permits.

The DEIS says that Rio Grande “combined with the other projects in the geographic scope, including the Texas LNG and Annova LNG projects, would result in “significant cumulative impacts...” Therefore if FERC chooses to permit any one of the LNG projects, it should deny permits to all others. By FERC’s own analysis the cumulative impacts would be too great (e.g. significant).

IND105-2

**Individuals (IND)**

**IND106 - Victoria Scharen**

Victoria Scharen  
Port Isabel, TX 78578

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street NE Room 1A  
Washington, DC 20426

I am opposed to any and all LNG plants being built in the port of Brownsville because we have clean energies in this new century available that would provide ample jobs. We no longer have to build dirty last century fossil fuel plants that spoil the environment. This is a tourism area and needs to be protected as such for the good of the people.

IND106-1

I oppose the proposed LNG projects for the Port of Brownsville, Rio Grande LNG docket CP16-454-000, Rio Bravo Pipeline docket CP16-455-000, and Texas LNG docket CP16-116-000, hereinafter referred to as the Applicants. These projects, as indicated in the DEISs, would have adverse impacts, thus permits should be denied. The following comments are those specific to the DEISs and apply to the dockets aforementioned.

**DEIS and FERC Procedures Are Compromising Public Input**

Not all requests and consultations are finished, and some have not even been started. How is the public supposed to comment on information that isn't there? Commenting periods should be extended until all such requests and consultations are finished.

IND106-2

The FERC comment deadline should be extended for reasons that each project has 45 days for public commenting, however FERC combined two projects into one public hearing and an overlapping commenting deadline. This resulted in cutting the time in half for review of the DEIS and commenting.

The FERC DEIS is not available in Spanish, the predominant language spoken in the Rio Grande Valley. The DEIS should be translated and commenting period extended for the Spanish speaking community to adequately review and comment.

**Socioeconomics**

The need for the projects have not been demonstrated in the DEIS. For a project with so many negative impacts, an unequivocal need for the product must be shown.

IND106-1 Comment noted. Impacts on tourism are addressed in section 4.9.3.

IND106-2 See Comment Response IND96 (Mary Volz).

The socioeconomic analysis detailed in the DEISs are narrow in view and incomplete. The analysis does not include costs to the taxpayer at every level of government (e.g. police, fire, infrastructure, coast guard, etc.) to support LNG costs in response to micro and macro consequences (e.g. accidents, climate change, social costs to carbon, etc.) of LNG development that negate claimed benefits.

There is no analysis of the impacts to both the bait shrimping industry (which relies on the BSC) nor on the off-shore shrimping industry, which relies ready access to the BSC to get to & from the Gulf.

The economic analysis did not include the nine recreational use areas identified in Texas LNG DEIS that are within the project site, increased ship traffic adversely affect recreational boaters and eco tours on the water such as dolphin watching, and the significant impact on visual resources. These are dollars that would be negated from claimed benefits.

The DEIS for Rio Grande says "neither construction nor operation would be expected to significantly impact tourism..." There is no data to support this statement. Port Isabel, South Padre Island and Laguna Atascosa NWR are all very nature tourist-dependent. Interview-type studies need to be done with out-of-area tourists to meaningfully assess this impact.

#### Air Pollution

Cumulative emissions of greenhouse gases would be massive (10.7 million tons per year), with Rio Grande being by far the largest contributor (8.5 million tpy). And this would continue for 20-30 years or longer, when we need to reduce carbon emissions drastically much sooner. Rio Grande LNG and Texas LNG, if approved & built, would move us in the opposite direction. The fact that contribution to cumulative impacts on climate change cannot be precisely measured is no reason for FERC to wash its hands of it. FERC should require carbon capture or deny the permit.

#### Wetlands, Habitat, and Wildlife

Identified species by the Applicants that are federally listed as threatened or endangered will be affected. The DEISs states that the Applicants will likely adversely affect the endangered Northern aplomado falcon, the threatened piping plover and its critical habitat, and the endangered ocelot. Many other rare and important species will

IND106-2

## Individuals (IND)

### IND106 - Victoria Scharen

be impacted as well. Section 7 of the Endangered Species Act, as amended, states that any project authorized, funded, or conducted by any federal agencies should not "...jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat of such species which is determined...to be critical...". The permit should be denied according to Section 7 of the ESA.

The conservation and preservation efforts of the public has resulted in the Lower Rio Grande Valley NWR, the Laguna Atascosa NWR, Loma Ecological Preserve, Wildlife Corridor, Bahia Grande Restoration Project, the Federal Ocelot Recovery Plan, and recent conservation of 3,200 acres on South Padre Island and several hundred acres along Bahia Grande near Port Isabel. Conservation efforts demonstrates strong social and cultural values. Permitting LNG projects that continue the trend of impacting (indirectly or directly) or destroying the last remaining ecosystems conflicts with regional social and cultural values. As such, permits should be denied.

#### Reliability and Safety

Valley Crossing Pipeline already goes under the RG terminal site. We do not think it safe to build a LNG liquefaction terminal over a large buried high-pressure natural gas pipeline, even if the risk of rupture is low. Effects to pile driving, construction, operations, etc. on the Valley Crossing pipeline is not adequately addressed in the DEIS.

The SpaceX launch site are near the terminal sites for the Applicants. Where is the launch failure analysis? Did that analysis include the SpaceX BFR, which will be larger than any existing rocket, and which SpaceX says it intends to launch from the Boca Chica site?

#### Cumulative Impacts

The DEIS says "the greatest cumulative impacts" would be on soils, surface water quality, vegetation, wildlife, aquatic resources, threatened and endangered species, visual resources, land & water-based transportation, air quality, and noise. These are more than sufficient reasons to deny LNG permits.

The DEIS states "We conclude that cumulative impacts of the 3 LNG terminals on visual resources would be potentially significant." We agree and urge denial of LNG permits.

The DEIS concludes that the 3 LNG projects cumulatively "would contribute significantly

IND106-2

**Individuals (IND)**

**IND106 - Victoria Scharen**

to air quality impacts, potentially exceed the NAAQS in local areas, and result in cumulatively greater air quality impacts." This is not acceptable and is grounds for denial of LNG permits.

The DEIS says that Rio Grande "combined with the other projects in the geographic scope, including the Texas LNG and Annova LNG projects, would result in "significant cumulative impacts..." Therefore if FERC chooses to permit any one of the LNG projects, it should deny permits to all others. By FERC's own analysis the cumulative impacts would be too great (e.g. significant).

IND106-2

**Individuals (IND)**

**IND107 - Sergio Contreras**

20181203-5089 FERC PDF (Unofficial) 12/3/2018 11:18:50 AM

Sergio Contreras, Weslaco, TX.  
I am writing in support of the proposed Rio Grande LNG project.

I have been a long-time supporter of the project because it aligns with our region's vision of having a diverse workforce and additional investment in our communities.

When the project was first proposed, I learned about the LNG industry, its safety record and the thorough review processes conducted by local, state and federal agencies. I have watched as the project has progressed with favorable reports from the Texas Commission on Environmental Quality, the U.S. Environmental Protection Agency, the U.S. Coast Guard and, most recently, the draft Environmental Impact Statement.

These reports confirm that the Rio Grande LNG export terminal and associated pipeline will be safe and environmentally compliant. I also believe that this project will bring tremendous economic growth and life-changing opportunities to our region. This is great news for the Valley, which has a young and growing workforce.

Rio Grande LNG would create thousands of well-paying jobs for residents from all kinds of educational and work backgrounds, including both skilled tradesmen and college graduates. I greatly appreciate Rio Grande LNG's pledge to hire and buy locally as much as possible during construction and operations.

Since the Rio Grande LNG project team first came to the Valley in 2015, they have been involved in the community, making presentations to local groups, participating in community events and supporting educational, environmental and economic development organizations.

For all of these reasons, we support bringing Rio Grande LNG to the Valley.

Sincerely,  
Sergio Contreras  
2017 E. 28th St.  
Mission, TX 78574  
956-355-0011 (cell)

IND107-1

IND107-2

IND107-3

IND107-1      Comment noted.

IND107-2      Comment noted.

IND107-3      Comment noted.

**Individuals (IND)**

**IND108 - Sergio Contreras**

20181203-5093 FERC PDF (Unofficial) 12/3/2018 11:19:56 AM

Sergio Contreras, Weslaco, TX.  
I am writing in support of the proposed Rio Grande LNG project.

I have been a long-time supporter of the project because it aligns with our region's vision of having a diverse workforce and additional investment in our communities.

When the project was first proposed, I learned about the LNG industry, its safety record and the thorough review processes conducted by local, state and federal agencies. I have watched as the project has progressed with favorable reports from the Texas Commission on Environmental Quality, the U.S. Environmental Protection Agency, the U.S. Coast Guard and, most recently, the draft Environmental Impact Statement.

These reports confirm that the Rio Grande LNG export terminal and associated pipeline will be safe and environmentally compliant. I also believe that this project will bring tremendous economic growth and life-changing opportunities to our region. This is great news for the Valley, which has a young and growing workforce.

Rio Grande LNG would create thousands of well-paying jobs for residents from all kinds of educational and work backgrounds, including both skilled tradesmen and college graduates. I greatly appreciate Rio Grande LNG's pledge to hire and buy locally as much as possible during construction and operations.

Since the Rio Grande LNG project team first came to the Valley in 2015, they have been involved in the community, making presentations to local groups, participating in community events and supporting educational, environmental and economic development organizations.

For all of these reasons, we support bringing Rio Grande LNG to the Valley.

Sincerely,  
Sergio Contreras  
2017 E. 28th St.  
Mission, TX 78574  
956-355-0011 (cell)

IND108-1

IND108-1

The comment is a duplicate of comment IND107.

Individuals (IND)

IND109 - Sergio Contreras

20181203-5113 FERC PDF (Unofficial) 12/3/2018 12:04:19 PM

Sergio Contreras, Weslaco, TX.  
I am writing as president/chief executive officer of the RGV Partnership in support of the proposed Rio Grande LNG project. We are a non-profit organization dedicated to unifying stakeholders to advocate for progress in the Texas Rio Grande Valley.

Our organization has been a long-time supporter of the project because it aligns with our vision to "be a catalyst for prosperity in the Rio Grande Valley."

When the project was first proposed, we learned about the LNG industry, its safety record and the thorough review processes conducted by local, state and federal agencies. We have watched as the project has progressed with favorable reports from the Texas Commission on Environmental Quality, the U.S. Environmental Protection Agency, the U.S. Coast Guard and, most recently, the draft Environmental Impact Statement.

We believe that these reports confirm that the Rio Grande LNG export terminal and associated pipeline will be safe and environmentally compliant. We also believe that this project will bring tremendous economic growth and life-changing opportunities to our region. This is great news for the Valley, which has a young and growing workforce.

Rio Grande LNG would create thousands of well-paying jobs for residents from all kinds of educational and work backgrounds, including both skilled tradesmen and college graduates. We greatly appreciate Rio Grande LNG's pledge to hire and buy locally as much as possible during construction and operations.

Since the Rio Grande LNG project team first came to the Valley in 2015, they have been involved in the community, making presentations to local groups, participating in community events and supporting educational, environmental and economic development organizations.

For all of these reasons, we support bringing Rio Grande LNG to the Valley.

Sincerely,

Sergio Contreras  
President/CEO  
RGV Partnership  
322 S. Missouri Ave.  
Weslaco, TX 78596  
956-355-0011 (cell)

IND109-1

IND109-2

IND109-3

IND109-1 Comment noted.

IND109-2 Comment noted.

IND109-3 Comment noted.

**Individuals (IND)**

**IND110 - Sandra Thomas**

Sandra Thomas  
Harlingen, TX 78552

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street NE Room 1A  
Washington, DC 20426

I strongly oppose the building of the pipeline so close to our wildlife habitat. Please find another route if you have to have the line.

IND110-1

I oppose the proposed LNG projects for the Port of Brownsville, Rio Grande LNG docket CP16-454-000, Rio Bravo Pipeline docket CP16-455-000, and Texas LNG docket CP16-116-000, hereinafter referred to as the Applicants. These projects, as indicated in the DEISs, would have adverse impacts, thus permits should be denied. The following comments are those specific to the DEISs and apply to the dockets aforementioned.

DEIS and FERC Procedures Are Compromising Public Input

Not all requests and consultations are finished, and some have not even been started. How is the public supposed to comment on information that isn't there? Commenting periods should be extended until all such requests and consultations are finished.

IND110-2

The FERC comment deadline should be extended for reasons that each project has 45 days for public commenting, however FERC combined two projects into one public hearing and an overlapping commenting deadline. This resulted in cutting the time in half for review of the DEIS and commenting.

The FERC DEIS is not available in Spanish, the predominant language spoken in the Rio Grande Valley. The DEIS should be translated and commenting period extended for the Spanish speaking community to adequately review and comment.

Socioeconomics

The need for the projects have not been demonstrated in the DEIS. For a project with so many negative impacts, an unequivocal need for the product must be shown.

The socioeconomic analysis detailed in the DEISs are narrow in view and incomplete.

IND110-1 As described in section 3.5.1.2 of the EIS, alternative pipeline routes were evaluated; however, none of the alternatives were determined to provide an environmental advantage compared to the proposed Project.

IND110-2 See Comment Response IND96 (Mary Volz).

**Individuals (IND)**

**IND110 - Sandra Thomas**

The analysis does not include costs to the taxpayer at every level of government (e.g. police, fire, infrastructure, coast guard, etc.) to support LNG costs in response to micro and macro consequences (e.g. accidents, climate change, social costs to carbon, etc.) of LNG development that negate claimed benefits.

There is no analysis of the impacts to both the bait shrimping industry (which relies on the BSC) nor on the off-shore shrimping industry, which relies ready access to the BSC to get to & from the Gulf.

The economic analysis did not include the nine recreational use areas identified in Texas LNG DEIS that are within the project site, increased ship traffic adversely affect recreational boaters and eco tours on the water such as dolphin watching, and the significant impact on visual resources. These are dollars that would be negated from claimed benefits.

IND110-2

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**Air Pollution**

Cumulative emissions of greenhouse gases would be massive (10.7 million tons per year), with Rio Grande being by far the largest contributor (8.5 million tpy). And this would continue for 20-30 years or longer, when we need to reduce carbon emissions drastically much sooner. Rio Grande LNG and Texas LNG, if approved & built, would move us in the opposite direction. The fact that contribution to cumulative impacts on climate change cannot be precisely measured is no reason for FERC to wash its hands of it. FERC should require carbon capture or deny the permit.

**Wetlands, Habitat, and Wildlife**

Identified species by the Applicants that are federally listed as threatened or endangered will be affected. The DEISs states that the Applicants will likely adversely affect the endangered Northern aplomado falcon, the threatened piping plover and its critical habitat, and the endangered ocelot. Many other rare and important species will be impacted as well. Section 7 of the Endangered Species Act, as amended, states that any project authorized, funded, or conducted by any federal agencies should not

**Individuals (IND)**

**IND110 - Sandra Thomas**

"...jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat of such species which is determined...to be critical...". The permit should be denied according to Section 7 of the ESA.

The conservation and preservation efforts of the public has resulted in the Lower Rio Grande Valley NWR, the Laguna Atascosa NWR, Loma Ecological Preserve, Wildlife Corridor, Bahia Grande Restoration Project, the Federal Ocelot Recovery Plan, and recent conservation of 3,200 acres on South Padre Island and several hundred acres along Bahia Grande near Port Isabel. Conservation efforts demonstrates strong social and cultural values. Permitting LNG projects that continue the trend of impacting (indirectly or directly) or destroying the last remaining ecosystems conflicts with regional social and cultural values. As such, permits should be denied.

IND110-2

**Reliability and Safety**

Valley Crossing Pipeline already goes under the RG terminal site. We do not think it safe to build a LNG liquefaction terminal over a large buried high-pressure natural gas pipeline, even if the risk of rupture is low. Effects to pile driving, construction, operations, etc. on the Valley Crossing pipeline is not adequately addressed in the DEIS.

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**Cumulative Impacts**

The DEIS says "the greatest cumulative impacts" would be on soils, surface water quality, vegetation, wildlife, aquatic resources, threatened and endangered species, visual resources, land & water-based transportation, air quality, and noise. These are more than sufficient reasons to deny LNG permits.

The DEIS states "We conclude that cumulative impacts of the 3 LNG terminals on visual resources would be potentially significant." We agree and urge denial of LNG permits.

The DEIS concludes that the 3 LNG projects cumulatively "would contribute significantly to air quality impacts, potentially exceed the NAAQS in local areas, and result in cumulatively greater air quality impacts." This is not acceptable and is grounds for

**Individuals (IND)**

**IND110 - Sandra Thomas**

denial of LNG permits.

The DEIS says that Rio Grande “combined with the other projects in the geographic scope, including the Texas LNG and Annova LNG projects, would result in “significant cumulative impacts...” Therefore if FERC chooses to permit any one of the LNG projects, it should deny permits to all others. By FERC’s own analysis the cumulative impacts would be too great (e.g. significant).

IND110-2