



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

Rio Grande LNG Project
Final Environmental Impact Statement
Volume III, Part 8



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)

IND157 - Individuals

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).

Don't mess with Texas!

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.

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.

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.

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.

For these reasons and many others, I am opposed to these projects.

Kay Mcbrayer
richardkay1103@gmail.com
2600 Hunter Rd Apt 3311
San Marcos, TX 78666

OR MAIL

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COMMISSION
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REGULATORY COMMISSION

IND157-1

IND157-2

IND157-3

IND157-4

IND157-5

IND157-1

The filing includes 246 copies of a form letter with duplicative comments (see responses to IND157-1 through IND 157-4). Several letters include a unique introductory paragraph including comments regarding Project resource impacts and alternatives; our responses to these comments are provided below. Several comments express opposition to the production of natural gas sourced from hydraulic fracturing in the Project area, and express concern regarding earthquakes associated with this excation method; hydraulic fracturing is not a part of RG Developers' proposal for the Project. Further, comments expressing general opposition to the Project are noted. Regarding comments that the analysis in the EIS is not adequate, we disagree.

The EIS was prepared in accordance with NEPA, CEQ guidelines, and other applicable requirements using the best available data. The EIS is comprehensive and thorough in its identification and evaluation of feasible mitigation measures to reduce those effects whenever possible. Impacts on water use, water quality, and wetlands are addressed in sections 4.3.2 and 4.4 of the EIS, respectively. Impacts on wildlife (including migratory birds and aquatic resources) and vegetation are addressed in sections 4.6 and 4.5 of the EIS, respectively. Regarding comments that eminent domain should not be used for the Project, land acquisition and easements associated with the Project are addressed in section 4.8.1.4. As described there the LNG Terminal would be on undeveloped land owned by BND. Alternatively, portions of the Pipeline System would be on private lands, and would be subject to landowner easements with RB Pipeline. The easement acquisition process is designed to provide fair compensation to landowners for the right of RB Pipeline to use the property during construction and operation of the pipelines. Easement agreements would also specify the allowable uses and restrictions on the permanent rights-of-way after construction. If an easement cannot be negotiated and the Project is certificated by FERC, then RB Pipeline may use eminent domain, as described in EIS section 4.8.1.4. Compensation is applicable to property owners directly affected by the pipeline right-of-way, and would not be offered to all area residents. Visual impacts (including the visibility of the Project from South Padre Island) are addressed in section 4.8.2 of the EIS; the Project would not occur on recreational beaches. Socioeconomic impacts (including impacts on tourism, fishing, and recreation; taxes; and property values) are addressed in section 4.9 of the EIS.

Section 4.10 of the EIS describes FERC's analysis of impacts on cultural resources. 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. Air quality, including health effects, is addressed in section 4.11.1 of the EIS. Pipeline and LNG Terminal safety are addressed in section 4.12 of the EIS. Climate change is addressed in section 4.13.2 of the EIS. As described in section 3.1 of the EIS, the use of alternative energy sources would not meet the stated objective of the Project, and evaluating alternative sources of energy is beyond the scope of this EIS. Alternative uses of the Project site (such as use as a wildlife preserve) are also beyond the scope of this EIS. Additionally, sections 3.2 and 3.3 of the EIS evaluate alternative locations along the Texas Gulf Coast that included more or less industrial development as compared to the Port of Brownsville. None of the alternative sites were determined to provide an environmental advantage over the proposed Project.

IND157-2

Impacts on tourism, including eco-tourism, and recreational and commercial fishing are addressed in sections 4.9.3 and 4.9.4.

Individuals (IND)

IND157 - Individuals

IND157-3	The resolutions regarding opposition to the Project are noted.
IND157-4	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.
IND157-5	Comment noted.

Individuals (IND)

IND158 - Individuals

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

ORIGINAL

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).

don't do it

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.

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.

Finally, the construction of the three LNG terminals Rio Grande LNG, Texas LNG, and Annova LNG 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.

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.

For these reasons and many others, I am opposed to these projects.

Sincerely,

Molly Neeley
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2521 Sandbar CT
Seabrook, TX 77586

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SECRETARY OF THE
COMMISSION
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REGULATORY COMMISSION
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IND158-1

IND158-2

IND158-1

The filing includes 115 copies of a form letter with duplicative comments (see responses to Comment IND158-2). Several letters include a unique introductory paragraph including comments regarding Project resource impacts and alternatives; our responses to these comments are provided below. Several comments express opposition to the production of natural gas sourced from hydraulic fracturing in the Project area, and express concern regarding earthquakes associated with this exaction method; hydraulic fracturing is not a part of RG Developers' proposal for the Project. Further, comments expressing general opposition to the Project or stating that Project impacts are not justified are noted. Regarding comments that the analysis in the EIS is not adequate, we disagree. The EIS was prepared in accordance with NEPA, CEQ guidelines, and other applicable requirements using the best available data. The EIS is comprehensive and thorough in its identification and evaluation of feasible mitigation measures to reduce those effects whenever possible.

Regarding the comments that the Project is not needed, 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.

Impacts on water use, water quality, and wetlands are addressed in sections 4.3.2 and 4.4 of the EIS, respectively. Impacts on wildlife (including aquatic resources) and vegetation are addressed in sections 4.6 and 4.5 of the EIS, respectively. Impacts on threatened and endangered species are addressed in section 4.7 of the EIS. Regarding comments that eminent domain should not be used for the Project, or that compensation is insufficient, land acquisition and easements associated with the Project are addressed in section 4.8.1.4. As described there the LNG Terminal would be on undeveloped land owned by BND. Alternatively, portions of the Pipeline System would be on private lands, and would be subject to landowner easements with RB Pipeline. The easement acquisition process is designed to provide fair compensation to landowners for the right of RB Pipeline to use the property during construction and operation of the pipelines. Easement agreements would also specify the allowable uses and restrictions on the permanent rights-of-way after construction. If an easement cannot be negotiated and the Project is certificated by FERC, then RB Pipeline may use eminent domain, as described in EIS section 4.8.1.4. Visual impacts (including the visibility of the Project from South Padre Island) are addressed in section 4.8.2 of the EIS; the Project would not occur on recreational beaches. Socioeconomic impacts (including impacts on tourism, fishing, and recreation; taxes; and property values) are addressed in section 4.9 of the EIS.

Individuals (IND)

IND158 - Individuals

Section 4.10 of the EIS describes FERC’s analysis of impacts on cultural resources. 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. Air quality, including health effects, is addressed in section 4.11.1 of the EIS, and noise impacts are addressed in section 4.11.2 of the EIS. Pipeline and LNG Terminal safety are addressed in section 4.12 of the EIS. Climate change is addressed in section 4.13.2 of the EIS. As described in section 3.1 of the EIS, the use of alternative energy sources would not meet the stated objective of the Project, and evaluating alternative sources of energy is beyond the scope of this EIS. Additionally, sections 3.2 and 3.3 of the EIS evaluate alternative locations along the Texas Gulf Coast that included more or less industrial development as compared to the Port of Brownsville. None of the alternative sites were determined to provide an environmental advantage over the proposed Project. Further, existing LNG export facilities do not have the capacity to export the volume of gas proposed by RG Developers, and their expansion would not meet the Applicant’s stated purpose.

IND158-2

See response to IND157 (Individuals)

Individuals (IND)

IND159 - Individuals

ORIGINAL

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).

This is my hometown and I don't want to see it destroyed by this gas factory? It is a place where people can get away to and relax for days or even months at a time. With gas factories around the economy will go down and people will no longer want to come visit. I for one love going back home to visit family and enjoy the beach the scenery and all the Port Isabel and South Padre Island have to offer. Instead of seeing scenery when dolphin watch your going to see huge ugly factory with constant smog coming out of there pipes.

IND159-1

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.

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.

IND159-2

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.

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.

For these reasons and many others, I am opposed to these projects.

Maritza Rodriguez
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7614 Lost Creek Gap
Boerne, TX 78015

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SECRETARY OF THE
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REGULATORY COMMISSION

IND159-1

The filing includes 117 copies of a form letter with duplicative comments (see responses to IND159-2). Several letters include a unique introductory paragraph including comments regarding Project resource impacts and alternatives; our responses to these comments are provided below. Several comments express opposition to the production of natural gas sourced from hydraulic fracturing in the Project area, and express concern regarding earthquakes and water use associated with this exaction method; hydraulic fracturing is not a part of RG Developers' proposal for the Project. Further, comments expressing general opposition to the Project are noted. Impacts on soils, including the potential for contamination from spills, are addressed in section 4.2 of the EIS. Impacts on water quality are addressed in section 4.3.2 of the EIS. Impacts on wildlife (including migratory birds and aquatic resources) and vegetation are addressed in sections 4.6 and 4.5 of the EIS, respectively. Impacts on threatened and endangered species are addressed in section 4.7 of the EIS. Visual impacts (including the visibility of the Project from South Padre Island) are addressed in section 4.8.2 of the EIS; the Project would not be located on recreational beaches. Socioeconomic impacts (including environmental justice; impacts on tourism, fishing, and recreation; traffic; taxes; and property values) are addressed in section 4.9 of the EIS. Regarding the comment that the Project would promote illegal workers for cheap wages, RG Developers would hire local workforces where possible and in coordination 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. Finally, RG Developers would be required to adhere to applicable state and federal employment laws. Section 4.10 of the EIS describes FERC's analysis of impacts on cultural resources. 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. Air quality, including health effects, is addressed in section 4.11.1 of the EIS. Pipeline and LNG Terminal safety are addressed in section 4.12 of the EIS. Climate change is addressed in section 4.13.2 of the EIS. Section 3.14 of the EIS addresses cumulative impacts associated with the Rio Grande LNG, Texas LNG, and Annova LNG Projects. As described in section 3.1 of the EIS, the use of alternative energy sources would not meet the stated objective of the Project, and evaluating alternative sources of energy is beyond the scope of this EIS.

IND159-2

See response to IND157 (Individuals)

Individuals (IND)

IND160 - Rebekah Hinojosa

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Rebekah Hinojosa, BROWNSVILLE, TX.
I am opposed to the Rio Grande LNG and Rio Bravo Pipeline projects.

The FERC should deny the LNG permits because of the tremendous opposition and adverse impacts to the climate, nearby ecosystems, and public health. The communities of South Padre Island, Port Isabel, Laguna Vista, and Long Island Village that would be forced to live within a 4-mile radius of the proposed LNG terminal have all passed anti-LNG resolutions.

IND160-1

IND160-1

Comment noted.

Individuals (IND)

IND161 - William Kenon

Reference Docket no. PF15-14-000

My Name is William E. Kenon. I live in Port Isabel and own some commercial property and some residential lots. I was told by residential perspective buyers that they had changed their mind about living in this area because of the LNG plants. On the commercial properties that I was trying to develop, I now have been told by the lenders that they don't want to finance the project if the LNG plants come in. I am afraid that all of the property values will be dropping and I may not be able to sell the property anyway.

IND161-1

I also have shrimp vessels that operate in and out of Port Isabel and Brownsville area. I've tried to listen to the LNG people on what would happen with those plants in operation and their ships coming in and out. After several hours of hearing all the details about how big the ships are and what their requirements are, one of the main people for the LNG plants told us (Port Isabel, Brownsville shrimp producers) "well you all are going to have to change your operations to work at night instead of in the daytime". The gentlemen that represented the LNG plants are James Markham, Steve Breese, Trey Lewis, and Captain Tom Rodino, USCG retired, who presented the program. Now their stories and facts have changed.

IND161-2

That doesn't sound fair or righteous and it sounded very uncaring for the whole shrimping industry of about 350 boats. Estimated about 10-15 thousand persons employed by the Industry.

I'm also in the marine construction business, and have been involved in building the docks around the shrimp boat docks in Brownsville and Port Isabel. I understand that I will also have to transit at night between the two Port areas. The residential construction has also slowed down because people want to wait and see what's going to happen, with the general attitude being "if LNG moves in, we're moving out".

IND161-3

IND161-4

I also have a small restaurant over at South Padre Island; we are heavily dependent on the tourist industry. It is very difficult for tourists to go over and enjoy themselves on the beach or local bay area and be what you might call "in the shadow of the chemical plant".

IND161-5

I also operate a passenger vessel that would go out to fish in the bay, watch dolphins, and do a tour of the area. I understand that I will not be able to do the fishing, the dolphin watch, and the tours of the Port Isabel or Brownsville areas. The distances and areas keep changing to try to fit public opinion and ease their mind, but is it the truth? The pollutants are going into the Bahia Grande and the other bays and Towns like Laguna Vista. They all have questions that still need to be answered. Is it worth the unknown risk?

IND161-6

IND161-7

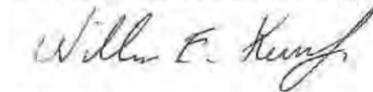
I don't want the LNG plants close to Port Isabel or to be able to take over all of the water ways. I, along with a lot of other good people have our whole life invested in this area. I also have to pay taxes every year and for these enormous companies that are saying they're going to spend billions of dollars coming in to small poor areas like Port Isabel and ask for tax breaks is not right, that would put an additional burden to me and it is not fair. We may need changes but not additional burdens.

IND161-8

I tried to be open minded and I've attended most of the meeting. My memory is excellent, but I also rely on my tape recorder. These LNG people did not always tell the same story. Their stories keep changing. I have also seen that at the meetings, the LNG people had 98% people paid for carrying their signs while on the opposition side, it was people that were sincere and who cared about their lifestyle and homes.

However you want to word it, Port Isabel is in what you can call "The Blast Zone". What you should think about is, how would you think and how would you feel if you and your family were living here? WE DON'T WANT LNG!!

IND161-9



William E. Kenon

IND161-1

Impacts on property values are addressed in section 4.9.9.

IND161-2

Impacts on commercial fishing and marine transportation are addressed in sections 4.9.4 and 4.9.8.2, respectively.

IND161-3

Impacts on marine transportation are addressed in section 4.9.8.2. LNG carriers would be required to follow mandates such as providing notification to LNG Terminal managers and relevant authorities of the expected arrival of an LNG carrier four days in advance. The estimated delay for vessels during inbound LNG carrier transits would be about 3 hours.

IND161-4

Impacts on existing planned developments are addressed in section 4.8.1.3.

IND161-5

Potential impacts on recreation and tourism, including beaches, are addressed in sections 4.8.1.5 and 4.9.3, respectively.

IND161-6

We are not aware of any closures of waterways associated with the Project beyond the temporary preclusion of transit addressed in section 4.9.8.2. Specifically, when an LNG carrier is transiting the BSC estimated delays of up to 3 hours could be experienced by vessels. LNG carriers would be required to follow mandates such as providing notification to LNG Terminal managers and relevant authorities of the expected arrival of an LNG carrier four days in advance.

IND161-7

Impacts on water quality and air quality are addressed in sections 4.3.2 and 4.11.1 of the EIS, respectively.

IND161-8

As discussed further in sections 4.9.2 and 4.9.5 of this EIS, construction of the Project would stimulate the economy through RG Developers' purchase of good and services in the Project area, as well as purchases made by the constructional and operational workforces. An estimated \$60 million would be spent on local and regional construction materials and fuel during construction of the pipeline facilities, which would generate a total of \$4.6 million in sales tax revenues for the State of Texas and local taxing authorities. Finally, 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.

IND161-9

Section 4.12.1 of the EIS addresses LNG Terminal safety. We also note that the Zones of Concerns do not correspond to a blast zone. The basis for the three zones are based on worst case accidental and intentional evented as explained in section 4.12.1.3 of the EIS and the Coast Guard regulatory framework and LOR process considers the impacts within the Zones of Concern, including marine vessel security plans and risk management strategies, as explained in sections 4.12.1.3 and 4.12.1.5 of the EIS.

Individuals (IND)

IND162 - Patrick Anderson

Patrick Anderson
Los Fresnos, TX 78566

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

I, Patrick Anderson, hereby submit this comment regarding the DEIS for Rio Grande LNG and Rio Bravo Pipeline Dockets CP16-454-000 and CP16-455-000, hereinafter referred to as the Applicant.

FERC PROCEDURES AND TIMING OF THE RELEASE OF THE DEIS ARE COMPROMISING PUBLIC INPUT

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?

All consultations with all agencies should have been completed for transparency and public commenting on the DEIS.

All endangered species consultations with FWS and NMFS should be completed before the FERC Record of Decision, not "before construction."

The FERC comment deadline should be extended for reasons that each project has 45 days for public commenting, however FERC combined two projects (Rio Grande LNG and Texas LNG) into one public hearing with an overlapping commenting period. This is resulting in review of two projects essentially cutting the time in half for review of the DEISs and commenting.

The DEIS is not available in Spanish, the predominant language spoken in the Rio Grande Valley.

CONCLUSORY STATEMENTS IN THE EXECUTIVE SUMMARY

FERC reached the conclusion that Rio Grande LNG would have adverse environmental impacts. Our communities agree, as demonstrated from numerous municipal and NGO resolutions opposing the Project. Thus, permits should be denied. The factors that also guided the conclusions in the executive summary on ES p19-20 also support the denial of permits;

IND162-1

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 projects 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.

RG Developers would be required to meet any environmental conditions identified in the Certificate or prior commitments regarding the completion of consultation, receipt of applicable permits, and finalizing construction plans, before construction of the Project, if approved. Construction of the Project would not be authorized to commence prior to completion of NHPA Section 106, ESA Section 7, or MSFCMA consultations.

IND162-2

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.

IND162-3

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.

IND162-4

Comment noted.

Individuals (IND)

IND162 - Patrick Anderson

<ul style="list-style-type: none"> The LNG terminal would be constructed in an area currently zoned for commercial and industrial use, along an existing, man-made ship channel. 	IND162-5
<ol style="list-style-type: none"> The Rio Grande LNG terminal design has operational footprints outside of the project boundaries and outside of the Port of Brownsville boundary. Light and sound impacts are physical footprints of operations. 	IND162-5
<p><u>Physical changes to the landscape should not be permitted outside of the Project boundary and into the Laguna Atascosa Wildlife Refuge, the Wildlife Corridor managed by USFWS, the Lower Rio Grande Wildlife Refuge.</u></p>	IND162-5
<ol style="list-style-type: none"> According to Section 7 of the Endangered Species Act, as referred to in the Texas LNG DEIS: 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...". 	IND162-6
<p><u>The permit should be denied according to Section 7 of the ESA as listed species and habitat will be affected within and outside of the project boundaries and outside of the boundaries of the Brownsville Navigation District.</u></p>	IND162-6
<ul style="list-style-type: none"> All appropriate consultations with the FWS, NMFS regarding federally listed threatened and endangered species and the National Historic Preservation Act would be completed before construction is allowed to start. 	IND162-7
<ol style="list-style-type: none"> Consultations and recommendations should have been completed before issuance of the DEIS for public transparency, viewing, and commenting. 	IND162-7
<p><u>The commenting period should be extended until consultations are complete and available for public comment.</u></p>	IND162-7
<ol style="list-style-type: none"> According to Section 7 of the ESA, a permit should not be issued. 	IND162-7
<ol style="list-style-type: none"> Thus the statement in both DEISs "we [FERC] conclude that impacts on the environment from the proposed Project would be reduced to less than significant levels" are nothing more than speculative. Furthermore, there is no indication that Texas LNG or Rio Grande will adopt FERC recommendations found throughout the DEIS. 	IND162-7
<ul style="list-style-type: none"> The U.S. Coast Guard issued a Letter of Recommendation indicating that the Brownsville Ship Channel would be considered suitable for the LNG marine traffic associated with the Projects. 	IND162-8

IND162-5

Comment noted. Light and sound impacts inherently extend beyond the direct footprint of a facility. As such, the EIS fully analyses and considers these impacts on all areas potentially affected by light and sound. These impacts are presented throughout the EIS including in sections 4.6, 4.7, 4.8, and 4.11.2.

IND162-6

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.

IND162-7

See Comment Responses IND162-1 and IND162-2.

IND162-8

The design, construction, and operating requirements for the Project are contained in 33 CFR 103 through 105, 33 CFR 127, and 49 CFR 193. In addition, RG LNG must meet the DOT PHMSA's siting regulations in 49 CFR 193. These regulations do not require the use of Society of International Gas Tanker and Terminal Operators publications. However, certain design criteria described as recommendations in Society of International Gas Tanker and Terminal Operators Information Paper No. 14, Site Selection and Design for LNG Ports and Jetties, (i.e., strength/positions of mooring systems and breasting dolphins; interlinking of ship and shore ESD systems; installing quick acting valves at the Powered Emergency Release Coupling connections; using sensors to monitor the positions of the LNG loading arms; limiting ignition sources on the jetty; use of tugs and pilots to safely maneuver the LNG marine vessel to the jetty, etc.) are considered during the Coast Guard and FERC's evaluation of the project. In addition, as indicated in Section 4.12.1.6, FERC conducted an engineering review on the use of various layers of protection or safeguards to reduce risks of potential hazards to offsite public. FERC also reviewed potential impacts from natural hazards and external impacts from the surrounding areas.

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The Coast Guard did not take into consideration recommendations by the Society of International Gas Tanker and Terminal Operators (SIGTTO) as published in "Site Selection and Design for LNG Ports and Jetties".

The SIGTTO lists clear guidelines for site selection:

1. *There is no acceptable probability for a catastrophic LNG release.*

A. Three LNG facilities proposed at the Port of Brownsville, in close proximity to each other, increases the probability of catastrophic LNG release and thereby not in accordance to SIGTTO guidelines and standards.

2. *Liquefied natural gas ports must be located where LNG vapors from a spill or release cannot affect civilians.*

A. Tankers will be exiting the Port of Brownsville ship channel thereby passing only a matter of feet by Isla Blanca Park and the Jetties heavily populated by civilians' temporary residence at the Isla Blanca RV Park, and civilians using the beach, fishing, boating, taking eco tours, partaking in watersports, etc.

B. SIGTTO sites recommendations from Sandia National Laboratories of a distance of 2.2 miles and Dr. Jerry Havens (former Coast Guard LNG vapor hazard researcher) of 3 miles. Populated areas including Long Island Village, Port Isabel, and Isla Blanca Park are within these recommendations.

C. LNG industrialization at the Port of Brownsville do not adhere to SIGTTO guidelines and standards in regards to location where LNG vapors from a spill or release cannot affect civilians.

3. *LNG ship berths must be far from the ship transit fairway; a) to prevent collision or allision from all other vessels, b) to prevent surging and ranging along the LNG pier and jetty that may cause the berthed ship to break its moorings and/or LNG connections, c) since all other vessels must be considered an ignition source.*

A. The Port of Brownsville ship channel is a narrow one-way channel that will be in close proximity to all Port of Brownsville ship transit fairway and thereby presents collision and ignition sources to LNG tankers.

B. The location of all proposed LNG facilities (Annova, Texas LNG, and Rio Grande LNG) are on the end of the ship channel near the entrance/exit. This results in all Port of Brownsville ship traffic passing by all three LNG sites entering and exiting the Port.

C. The SIGTTO also defines conflicting waterway uses to include fishing and recreational boating. Such water use in addition to eco tourism such as

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dolphin watches is heavy around the jetties and the waterways at the exit of the Port of Brownsville ship channel.

D. LNG industrialization at the Port of Brownsville do not adhere to guidelines and standards by SIGTTO in regards to ship transit fairway.

4. *LNG ports must be located where they do not conflict with other waterway uses now and into the future.*

A. LNG tankers for one LNG facility, and especially 3 facilities, will conflict with other waterway uses in the ship channel and adjacent areas along the ship channel exit. The Brownsville ship channel is a one-way ship channel, and thus the waterway will be affected due to incoming and outgoing LNG tanker traffic. In addition, eco tourism (dolphin watches, fishing tours, etc.), and recreational use (kayaking, parasailing, windsurfing, fishing, etc.) traffic is heavy near the exit of the Port of Brownsville ship channel and the jetties.

5. *Long, narrow inland waterways are to be avoided, due to greater navigation risk.*

A. As aforementioned, due to the narrow one-way ship channel, it presents a navigation risk compounded by an area that is heavily used by civilians near the exit of the ship channel.

6. *Waterways containing navigation hazards are to be avoided as LNG ports.*

7. *LNG ports must not be located on the outside curve in the waterway, since other transiting vessels would at some time during their transits be headed directly at the berthed LNG ship.*

8. *Human error always exists, so it must be taken into consideration when selecting and designing an LNG port.*

A. Human error is a risk due to a narrow channel with marine traffic from other Port of Brownsville operations, multiple LNG land based operations, LNG tanker traffic servicing multiple LNG facilities, and the proximity to Space X.

It would be in the public interest for FERC to request a response from the Coast

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<p><u>Guard regarding the SITTGO recommendations and the conclusions to which deviance from these recommendations are acceptable.</u></p>	<p>IND162-8</p>
<p>FERC states in the conclusory statements of the executive summary that the RG Developers would follow an environmental inspection program, including Environmental Inspectors, to ensure compliance with the mitigation measures that become conditions of the FERC authorizations. FERC staff would conduct inspections throughout construction, commissioning, and restoration of the Project. There is no such inspection program found in the DEIS. Details regarding this plan should be included in the DEIS with an extended comment period for the public to review and comment.</p>	<p>IND162-9</p>
<p>The full extent of the environmental impact cannot be fully studied without the completion of all consultations from all agencies. Because consultations are incomplete, the statement that the "Project would be reduced to less than significant levels with the implementation of RG Developers' proposed impact avoidance, minimization, and mitigation measures"¹ is purely speculative.</p>	<p>IND162-10</p>
<p>SOCIOECONOMICS</p> <p><u>The DEIS, nor Rio Grande LNG, has identified a need for the Project and has not identified contracts to sell the LNG. 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. This alone is reason enough to deny the permit.</u></p>	<p>IND162-11</p>
<p>The socioeconomic analysis detailed in the Draft EIS by Rio Grande LNG, LLC, is narrow in view and incomplete. The analysis does not include costs to the taxpayer, and costs in response to the micro and macro consequences of LNG development that negate claimed benefits.</p> <p>Tax dollars will be used for security and emergency response. Security, safety, and emergency response will include our local police, fire, and medical services. These costs will be covered through a cost-sharing plan², and will include, but not limited to, training, emergency management, security/emergency equipment, patrol boats, firefighting equipment, overtime for police or fire personnel, and LNG marine carrier security. The costs associated for these services are required to be detailed in the Emergency Response Plan, yet to be drafted and not detailed in the DEIS.</p>	<p>IND162-12</p>
<p>Rio Grande will use public infrastructure. Public infrastructure requires maintenance and repair. Rio Grande LNG's use of public infrastructure during construction and operations will include</p> <p>¹ Rio Grande DEIS, p41/ES-18 ² Rio Grande Draft EIS p 4-343</p>	<p>IND162-13</p>

<p>IND162-9</p>	<p>Section 2.4 of the EIS describes RG Developers' environmental inspection program as well as FERC oversight and inspection protocols. The responsibilities of RG Developers' EIs are described in the Project-specific Plan and Procedures (see appendix D and E of the EIS) and were available for review in the draft EIS. Further, 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.</p>
<p>IND162-10</p>	<p>See Comment Response IND162-1.</p>
<p>IND162-11</p>	<p>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.</p>
<p>IND162-12</p>	<p>Negative and positive impacts on socioeconomic characteristics in the Project area are addressed in section 4.9. Specifically, we find that the increase need for emergency services such as police, fire, and medical to be minor given the nominal change in the local population during construction and operation. Further, need for these services would be offset by RG LNG's commitment to train a portion of the construction and operation workforces as emergency responders and to hire onsite security. Also, as described in section 4.12.1.6 of the EIS and as required by 49 CFR 193.2509 Subpart F, RG LNG would need to prepare emergency procedures manuals that include provisions for evacuation of the public, including plans for coordinating with appropriate local officials in preparation of an emergency evacuation plan. Finally, it is beyond the scope of the EIS to evaluate changes in an individual's taxes.</p>
<p>IND162-13</p>	<p>RG LNG has committed to fund roadway improvements to SH-48 and SH-100 as described in section 4.9.8.1.</p>

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sewage, landfill, and streets. Changes to Hwy 48 will be needed to include a turn lane, traffic signals, and median openings.³ A cost analysis of the proposed changes to Hwy 48 is not detailed nor who would pay for it. Heavy construction traffic would also increase maintenance and repair costs of Hwy 48 and other roads.

IND162-13

Tax abatements may add to economic distress to Cameron County. Tax abatements given to oil and gas companies, not excluding LNG, has put a burden on local economies and are hindering the functionality of municipal and county services throughout the country where such developments occur. Specifically regarding LNG development, despite \$29 billion invested in two LNG facilities in Cameron Parish, LA (Cheniére LNG and Cameron LNG), Cameron Parish's government is struggling for basic needs in their education system, law enforcement agencies, and for maintenance of roads.⁴

IND162-14

Rio Grande acknowledges that workers may not reside in Cameron County. Cameron, Hidalgo, and Willacy Counties make up the affected area for the Rio Grande LNG Terminal; and Cameron, Willacy, Kenedy, Kleberg, and Jim Wells Counties make up the affected area for the pipeline facilities.⁵ Necessary taxes for services rendered by Cameron County will not be paid by all employees of Rio Grande LNG. In combination of the tax abatement and workers residing outside of Cameron County, Cameron County may experience similar hardships as Cameron Parish, LA.

Rio Grande LNG is ignoring their contribution to climate change and damage to the environment in their economic analysis, which significantly negates claimed economic benefits. Using the EPA Social Cost of Carbon the pollutant specific costs of only Carbon and Nitrogen Oxides exemplify the extent of the significant burden of cost in response to Rio Grande LNG's contribution to climate change.⁶

IND162-15

Social Cost of Rio Grande SC-CO, Dollars per metric ton per year of Estimated Operational Emissions from Routine Operation of the LNG Terminal and Compressor Station 3 (tpy)

Year	5% Average	3% Average	2.5% Average	High Impact (95th Pct at 3%)
2025	\$114,734,452	\$376,984,628	\$557,281,624	\$1,130,953,884
2030	\$131,125,088	\$409,765,900	\$598,258,214	\$1,245,688,336
2035	\$147,515,724	\$450,742,490	\$639,234,804	\$1,376,813,424

³ Rio Grande Draft EIS p 4-219

⁴ Allen, Rebekah. "No Strings Attached: Thanks to tax breaks, Cameron Parish government struggles amid industrial boom." The Advocate. Dec 17, 2017. https://www.theadvocate.com/baton_rouge/news/politics/article_5333b8fc-cb23-11e7-8b31-37b36a5b0b1d.html

⁵ Rio Grande Draft EIS p 4-198

⁶ https://19january2017snapshot.epa.gov/climatechange/social-cost-carbon_.html

IND162-14

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 offset by RG LNG's commitments to train a portion of the construction and operation workforces as emergency responders and to hire onsite security. Finally, 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.

IND162-15

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.

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2040	\$172,101,678	\$491,719,080	\$688,406,712	\$1,499,743,194
2045	\$188,492,314	\$524,500,352	\$729,383,302	\$1,614,477,646
2050	\$213,078,268	\$565,476,942	\$778,555,210	\$1,737,407,416

Social Cost of Rio Grande LNG NO_x Dollars per metric ton per year of Estimated Nitrogen Oxides Routine Operation of the LNG Terminal and Compressor Station 3 (tpy)

IND162-15

Year	5% Average	3% Average	2.5% Average	High Impact (95th pct at 3%)
2025	\$16,431,800	\$50,789,200	\$71,702,400	\$131,454,400
2030	\$18,821,880	\$56,764,400	\$80,665,200	\$146,392,400
2035	\$22,108,240	\$62,739,600	\$86,640,400	\$164,318,000
2040	\$25,095,840	\$68,714,800	\$95,603,200	\$179,256,000
2045	\$28,382,200	\$74,690,000	\$101,578,400	\$197,181,600
2050	\$32,863,600	\$80,665,200	\$110,541,200	\$215,107,200

It must be noted that social costs to the many other pollutants of Rio Grande LNG's Project would occur.

The DEIS does not address the social cost and financial impact of hundreds of thousands of dollars and efforts that has been put forth towards eco initiatives that the Rio Grande LNG project will directly impact. Additionally, the DEIS does not take into the account social impact. While not easily quantifiable, the social impact will be great due to Rio Grande's negative effect on many years of efforts of citizens and organizations. The efforts of thousands of citizens, organizations, and government agencies, which have occurred at all levels, need to be taken into account in the cost-benefit analysis. The social issues and impacts must be weighed equally with the financial considerations in a true cost-benefit analysis. The social impact assessment of Rio Grande LNG is non-existent in the DEIS.

A complete and true cost to benefit analysis would demonstrate that Rio Grande LNG, and all other fossil fuel use and continued development, is not economically beneficial and is a threat to our economy. This is recognized by our own US government in the recent Fourth National Climate Assessment which identifies annual losses in some economic sectors projected to reach hundreds of billions of dollars by the end of the century—more than the current gross domestic product (GDP) of many U.S. states.⁷

⁷ <https://nca2018.globalchange.gov>

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Specifically in Texas where oil and gas development is the highest in the country, it is also paired with the highest costs to respond to the consequences of continued development. One such project, at the cost of taxpayers nationwide, is the Texas Coastal Study. In response to consequences of climate change and impacts on the Texas coastline, the The Coastal Texas Protection and Restoration Feasibility Study, also known as the Coastal Texas Study is a response that will result in \$25B-\$32B federal dollars in response to consequences of climate change on the Texas coastline (not including the cost to produce the study and plans). This, and many other initiatives and dollars spent regionally and federally in response to the effects of climate change, is an example of the transfer in wealth from the citizen to Rio Grande LNG and other oil and gas companies. Projects such as these are an additional cost that is not represented in the economic analysis of Rio Grande LNG found in the DEIS, which negate claimed economic benefit.

Permits to Rio Grande LNG should be denied as these developments are detrimental to the US economy in the long term and have grave social costs on an international level. These economic and social costs are scientifically identified in recent findings by the Intergovernmental Panel on Climate Change and the US government. While it is recognized that FERC takes a free market approach, it is the responsibility of FERC to regulate and protect the public regarding social cost and impact which will occur on a regional level as well as an international level.

WILDLIFE AND HABITAT

The Living Wildlife Report found in its latest Living Planet Index that the wildlife population has declined by 60% in the last 40 years.⁸ Locally in the the Rio Grande Valley, between 95-98% of the native landscape has been cleared for urban, agricultural, or industrial use. Rio Grande LNG proposes to destroy valuable remaining habitat that will significantly impact our wildlife, wildlife habitat and ecosystem. With regards to the macro and micro trends of the last 60 years, this places native habitat in our region at a greater importance and value. The location of Rio Grande LNG further segments habitat and will impact wildlife migration between the Laguna Atascosa and Lower Rio Grande Valley Refuges. The direct and indirect impacts will have a large scale impact environmentally. The values to the environment, wildlife and habitat in relation to these trends are not reflected in the DEIS. Thus, the impact to the environment is greatly understated and underestimated in the DEIS.

The Rio Grande LNG project is in direct conflict of regional, state, and national efforts to restore lost habitat. These efforts have resulted in the creation of the Lower Rio Grande Valley NWR, Laguna Atascosa NWR, Loma Ecological Preserve, Wildlife Corridor, Bahia Grande Restoration Project, Federal Ocelot Recovery Plan, and the recent conservation of 3,200 acres on South

⁸ https://c402277.ssl.cf1.rackcdn.com/publications/1187/files/original/LPR2018_Full_Report_Spreads.pdf, p4.

IND162-15

IND162-16

IND162-16

Comment noted. Impacts on vegetation, wildlife, and threatened and endangered species are discussed in sections 4.5, 4.6, and 4.7, respectively. FERC staff has recommended multiple measures that would minimize or avoid impacts on various habitat and species; although these plans are not yet finalized, most such measures are recommended to be finalized in consultation with the applicable land or resource management agency such that the appropriate entities are assisting in development of appropriate mitigation. Further, we note that habitat loss will occur at the site of the LNG Terminal and the aboveground facilities associated with the Pipeline System; however, lands over the Pipeline System will be available for wildlife use once restoration has been completed.

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Padre Island and several hundred acres along the Bahia Grande near Port Isabel. These efforts represent strong social and cultural values within our region of the Rio Grande Valley.

LNG projects negate the work and continued efforts of the citizens, organizations, government resources, and millions of dollars put forth over the time span of many decades. Thus, permitting of LNG projects that pose direct and indirect impacts outside of the Port of Brownsville boundaries should be denied, especially with consideration that only 2-5% of native landscape remains. LNG projects negate from the monies and efforts put forth to our environment and are in direct conflict with social and cultural values of the region and should be denied permits. Permitting of LNG projects that continue the trend of destroying that last remaining ecosystems in the RGV should be denied.

IND162-16

Any destruction of habitat within the Port of Brownsville should be mitigated prior to construction of the LNG Terminal as recommended by FERC.⁹ Because the mitigation plans are not in the DEIS, mitigation plans should be finalized and available to the public with a commenting period before issuance of FERC permitting.

IND162-17

The DEIS determines that a total of 24 species that are federally listed as threatened or endangered may occur in counties affected by the project.¹⁰ Of these species, it has been determined that the Project is likely to adversely affect the Northern aplomado falcon, the piping plover (and its critical habitat), and the ocelot. Furthermore, as identified in the DEIS specifically within the Laguna Atascosa Wildlife Refuge, indirect impacts on the ocelots may occur from an increase in ambient sound levels, which may render suitable habitat unattractive to ocelots.¹¹

As noted in the DEIS, an emphasis of the Laguna Atascosa Wildlife Refuge is for the conservation of habitat for endangered species.¹² In total, about 2,464 acres of the Laguna Atascosa NWR would fall within the 1- mile radius of terminal construction, of which about 437 acres (17.7 percent) are classified as having scrub-shrub vegetation (TPWD 2017a), ideal habitat for the ocelot.¹³ Additionally, an integral function of the refuge is the wildlife corridor immediately adjacent to the Rio Grande boundary. The wildlife corridor will experience the high noise levels, making it unlikely to be used by wildlife. The Lower Rio Grande Valley NWR, Laguna Atascosa NWR, Loma Ecological Preserve, Wildlife Corridor, Bahia Grande Restoration Project provide resources to many of the endangered and threatened species.

IND162-18

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...".

⁹ Rio Grande DEIS, V1, p306, 4-152

¹⁰ Rio Grande LNG DEIS, V1, p30/ES-7

¹¹ Rio Grande LNG DEIS, V1, p31/ES-8

¹² Rio Grande DEIS V1, 4.6.1.4, p250/4-95

¹³ Rio Grande DEIS, V1, p306/4-152

IND162-17

See Comment Response IND162-1.

IND162-18

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.

Individuals (IND)

IND162 - Patrick Anderson

<p><u>The permit should be denied according to Section 7 of the ESA due to the direct and indirect impacts on threatened and endangered species and habitat.</u></p>	IND162-18
<p>FERC should also note that proposed mitigation is grossly inadequate. Construction of the Project would affect a total of 334.7 acres of wetlands.¹⁴ Much of the proposed mitigation by Rio Grande LNG includes the Loma Ecological Preserve and the Wildlife Corridor, lands owned by the Port of Brownsville and already leased and managed by the U.S. Fish & Wildlife Service. The Loma Ecological Preserve has been leased to the USFWS since 1983 and Wildlife Corridor since 2004. No net loss of wetlands is federal policy under section 404 of the Clean Water Act and enforced by the U.S. Army Corps of Engineers and the Environmental Protection Agency</p>	IND162-19
<p><u>Much Rio Grande LNG's proposals are to mitigate lands already leased, protected, and managed by the U.S. Fish & Wildlife Service. Such plans are not viewed by the public, nor should it be accepted by the agencies, as a viable or acceptable proposal. The RGV cannot afford net losses at a time when only 2-5% of the native environment remain. Their proposals result in a net loss of habitat and wetlands and not in accordance to federal policy, and therefore FERC and USACE should deny permits.</u></p>	
<p>SAFETY AND RISK ANALYSIS</p>	
<p>The DEIS does not include the Space X launch failure analysis. Since the completion of the Space X analysis, Space X is has changed their launch operations and are now considering launching the BFR rocket.</p>	IND162-20
<p><u>An updated analysis of launch failures with new details regarding the BFR rocket needs to be initiated and included in the DEIS.</u></p>	
<p>The Valley Crossing Pipeline already goes under the RG terminal site. The DEIS does not address a safety analysis of Rio Grande LNG and Rio Bravo Pipeline construction and operations with regards to the Valley Crossing Pipeline.</p>	IND162-21
<p>AIR AND NOISE POLLUTION</p>	
<p>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.</p>	IND162-22

¹⁴ Rio Grande DEIS, p28/ES-5

IND162-19	<p>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.</p>
IND162-20	<p>See response to Comment Letter IND67.</p>
IND162-21	<p>Section 4.12.1.6 of the EIS addresses the potential impact on the Project from external events, including the VCP. If approved and constructed, section 4.12.1.7 of the EIS has recommendations to monitor buried pipelines and utilities by accounting for construction loads at temporary pipeline crossings and for operational loads at permanent pipeline crossings after the site is placed into operation.</p>
IND162-22	<p>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.</p>

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IND162 - Patrick Anderson

<p>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.</p>	IND162-23
<p>CUMULATIVE IMPACTS</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. 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.</p>	IND162-24
<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 & water-based transportation, air quality, and noise.</p>	
<p>The DEIS states “We conclude that cumulative impacts of the 3 LNG terminals on visual resources would be potentially significant.”</p>	IND162-25
<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.”</p>	
<p>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, it should deny Texas LNG and Annova LNG. By FERC’s own analysis the cumulative impacts would be too great (e.g. significant).</p>	
<p>Any one of the aforementioned cumulative impacts are reason enough to deny this permit.</p>	
<p>If FERC permits Rio Grande and construction proceeds, AEP will 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.</p>	IND162-26
<p>5.2 FERC STAFF RECOMMENDED MITIGATION</p>	
<p>FERC recommends response to Rio Grande LNG on a number of items before the DEIS comment period. Public commenting period should be extended for review of these submissions and commenting. These items specifically include recommendations 15, 35, 37, 45, 46, 47.</p>	IND162-27

IND162-23

See Comment Response IND162-1.

IND162-24

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).

IND162-25

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).

IND162-26

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.

IND162-27

See Comment Response IND162-1.

Individuals (IND)

IND163 - William Berg

Comment on Rio Grande LNG Draft EIS
Project docket numbers (CP16-454-000, CP16-455-000)
Submitted by William Berg

Preface

David Attenborough spoke at the Poland Climate conference today, Monday, December 3, saying “Right now we are facing a manmade disaster of global scale, our greatest threat in thousands of years: climate change. If we don’t take action, the collapse of our civilizations and the extinction of much of the natural world is on the horizon.”

Two months ago, the UN International Panel on Climate Change (IPCC) issued a report strongly suggesting that the world needs to act strongly in reversing both combustion of fossil fuels and destruction of the world’s forests. The report notes that emissions need to be cut by 45% by 2030 in order to keep warming within 1.5C.

If action is not taken, we will all have to explain to our children and grandchildren in the next few decades (in many cases post-mortem) why we helped ruin the planet for them and future generations.

The energy situation has changed since FERC first began its functions. Then and now public safety was paramount. Then public safety meant the safety of the workers at the energy facilities under FERC jurisdiction and the safety of residents living within a few miles of the facilities, and in the case of export facilities, waterway safety. Now public safety includes the public endangered by the floods, storm-surges, droughts, and wildfires that may be caused by climate change to which this facility will contribute in a big way.

IND163-1

In addition, public safety also includes island nations at risk of being submerged by rising sea levels.

Including the natural gas intended for this facility lost at the fracking well, the pipelines, and the pipeline compressor stations, and the fuel spent to generate the energy to operate the the liquefaction machinery, and the greenhouse gas produced by combustion of the facility’s product, the Rio Grande LNG facility at full operation will be the greenhouse gas equivalent of a few dozen large coal plants.

While deciding on the permit, is it clear to FERC decision makers that this facility is absolutely necessary for the energy security of its purported customer base? Does Rio Grande LNG have customer commitments to cover the costs of construction in a fairly short term. Do the experts in the service of FERC believe that the lifetime of this and similar facilities will be longer than the point where the costs of climate change, the cost of Hurricanes Harvey, Maria, and Florence, the costs of wild fires and the crop loss due to drought and flooding, will be far greater than the costs of replacing the fossil fuel economy.

The future is in your hands. The FERC commission are the leaders whom David Attenborough and the IPCC are referring when they implore our leaders to avert the climatological and economic ruin of the planet.

Wetland Mitigation

Many items in the DEIS are not yet at draft level. They are at concept level. In some cases, the concepts are too early in the definition process to be commented on, making large parts of the DEIS a pre-draft. There is another stage of work required on the document to achieve the level of

IND163-2

IND163-1

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.

Section 4.13.2.9 of the final EIS was revised to address regional climate change impacts, and section 4.11.1 of the EIS quantifies Project- related GHG emissions. While production and gathering activities and the downstream use of exported LNG are not the subject of this EIS, we acknowledge that these activities have environmental impacts, including the release of GHGs.

IND163-2

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 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)

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commentable draft. In the FERC process, the draft EIS is the last opportunity for public comment. This is too bad. It is challenging to comment on topics that are still in the development phase such that RGLNG is suggesting that they need to do more work. Wetland mitigation is one such topic.

IND163-2

It is somewhat disconcerting to comment on a half-baked idea parading as a mitigation plan. and then the not-quite-a-plan is suggested as a new wildlife habitat replacement

IND163-3

A permit should not be issued until there is a solid acceptable mitigation plan that meets the expectations and requirements of the US Army Corps of Engineers (COE), Texas Parks and Wildlife Department (TPWD), and US Fish & Wildlife Service (FWS).

RGLNG would like the permit and promise not to begin construction.

"The COE has not approved RG LNG's Conceptual Mitigation Plan and is working with RG Developers, in conjunction with the FWS, NMFS, EPA, and the Texas Parks and Wildlife Department, to revise the proposed mitigation measures as appropriate. Construction of the LNG Terminal would not commence prior to finalization of wetland mitigation plans and issuance of the COE's Clean Water Act Section 404/Section 10 permit." [Page ES-6 and page 4-67.]

"The COE has a goal of "no net loss" of wetlands in the United States. This means that unavoidable wetland impacts must be offset by the creation, restoration, enhancement, or preservation of at least an equal amount of wetlands, which is referred to as compensatory mitigation. In order to offset the wetland impacts that would occur as a result of the Project, RG LNG developed a Conceptual Mitigation Plan²³ as part of its initial permit application to the COE, and provided a detailed Mitigation Alternatives Analysis²⁴ in October 2017 that describes the proposed mitigation." [Page 4-67.] Commonly, wetland mitigation is done at a multiple of area of wetlands destroyed. Of the four mitigation options, creation, restoration, enhancement or preservation, only preservation violates the principle of "no net loss" and therefore should be

IND163-4

"Preservation does not result in a net gain of wetland acres or other aquatic habitats and should only be used in exceptional circumstances. Preservation is best applied in conjunction with restoration and/or enhancement of ecological functions and values and rarely as the sole means of compensation." [NOAA 209 Chapter 12] No exceptional circumstances are mentioned in the DEIS. No suggestion of associated restoration or enhancement are mentioned in the DEIS.

RGLNG has been working for over a year with COE, FWS, and TWPD, according to the DEIS and they haven't yet agreed upon the concept, much less the plan.

The Draft EIS is actually a pre-draft. FERC need to require a second draft for the public to examine and comment on, before permitting RGLNG to go to a final EIS at this point. There is far too much work to be done. There is no hurry because there is no mention in the DEIS of binding customer agreements or contracts requiring speedy construction.

IND163-5

Conclusion

This DEIS is in many parts still in the conceptual stage and poorly thought out. RGLNG is many months away from completion of its Wetland Mitigation plan, for one.

IND163-6

RGLNG does not have any publicly acknowledged long term binding contracts with customers. They may be having difficulty with financing the project.

IND163-7

IND163-3

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.

IND163-4

See Comment Response to IND163-3.

IND163-5

See Comment Response IND163-2. 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.

IND163-6

See Comment Responses IND163-2 and IND163-3.

IND163-7

See Comment Response IND163-5.

Individuals (IND)

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The DEIS indicates habitat and destruction issues and poor, perhaps unacceptable concepts for mitigation.

IND163-8

Climate change events are clearly indicating a need to curtail projects that will surely accelerate the progress of climate change.

IND163-9

A project with no customers, no finance plans, no plans, only concepts, for mitigating wetland and habitat loss, and loaded with environmental justice issues, is not needed, damaging to its locality and is a prime candidate for curtailment.

IND163-10

Please consider taking a leadership position on climate change and reject this superfluous project.

IND163-8

The status of RG Developers' wetland mitigation plans are described in section 4.4.2 of the EIS, and would be finalized prior to construction of the LNG Terminal, if the Project is approved. Impacts on wildlife habitat are addressed in section 4.6.

IND163-9

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

IND163-10

See Comment Responses IND163-2, IND163-3, and IND163-5.

Individuals (IND)

IND164 - Rick Morano

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Rick Morano, Corpus Christi, TX.
I think this LNG Project will be a great asset to all the Valley personnel who are tired of working out of State. Local employees will have the opportunity to work locally and be able to go home to there family at the end of the day. Many small businesses like our self will be able to have the first opportunity to provide services to this great project.
I'm sure it will also help the growth of the economy all around the Valley and support all the educational facilities by scholarships and internships to college students.
I have been working in Corpus Christi TX and have already seen very positive changes in the city. I know it will also do the same in the Valley.

Thank you,

Ricardo M.

IND164-1

IND164-1

Comment noted.

Individuals (IND)

IND165 - Eric Kennedy



ORIGINAL

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2018 DEC 10 P 2:41
FEDERAL ENERGY
REGULATORY COMMISSION

November 26, 2018

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

CD16-454-000

Dear Ms. Bose,

As president of the SpawGlass South Texas Division, not only do I live in the Rio Grande Valley, I am experienced in planning and managing large construction projects in this region. I am also experienced in planning and executing environmental mitigation measures related to construction.

Based on my professional experience and my research, I want to voice my support for the proposed Rio Grande LNG facility and associated pipeline for the following reasons:

- The Federal Energy Regulatory Commission (FERC) has issued a favorable draft Environmental Impact Statement that has determined that the project's environmental impacts would be reduced to less than significant levels. This comprehensive report is based on years of review by a number of federal, state and local agencies, as well as public input.

IND165-1

- During construction, the developers will follow project-specific plans to mitigate any environmental impacts, including storm water pollution prevention, sediment and soil recovery, dust control, migratory bird conservation, wetland and waterbody impacts, and erosion control.

IND165-2

- Regarding air quality, both the Texas Commission on Environmental Quality and the federal Environmental Protection Agency determined the project would meet or exceed air quality standards.

IND165-3

- The proposed export terminal is in an ideal location in an area zoned for commercial and industrial use along an existing, man-made ship channel.

IND165-4

- The U.S. Coast Guard has issued a Letter of Recommendation indicating that the Brownsville Ship Channel is suitable for LNG marine traffic.

IND165-5

- Rio Grande LNG and the Rio Bravo Pipeline will bring significant direct and indirect economic impacts to the region, including job skills training, thousands of jobs during construction, and more than 200 permanent jobs during operations.

IND165-6

Providing the Absolute Best Construction Experience
4909 E. Grimes, Ste. 116 | Harlingen, Texas 78550 | 956-412-9880
SpawGlass.com | AUSTIN | BRAZOS VALLEY | GOLDEN TRIANGLE | HOUSTON | NEW BRAUNFELS | NORTH TEXAS | SAN ANTONIO | SOUTH TEXAS

IND165-1 Comment noted.

IND165-2 Comment noted.

IND165-3 Comment noted.

IND165-4 Comment noted.

IND165-5 Comment noted.

IND165-6 Comment noted.

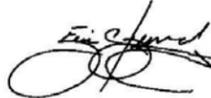
Individuals (IND)

IND165 - Eric Kennedy

20181210-0033 FERC PDF (Unofficial) 12/10/2018

As a community leader, resident, parent, and business owner in the Rio Grande Valley, I support Rio Grande LNG.

Sincerely,



Eric C. Kennedy, AC
South Texas Division President

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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REGULATORY COMMISSION

Comments can be: (1) left with a FERC representative; (2) mailed to the address below or (3) electronically filed¹.

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 a resident of South Padre Island. I believe LNG Export Terminals would be dangerous & damaging to our area. Processing, storing & transporting fuel will be within 2 or 3 miles of Port Isabel. Tankers will pass within a few hundred yards of our public Isla Blanca beach. Space X will be launching very close to this area (over)

IND166-1

Commentor's Name and Mailing Address (Please Print)

Julie Edelstein-Best
PO Box 3155
So Padre Island TX 78597

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.

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. The basis for the Zones of Concern are based on worst case accidental and intentional events and the Coast Guard regulatory framework and LOR process considers the impacts within the Zones of Concern, including marine vessel security plans and risk management strategies, as explained in sections 4.12.1.3 and 4.12.1.5 of the EIS. In addition, Section 4.12.1.6 of the EIS describes the layers of protection or safeguards included in the project design, hazard mitigation to address onsite releases, and impacts from and to adjacent roadways, railways, airports, pipelines, etc.

Individuals (IND)

IND166 - Julie Edelstein

As well. Breaches whether accidental or intentional could have catastrophic results

IND166-2

Processing the gas will release harmful emissions worsening ^{health issues} such as asthma, cancer rates, etc..

IND166-3

The sites are on natural areas that will endanger habitat & endanger the wildlife corridor that brings many tourists. Commercial fishing will be at risk.

IND166-4

IND166-5

I am fearful of the health risks, possibility of an accident - we have only one evacuation route, not to mention the tremendous negative impact this industry would have on our tourism. People come here from all over Texas to enjoy our beautiful beaches, people from all over the world come here for birding. Our sea turtle rescue is also world renown.

IND166-6

IND166-7

This industry is not beneficial to our residents in any way. Employment numbers after construction are hardly significant.

IND166-8

Please do not grant permits to these companies.

Thank you for your time & attention.

Sincerely

Julie Edelstein-Best

IND166-2

See responses to Comment Letters IND67 and IND161.

IND166-3

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.

IND166-4

Impacts on recreation and tourism are addressed in sections 4.8.1.5 and 4.9.3, respectively.

IND166-5

Impacts on commercial fishing is addressed in section 4.9.4.

IND166-6

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, potential 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.

IND166-7

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.

Impacts on recreation and tourism are addressed in sections 4.8.1.5 and 4.9.3, respectively. Impacts on sea turtles are discussed in section 4.7.1.

IND166-8

Comment noted.

Individuals (IND)

IND167 - Jim Chapman

Jim Chapman
Weslaco, TX 78596

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

I am a 38 year resident of the Rio Grande Valley and I oppose the proposed LNG projects for the Port of Brownsville, Rio Grande LNG docket CP16-454-000 and Rio Bravo Pipeline docket CP16-455-000, a hereinafter referred to as the Applicant. These projects, as indicated in the DEIS, would have many significant impacts, thus permits should be denied. I urge that FERC deny these permits for the following reasons.

IND167-1

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 and put in the public record.

IND167-2

The FERC comment deadline should be extended for reasons that both Rio Grande LNG/Rio Bravo Pipeline and Texas LNG have overlapping comment periods, and as both have very large documents to review it is difficult to meaningfully comment on both within the 45 days given.

IND167-3

The FERC DEIS is not available in Spanish. The Rio Grande Valley is 85% Hispanic. 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 the starting point for further evaluation.

IND167-4

The socioeconomic analysis detailed in the DEIS is narrow in view and incomplete. The analysis does not include costs to the taxpayer at every level of government (e.g. police,

IND167-5

IND167-1

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.

IND167-2

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 final EIS includes additional information provided by RG Developers, cooperating agencies, and new or revised information based on substantive comments on the draft EIS. 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.

IND167-3

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, until the point of publication of the final EIS.

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)

IND167 - Jim Chapman

- IND167-4 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.
- IND167-5 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. Further, the estimated tax benefits presented in section 4.9.5 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. Finally, see response CO8-1 for additional information regarding the SCC.

Individuals (IND)

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<p>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 may negate claimed benefits.</p>	IND167-5
<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 & from the Gulf.</p>	IND167-6
<p>The DEIS for Rio Grande LNG 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>	IND167-7
<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 tons). And this would continue for 20-30 years or longer, when we need to reduce carbon emissions drastically much sooner if catastrophic global warming is to be prevented. The fact that Rio Grande LNG’s contribution to climate change cannot be precisely measured is no reason for FERC to ignore it. FERC should require carbon capture or deny the permit.</p>	IND167-8
<p>Wetlands, Habitat, and Wildlife</p>	
<p>Identified species by the Applicant that are federally listed as threatened or endangered will be affected. The DEIS states that the Project 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.</p>	IND167-9
<p>The conservation and preservation efforts of the public has included the Lower Rio Grande Valley NWR, the Laguna Atascosa NWR, the Loma Ecological Preserve, the Wildlife Corridor along the Rio Grande, the Bahia Grande Coastal Corridor Project, the</p>	IND167-10

IND167-6

Sections 4.9.4 and 4.9.8.2 have been revised in the final EIS to more explicitly address impacts on the bait shrimping industry.

IND167-7

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 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.

IND167-8

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).

IND167-9

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 (FERC) must conduct formal consultations with the FWS. This process requires the FWS to prepare a Biological Opinion for the Project.

IND167-10

Comment noted.

Individuals (IND)

IND167 - Jim Chapman

<p>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 support. Permitting LNG projects that continue the trend of diminishing, fragmenting or destroying some of the last remaining ecosystems is unacceptable.</p>	IND167-10
<p>Reliability and Safety</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 of pile driving, construction, operations, etc. on the Valley Crossing pipeline is not adequately addressed in the DEIS.</p>	IND167-11
<p>The SpaceX launch site on Boca Chica is 5 miles from the Rio Grande LNG proposed liquefaction terminal. Where is the launch failure analysis? Did that analysis include the SpaceX BFR, which will be larger than any existing rocket and thus will have a larger debris field? SpaceX has publicly said it intends to test and launch the BFR from the Boca Chica site.</p>	IND167-12
<p>Cumulative Impacts</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 & water-based transportation, air quality, and noise. These are ample reasons to deny this LNG permit.</p>	IND167-13
<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>	IND167-14
<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>	IND167-15
<p>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 (i.e. significant).</p>	IND167-16

IND167-11	<p>Section 4.12.1.6 of the EIS addresses the potential impact on the Project from external events, including the VCP. If approved and constructed, section 4.12.1.7 of the EIS has recommendations to monitor buried pipelines and utilities by accounting for construction loads at temporary pipeline crossings and for operational loads at permanent pipeline crossings after the site is placed into operation.</p>
IND167-12	<p>See response to Comment Letter IND67.</p>
IND167-13	<p>Comment noted.</p>
IND167-14	<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>
IND167-15	<p>See Comment Response IND167-114.</p>
IND167-16	<p>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.</p>

Individuals (IND)

IND167 - Jim Chapman

In summary the Rio Grande LNG DEIS is both incomplete and the proposed project unacceptable due to the unavoidable environmental impacts. I urge that the permit be denied.

IND167-17

IND167-17

The EIS was prepared in accordance with NEPA, CEQ guidelines, and the Commission's regulations and policy. The EIS is consistent with the Commission's regulations and policy 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 Project 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.

Individuals (IND)

IND168 - Christopher Basaldu

Christopher Basaldu
Brownsville, TX 78526

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 development in the Rio Grande Valley, in South Texas, and in the South Texas coast line. I ask the FERC to deny all permits to any new LNG development, LNG pipelines, LNG terminals, LNG pump stations, anywhere in South Texas and in the Rio Grande Valley, including Willacy County and Cameron County.

IND168-1

Rio Bravo Pipeline proposed development will be environmentally poisonous and destructive. This pipeline will transport volatile product that will be very destructive when an accident on the pipeline happens in the future. The pipeline company has not provided enough assurances nor strategies to clean or mitigate their potential damage to water, to land, to plant species, and animal species. I ask you deny the permit.

IND168-2

Rio Grande LNG, has not accounted for the potential damage that the development will cause to historic and archeological sites that are sacred to Native and Indigenous people including the Carrillo Comecrudo Tribe of Texas. I ask the FERC to deny their permit. The LNG development will cause environmental damage and future damage by polluting the land and the waterways. Fish, shrimp, birds and other animals will die and be sick and toxic from this unnecessary development. The potential environmental damage is unacceptable, please deny this permit. Globally, we cannot afford to put anymore carbon from fossil fuel into the atmosphere, leading to climate change and future climate catastrophe. Please deny this permit.

IND168-3

IND168-4

IND168-5

Texas LNG development will also damage the environment to such an extent that the beautiful natural landscapes and views apes will be irreparable. Please deny their

IND168-1

Comment noted.

IND168-2

A discussion of pipeline safety is provided in section 4.12.2.

IND168-3

Section 4.10 of the EIS describes FERC's analysis of impacts on cultural resources. 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.

IND168-4

Comment noted. Sections 4.5, 4.6, and 4.7 identify the impacts on plants, general wildlife, and special status wildlife.

IND168-5

Comment noted. Climate change is addressed in section 4.13.2.9 of the EIS.

Individuals (IND)

IND168 - Christopher Basaldu

permit.

None of these companies have shown sufficient consultations with indigenous groups, including the Carrizap Tribe of Texas. This is unacceptable. This Issue alone should invalidate the DEIS. The draft EIS also shows us that incomplete consultation and consideration has been given to The Mexican state of Tamaulipas, nor Matamoros. The environmental effects of LNG development will effect Mexico, our neighbors. But this DEIS does not Bering these effects into consideration. This should also invalidate the DEIS. At the very least, the DEIS must be redone, reworked and reconsidered after proper consultation with the Carrizo Comecrudo Tribe of Texas, and the Mexican Federal government and the State Government of Tamaulipas, and the Municipal government of Matamoros.

IND168-6

I ask the FERC to deny the permit for all LNG Development in South Texas and the Rio Grande Valley.

Your Comment *

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.

IND168-7

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.

IND168-6

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 to historic properties is ongoing, and would be complete prior to construction of the Project, if authorized. The final EIS was revised to include section 4.15 to address transboundary effects of the Project on Mexico.

IND168-7

See Comment Response IND96 (Mary Volz).

Individuals (IND)

IND168 - Christopher Basaldu

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.

IND168-7

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. 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

Individuals (IND)

IND168 - Christopher Basaldu

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 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

IND168-7

Individuals (IND)

IND168 - Christopher Basaldu

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.

IND168-7

Individuals (IND)

IND168 - Christopher Basaldu

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.

IND168-7

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.

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).

Individuals (IND)

IND169 - Laurel Steinberg

Laurel Steinberg
Brownsville, TX 78520

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 DEISes, would have adverse impacts, thus permits should be denied. The following comments are those specific to the DEISes and apply to the dockets aforementioned.

Rio Grande LNG is not an appropriate industry for this location, even if it is able to fulfill the requirements of FERC. As their site is right across the street from a National Wildlife Refuge, there will be too many adverse affects. The removal of wetlands and undeveloped land, the lighting and noise, and the pollution, will reduce the ability for wildlife to flourish in the area and to crossbreed with other populations. It will also degrade the experience of human recreation in this area, such as the popular fishing areas at the Gayman bridge and Zapata boat ramp, the increased recreation planned for the Bahia Grande section of the LANWR, and the increased recreation planned by the Active Plan in Cameron County.

This low lying flood prone area cannot tolerate any loss of wetlands, and there is no mitigation plan by either Rio Grande or Texas LNG to replace wetlands that will be taken.

It is important to stop creating new plants which will depend on the continuation or increase of fracking. Fracking is causing ground water pollution, earthquakes, methane leakage pollution in the atmosphere, and over usage of precious water resources. Also there is an urgent need to cut down and not increase the use of fossil fuels to prevent the many negative results of climate change.

Every industrial structure that is constructed between the shrimp basin at the Port of Brownsville and the town of Port Isabel will degrade this scenic part of South Texas. Rte 48 is a major route to the tourist towns of Port Isabel and South Padre Island. It is also an important area for bird watchers and fishermen. This area of the Texas coast is the

IND169-1
IND169-2
IND169-3
IND169-4
IND169-5

IND169-1
IND169-2
IND169-3
IND169-4
IND169-5

Comment noted.

Potential impacts on recreation and tourism, including fishing, are addressed in sections 4.8.1.5 and 4.9.3, respectively.

The COE has a goal of “no net loss” of wetlands; therefore, wetland impacts at the LNG Terminal would be offset by wetland mitigation. RG Developers’ conceptual wetland mitigation plans are described in section 4.4.2 of 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.

The Project would not involve gas extraction activities. Section 1.3.1 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. Section 4.13.2.12 the final EIS has been updated to include a discussion of climate change.

Impacts on visual resources and tourism, including bird watching and fishing, are addressed in sections 4.8.1.5 and 4.9.3, respectively. As described throughout the EIS, the LNG Terminal would be on undeveloped land owned by BND, 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 further within section 4.8.1.5, visual impacts from the LNG terminal would be mitigated by RG LNG’s use of 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.

Individuals (IND)

IND169 - Laurel Steinberg

one last populated beach/eco-tourism/fishing/retirement areas that has not been degraded by the petrochemical industry (think of Port Arthur, Houston, Corpus Christi). Many people visit and retire here for that reason. Many "winter Texans" come here for that reason. Rio Grande LNG alone, with a mile long frontage along Rte 48 would be a terrible visual blight on the area, even without considering the lights, noise, pollution, traffic, risks, and pipeline. LNG facilities in this area could be detrimental to the very important tourist economy.

IND169-5

Finally, these companies don't even have customers yet. Why do we South Texans have to sacrifice our beautiful environment for the sake of these companies, whose wealth will just pass through the area, and not stay here (Rio Grande LNG is not even paying their full taxes to Cameron County!!).

IND169-6

Please deny the permits for Rio Grande LNG and Texas LNG. Times are changing and the oil and gas industry is too dangerous for the health of the world to allow it free range. We (and you) must rein it in before it is too late.

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 DEISes, would have adverse impacts, thus permits should be denied. The following comments are those specific to the DEISes and apply to the dockets aforementioned.

IND169-7

DEIS and FERC Procedures Are Compromising Public Input

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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

IND169-6

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.

IND169-7

See Comment Response IND96 (Mary Volz).

Individuals (IND)

IND169 - Laurel Steinberg

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.

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

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

IND169-7

Individuals (IND)

IND169 - Laurel Steinberg

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.

IND169-7

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 demonstrate 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.

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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.

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Individuals (IND)

IND170 - Karen Saunders

20181217-5073 FERC PDF (Unofficial) 12/17/2018 11:42:18 AM

Karen Saunders
Brattleboro, VT 05301

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.

As an ecologist, I have grave concerns about the Rio Grande LNG export terminal compromising the conservation and habitat preservation efforts that have been made in the Lower Rio Grande Valley. I urge you to deny permits for the projects associated with the proposed LNG export terminal.

IND170-1

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.

IND170-2

DEIS and FERC Procedures Are Compromising Public Input

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IND170-1 Comment noted.

IND170-2 See Comment Response IND96 (Mary Volz).

Individuals (IND)

IND170 - Karen Saunders

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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.

IND170-2

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Wetlands, Habitat, and Wildlife

Individuals (IND)

IND170 - Karen Saunders

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Individuals (IND)

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IND170-2

Individuals (IND)

IND171 - Janie Martinez

20181217-5074 FERC PDF (Unofficial) 12/17/2018 11:43:57 AM

Janie Martinez
Brownsville, TX 78521

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

NO LNG!!!

IND171-1

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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Individuals (IND)

IND171 - Janie Martinez

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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.

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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

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Individuals (IND)

IND171 - Janie Martinez

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Reliability and Safety

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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.

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Individuals (IND)

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IND171-2

Individuals (IND)

IND172 - Bebe Jowell

20181217-5078 FERC PDF (Unofficial) 12/17/2018 11:47:34 AM

Bebe Jowell
Rio Hondo, TX 78583

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.

Any loss of wetlands is unacceptable, the primordial ooze of 90% of marine life.

Profiting at the expense of the environment and Public trust should be rejected by the agencies whose duty is to uphold for future generations. Risk of hurricanes and of habitat destruction for endangered and threatened species cannot be tolerated. Once these facilities start being built, no matter what harsh consequences are revealed, the damage is done! Reject this application in it's entirety! Keep the gas in the U.S. and build a generator to provide electricity here and have a more secure energy future.

We never know when other countries will slow production or sanctions reduce supplies. In addition, converting the gas to liquid releases harmful chemicals in a populated area. Even China may decide to purchase elsewhere due to trade war and the project could fail and we are stuck with the monstrosity. Please do not let this project go forward! I have lived in the Houston area and am well aware of the harm to public health and the environment, superfund sites. Industry bribes politicians to keep quiet with campaign donations and the majority of the public is too busy trying to survive to understand what is going on.

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IND172-1

IND172-2

IND172-3

IND172-4

IND172-5

IND172-6

IND172-7

IND172-1 Comment noted.

IND172-2 Section 4.12.1.6 of the EIS discusses potential impacts from hurricanes and other meteorological events and discusses the design wind speeds that onsite structures would be designed to. The design wind speeds for the proposed Project would be in accordance with 49 CFR 193 and ASCE 7-05. In addition, DOT's LOD addresses design wind speeds for LNG facilities as defined in 49 CFR 193. In addition, section 4.12.1.6 also discusses the storm surge berm that would surround the site and section 4.12.1.7 includes a recommendation that RG LNG maintain the elevation of the levee throughout the life of the facility to ensure it is protected from flooding and sea level rise. Impacts on threatened and endangered species and their habitat are addressed in section 4.7 of the EIS.

IND172-3 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.

IND172-4 Air quality is addressed in section 4.11.1 of the EIS.

IND172-5 See Comment Response IND172-3.

IND172-6 Air quality is addressed in section 4.11.1 of the EIS.

IND172-7 See Comment Response IND96 (Mary Volz).

Individuals (IND)

IND172 - Bebe Jowell

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Individuals (IND)

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IND172-7

Individuals (IND)

IND173 - Claudia Montemayor

20181217-5080 FERC PDF (Unofficial) 12/17/2018 11:49:18 AM

Claudia Montemayor
San Benito, TX 78586

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

Please keep Rio Grade Valley safe and clean... for our future from the animals to us humans beings...Thank you.

IND173-1

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IND173 - Claudia Montemayor

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IND173-2

Individuals (IND)

IND174 - Bob Radnik

20181217-5081 FERC PDF (Unofficial) 12/17/2018 11:51:18 AM

Bob Radnik
San Benito, TX 78586

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

Due to the laws of chemistry and physics the continued use of fossil fuel for energy production will doom human civilization and cause the sixth great planetary extinction event. Rational beings would understand that fact and work to avoid the inevitable consequences of carbon cycle imbalance. The resources being expended to expand fossil fuel production and combustion should be redirected to development of a carbon neutral energy production sector as quickly as possible. Therefore, I oppose the concept and implementation of LNG industrialization of the Port of Brownsville or anywhere else for that matter. The future of humanity and life on our planet is more important than satisfying the greed of the extraction industry and its investors.

IND174-1

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Wetlands, Habitat, and Wildlife

IND174-2

Individuals (IND)

IND174 - Bob Radnik

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Individuals (IND)

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Individuals (IND)

IND175 - Albert Cantua

20181217-5082 FERC PDF (Unofficial) 12/17/2018 11:55:05 AM

Albert Cantua
McAllen, TX 78504

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

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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.)

IND175-1

See Comment Response IND96 (Mary Volz).

Individuals (IND)

IND175 - Albert Cantua

20181217-5082 FERC PDF (Unofficial) 12/17/2018 11:55:05 AM

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 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

IND175-1

Individuals (IND)

IND175 - Albert Cantua

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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.

IND175-1

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

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.

The DEIS says that Rio Grande "combined with the other projects in the geographic

Individuals (IND)

IND175 - Albert Cantua

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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).

IND175-1

Individuals (IND)

IND176 - Bebe Jowell

20181217-5083 FERC PDF (Unofficial) 12/17/2018 11:56:29 AM

Bebe Jowell
Rio Hondo, TX 78583

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.

IND176-1

Any loss of wetlands is unacceptable, the primordial ooze of 90% of marine life.

Profiting at the expense of the environment and Public trust should be rejected by the agencies whose duty is to uphold for future generations. Risk of hurricanes and of habitat destruction for endangered and threatened species cannot be tolerated. Once these facilities start being built, no matter what harsh consequences are revealed, the damage is done! Reject this application in it's entirety! Keep the gas in the U.S. and build a generator to provide electricity here and have a more secure energy future. We never know when other countries will slow production or sanctions reduce supplies. In addition, converting the gas to liquid releases harmful chemicals in a populated area. Even China may decide to purchase elsewhere due to trade war and the project could fail and we are stuck with the monstrosity. Please do not let this project go forward! I have lived in the Houston area and am well aware of the harm to public health and the environment, superfund sites. Industry bribes politicians to keep quiet with campaign donations and the majority of the public is too busy trying to survive to understand what is going on.

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.

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

IND176-1

The comment is a duplicate of comment IND172.

Individuals (IND)

IND176 - Bebe Jowell

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hearing and an overlapping commenting deadline. This resulted in cutting the time in half for review of the DEIS and commenting.

IND176-1

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.

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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Individuals (IND)

IND176 - Bebe Jowell

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IND176-1

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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.

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Individuals (IND)

IND176 - Bebe Jowell

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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.

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).

IND176-1

Individuals (IND)

IND177 - Christina Patino Houle

20181217-5085 FERC PDF (Unofficial) 12/17/2018 11:57:54 AM

Christina Patino Houle
Brownsville, TX 78520

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

I absolutely oppose the construction of LNG projects in Brownsville. It will rob our community of our most valuable resources and there has not been sufficient nor meaningful opportunity for public input. None of the information needed to respond to community concerns has been posted in Spanish, thereby greatly limiting who can participate in the public input process.

IND177-1

IND177-2

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.

IND177-3

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.

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.

IND177-1 Comment noted.

IND177-2 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.

IND177-3 See Comment Response IND96 (Mary Volz).

Individuals (IND)

IND177 - Christina Patino Houle

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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.

IND177-3

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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

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

Individuals (IND)

IND177 - Christina Patino Houle

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IND177-3

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Reliability and Safety

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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

Individuals (IND)

IND177 - Christina Patino Houle

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IND177-3

Individuals (IND)

IND178 - Rob Gardner

20181217-5087 FERC PDF (Unofficial) 12/17/2018 12:04:48 PM

Rob Gardner
Sugar Land, TX 77479

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

There is no rational answer to putting this project in the middle of one of the most ecologically sensitive areas in our country. Money, profit, and greed should not be more important than the inhabitants of our planet. Stop!

IND178-1

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.

IND178-2

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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.

IND178-1

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.

IND178-2

See Comment Response IND96 (Mary Volz).

Individuals (IND)

IND178 - Rob Gardner

20181217-5087 FERC PDF (Unofficial) 12/17/2018 12:04:48 PM

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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IND178-2

Individuals (IND)

IND178 - Rob Gardner

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Individuals (IND)

IND178 - Rob Gardner

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IND178-2

Individuals (IND)

IND179 - Sandra Gonzalez

20181217-5088 FERC PDF (Unofficial) 12/17/2018 12:06:04 PM

Sandra Gonzalez
Alamo, TX 78516

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

I see importance in the job of LNG, however I see no reason why it should affect the small environmental sanctuary found within the Laguna Atascosa. Animal life and its preservation for its resources should be considered as top priority.

IND179-1

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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Socioeconomics

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The socioeconomic analysis detailed in the DEISs are narrow in view and incomplete.

IND179-1 Impacts on the Laguna Atascosa NWR, wildlife corridor, and wildlife using these habitats are addressed in sections 4.6 and 4.7. Recreational use of this and other NWRs are addressed in sections 4.8.1.5 and 4.9.3.

IND179-2 See Comment Response IND96 (Mary Volz).

Individuals (IND)

IND179 - Sandra Gonzalez

20181217-5088 FERC PDF (Unofficial) 12/17/2018 12:06:04 PM

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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Individuals (IND)

IND179 - Sandra Gonzalez

20181217-5088 FERC PDF (Unofficial) 12/17/2018 12:06:04 PM

"...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.

IND179-2

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 cumulatively greater air quality impacts." This is not acceptable and is grounds for

Individuals (IND)

IND179 - Sandra Gonzalez

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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).

IND179-2

Individuals (IND)

IND180 - Mary Elizabeth Hollmann

20181217-5089 FERC PDF (Unofficial) 12/17/2018 12:07:18 PM

Mary Elizabeth Hollmann
Brownsville, TX 78520

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.

IND180-1

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.

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. 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.

IND180-1

See Comment Response IND96 (Mary Volz).

Individuals (IND)

IND180 - Mary Elizabeth Hollmann

20181217-5089 FERC PDF (Unofficial) 12/17/2018 12:07:18 PM

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 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.

IND180-1

Individuals (IND)

IND180 - Mary Elizabeth Hollmann

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Individuals (IND)

IND180 - Mary Elizabeth Hollmann

20181217-5089 FERC PDF (Unofficial) 12/17/2018 12:07:18 PM

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IND180-1

Individuals (IND)

IND181 - Alan Diaz

20181217-5090 FERC PDF (Unofficial) 12/17/2018 12:08:30 PM

Alan Diaz
Laguna Vista, TX 78578

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

It is imperative to protect the air and marine environment from any petrochemical pollution since our south Texas coastal community is surest based on year round tourism abs fishing. The people and communities here and where I live in close by Laguna Vista demand to maintain our livelihood in this current time and for future generations.

IND181-1

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.

IND181-2

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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.

IND181-1 Impacts on tourism are addressed in section 4.9.3.

IND181-2 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.

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Individuals (IND)

IND181 - Alan Diaz

20181217-5090 FERC PDF (Unofficial) 12/17/2018 12:08:30 PM

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The DEIS concludes that the 3 LNG projects cumulatively "would contribute significantly

Individuals (IND)

IND181 - Alan Diaz

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IND181-2

Individuals (IND)

IND182 - Individuals

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

ORIGINAL

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).

don't do it

IND182-1

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.

IND182-2

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.

IND182-3

Finally, the construction of the three LNG terminals Rio Grande LNG, Texas LNG, and Annova LNG 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.

IND182-4

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.

IND182-5

For these reasons and many others, I am opposed to these projects.

Sincerely,

Molly Neeley
wolfsterg@gmail.com
2521 Sandbar CT
Seabrook, TX 77586

FILED
SECRETARY OF THE
COMMISSION
2010 DEC -3 P 3 06
FEDERAL ENERGY
REGULATORY COMMISSION

IND182-1 The filing includes 115 copies of a form letter and duplicates comment number IND157.

IND182-2 See response to IND157 (Individuals)

Individuals (IND)

IND183 - Individuals

20190225-5008 FERC PDF (Unofficial) 2/24/2019 1:13:22 PM

TOM A SAGONA, Austin, TX.

I am writing to request that the Rio Grande LNG application be denied. Climate change is real and it is happening NOW! I have a one-year old granddaughter. I do not want her to grow up in a world where she has to fear floods, hurricanes, tornados and fires. I don't want her food supply to be endangered by drought. Time is of the essence! We can't wait another generation to get serious on this.

This project will greatly add to CO2 emissions as well as put other toxins in the environment. This area is an area of natural beauty, which is increasingly rare. Please act on behalf of the people instead of the corporations.

IND183-1

IND183-2

IND183-1

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

IND183-2

Comment noted.