

Houston-Galveston Area Council of Governments Meeting with Texas Commission on Environmental Quality and Airports/Airlines stakeholders concerning the Houston-Galveston-Brazoria Eight-Hour Ozone State Implementation Plan

MEETING SUMMARY

May 22, 2008

H-GAC Conference Room A
3555 Timmons Lane, 2nd Floor
Houston, Texas 77027

Persons Present:

Roy Conn, Marianne Csaky, Jim Parise, John Hall, Lola Brown, Theresa Pella, Santos Olivarez, Dave Walden

Staff Present:

Shelley Whitworth, Graciela Lubertino, Andrew DeCandis, Kelli Angelone

TCEQ Presentation: _____ Inventories and TCEQ Methodology _____

Theresa Pella explained a handout entitled, "Houston Area Airport Emissions as Reported in 2000, 2002 and 2005". The handout showed reductions in the Houston airport industry over the years of 2000-2005. It also demonstrated some of their methodology for estimating the emissions inventory for the airport industry. The TCEQ is currently working using 2005 airport emissions data. Their growth factors are provided by the US Department of Transportation, and they would welcome comments from the airport/airlines stakeholders on those numbers because they do not want them to reflect anything the stakeholders cannot commit to.

Timeline for current State Implementation Plan (SIP) process: TCEQ anticipates the EPA will give until April 2010 to submit a complete SIP. The proposal for the SIP must go to the TCEQ commission in October 2009, which means technical work needs to be finalized next year, mid-year. January 2009, TCEQ needs the local control strategies to model, giving stakeholders and government groups about 6 months for dialogue.

Roy Conn mentioned their reports to Federal Aviation Administration included information through 2007, and wondered what TCEQ's methodology for getting growth rates was. TCEQ promised to send them that information.

John Hall asked if TCEQ had finalized its policies regarding control strategies. TCEQ clarified that the purpose of the present meeting was exactly that because they were not even sure how the airport/airline industry could contribute to the air quality improvement goals. Shelley Whitworth said that the ideal situation was for all agreements to be voluntary. The TCEQ website contains the letter from the Dallas-Fort Worth region with policies that had already been agreed upon jointly by airports and airlines in that region.

TCEQ brought up the issue of military flights/ activity at Hobby and Bush Intercontinental Airports because their data only covered commercial traffic. It was established that the military's use of the two major airports was too minor to bother with because most of that was done at the smaller airports.

H-GAC Presentation : _____ Airport Mobile Control Strategies and Third Party TERP Grants _____

Shelley Whitworth mentioned that many of the strategy ideas on our master list came from the Dallas-Fort Worth list and that if the list is missing something or there is something that the stakeholders are already doing, then it should be added or mentioned. She also mentioned that definite timelines will eventually be needed regarding implementation of agreed reduction measures. The baseline for this new implementation plan must be the commitments already made; those commitments already made cannot be counted again.

Most of the measures from the Voluntary Mobile Emissions Program came from the industry. TCEQ mentioned that TxLED is currently already committed as a control measure for the on-road sources, but they will have to double-check to see if it is committed as an off-road credit. H-GAC asked that industry look at their emissions from a holistic view for the VMEP agreement, meaning looking at everything, including their landscaping, planes, etc.

Mr. Parise asked H-GAC to present this same information in an abbreviated form at a regular meeting of the airlines at Intercontinental Airport and at the Hobby Airport. H-GAC accepted. H-GAC also offered help on third-party TERP Grants and talked about a rebate initiative for low-mileage, high-idling trucks in the H-GAC TERP grant application. Continental mentioned that some of their activities were difficult to quantify in terms of emissions reductions. TCEQ answered that even if it is difficult to quantify, it can be put in the Weight of Evidence to demonstrate to EPA that our region has reduced emissions as much as possible.

Continental suggested H-GAC and TCEQ get other tenants at the airport involved by attending some of the monthly meetings and giving presentations, but also going through some of the aviation/airline associations and utilizing the airport newsletters to talk about things that are needed from the tenants.

PUBLIC COMMENTS: N/A

ACTION ITEMS: TCEQ

- 1) Pass on the equations for airport emissions to Continental.**
- 2) Find out if TxLED is already used in off-road emission inventories.**
- 3) Find out if Auxiliary Power Units are being modeled in TCEQ inventories.**
- 4) Send updated off-road inventory to H-GAC.**

ACTION ITEM: H-GAC

- 1) Attend and give presentations at monthly meetings for airports to get more groups to collaborate with the control strategies for the SIP and to improve air quality.**