

**Houston-Galveston Area Council of Governments
Meeting with Texas Commission on Environmental Quality and
Airports/Airlines Stakeholders Concerning Airport Emissions
Inventory**

MEETING SUMMARY

1:30 p.m., Wednesday, October 1, 2008
Houston-Galveston Area Council of Governments
5th floor Transportation Conference Room
3555 Timmons Lane
Houston, TX 77027

Persons Present:

Mike Kenney (KB Environmental Consulting), James Parise (HAS), Darcy Zarubiak (Jacobs Consultancy), Alan Goldman (Jacobs Consultancy), Debayan Sen (Jacobs Consultancy), Neal Wolfe (Jacobs Consulting), Karl Pepple (COH), Roy Conn (Continental Airlines), Marianne Csaky (Continental Airlines), Elaine Karnes (SW Airlines)

Staff Present:

Santos Olivarez (TCEQ), Donna Huff (TCEQ), Peter Ogbeide (TCEQ), Shelley Whitworth (HGAC), Graciela Lubertino (HGAC), Kelli Angelone (HGAC), Ben Finley (HGAC), Connie Chao (HGAC), Mary Schuwerk (HGAC)

TCEQ Presentation: Discussion of Inventories

TCEQ presented three handouts regarding the emissions inventories for the airlines/airports industry. The “Ground Support Equipment” handout showed the commitments that were agreed upon by the airport industry representatives from the last SIP process. This handout generated a lot of discussion because the control strategies agreed upon were not the same as what the airport industry ended up using to reach the target reductions.

The “Airports/Airlines Emissions Inventory” handout precipitated discussion regarding the emissions growth projections.

PUBLIC COMMENTS:

- 1) Jacobs Consultancy pointed out that there was a difference between what was shown and agreed upon between TCEQ and the airport industry and what would be shown on the documents verifying that the airport industry had achieved the reductions.
 - a. TCEQ answered that since the submitted verification documents and participants had not been audited, nothing was officially verified. What is on the handout is what was agreed upon in the 1998-1999 SIP documents.
- 2) HGAC asked why there was such a low emissions amount shown at Hobby for Continental.

- a. Continental answered that they had stopped service at Hobby except for maintenance flights.
- 3) Jacobs Consultancy asked about the dramatic drop shown from 2000 to 2002 on the Inventory handout.
 - a. TCEQ answered that they had received their information from the TexAir database and so accept it as true.
- 4) Jacobs Consultancy commented that some of the inventory numbers were clearly erroneous because they show a projected increase in one area and decrease in the other, which means that the same growth factors were not used in the calculations.
 - a. TCEQ said they would double-check the numbers.
- 5) Jacobs Consultancy asked if the last SIP's control strategies were already subtracted from the inventory data shown.
 - a. TCEQ answered yes, the control strategies were already included.
- 6) HGAC asked how TCEQ came up with the numbers for 2018?
 - a. TCEQ said it was just growth.
 - b. HGAC said that it could not be just growth because fleet turnover and all regulations that will be applied between 2005 and 2019 must be included for a base line inventory.
 - c. TCEQ answered that they did not see that as a very big factor.
- 7) Jacobs Consultancy asked what the growth factors were because of the inconsistencies in TCEQ's handouts.
- 8) Southwest said the FAA does not take into account a lot of factors like the economy or the effects of 9/11. They would like to see what 350EP number were used and to understand EGAS.
 - a. TCEQ answered that the reason the numbers are off is because TCEQ has not been able to communicate with the industry and so were forced to use the numbers they have. The numbers TCEQ will use is what can be agreed upon between TCEQ and industry.
- 9) FAA asked if they and the industry groups could provide TCEQ with different numbers with good reasoning behind them, could those numbers be used?
 - a. Yes, of course, assuming they are certified and show methodology.
- 10) Jacobs Consultancy said that the SIP really matters to the airports and airlines. He explained that that the airport is different from the airline, so there is a difference in responsibilities and roles. The airport is responsible for facilities and general conformity.

They are planning a multi-billion dollar upgrade at Intercontinental Airport that would be affected by this, and all that the industry is asking for is accuracy because projects like this cannot occur without general conformity. Houston Airport System (HAS) is owned by COH. Jim Parise [for HAS] has received more federal grants than any other airport in the county. Of about 24 grants available in the nation, 9 have gone to HAS. In general conformity, HAS will be putting together air quality mitigation programs.

As for the EDMS, a lot of the defaults are bogus. For example, preconditioned air as a control strategy is very effective but the EDMS defaults do not reflect the level that it is utilized. It allows airplanes to turn off APUs while boarding.

If the SIP makes a rule for a mitigation strategy, then HAS cannot use it for general conformity. HAS will go forward with owning emission reductions from now on. We want to cooperate with TCEQ and HGAC on a voluntary basis, not through rule-making.

- 11) HGAC asked if they would still allow HGAC to document those projects mentioned for the SIP.
 - a. Jacobs Consultancy answered yes. They would like the SIP to hold an airports inventory appendix for the years 2002, 2008, 2011, 2014, 2017 and 2018 that listed all airplanes, GSE, shuttles, etc in one place so that it made conformity determination easier.
 - b. H-GAC answer that the inventories for all those years are not for the attainment SIP, they are for the RFP SIP.
- 12) TCEQ said that all the airport data would have to be backed up by more data. TCEQ has to agree on the methodology used for the airport inventory, and so TCEQ needs to see the inventory to begin dealing with that. The appendix is not something that is needed for the SIP, but it can be discussed among TCEQ managers.
- 13) Southwest said they would like to point out that Jacobs Consultancy was speaking for HAS, not for the airlines. It is not necessarily what the airlines want or will agree to.
 - a. Jacobs Consultancy said that it did not want to misrepresent what was being said as also representing what the airlines wanted.
- 14) Continental Airlines asked why calculations used to inventory airline/ airport data for NEPA, which is sent to the FAA, could not be forwarded to TCEQ for the SIP [to save time, money, paperwork].
 - a. FAA commented that the data just is not used that way.

TCEQ Presentation: TCEQ SIP Timeline

TCEQ presented a handout showing their deadlines in relation to the SIP. The shaded dates shown were unmovable. [See “TCEQ SIP Timeline” handout at H-GAC website.]

PUBLIC COMMENTS:

Jacobs Consultancy commented that the timeline shows inventory to be a completed task. TCEQ answered that they are open to working with stakeholders until the last minute on the inventories to be sure they are as accurate as possible.

HGAC Presentation : SIP Process Timeline

HGAC presented a handout showing their deadlines in relation to the SIP.

PUBLIC COMMENT:

- 1) Jacobs Consultancy asked if they should comment on the Master List of Control Strategies.
- 2) HGAC answered: no, the Master List is not up for comments any more. H-GAC is currently working on quantifying the emission reductions for the control strategies that made the Short List, and when that process is over, the stakeholders will be welcome to submit comments.

- 3) Jacobs Consultancy asked for confirmation that the Short List was scheduled for adoption by January 30, 2009.

HGAC answered: no, that is when the Short List will be sent to TCEQ, and it is up to TCEQ to include these control measures into the SIP.

HGAC Presentation : HGAC Funding Available

HGAC's 3rd Party TERP program allows local government (such as the airports) to apply for TERP grants without having to compete with the whole state. CMAQ funding is for on-road vehicles such as airport shuttles. SEP is currently only available for school bus funding, but HGAC is working to make that funding available to local governments.

ACTION ITEM: TCEQ

- 1) TCEQ should retrieve the demonstration documents from the past MOU agreements for the airports industry with HAS and DFW so that HAS may learn from past SIP experiences. TCEQ should also send copies to HGAC so it can be posted to the website.
- 2) Find out if the airports industry can use an appendix from the RFP SIP for the same purpose as the attainment SIP for general conformity and reference.

ACTION ITEM: Industry

- 1) Airports representatives and TCEQ should get together on Mondays to teleconference at 9:30am to update each other on the inventory and SIP.

ACTION ITEM: HGAC

- 1) HGAC should send a copy of sign-in sheet with contact information to everyone that attended the meeting.